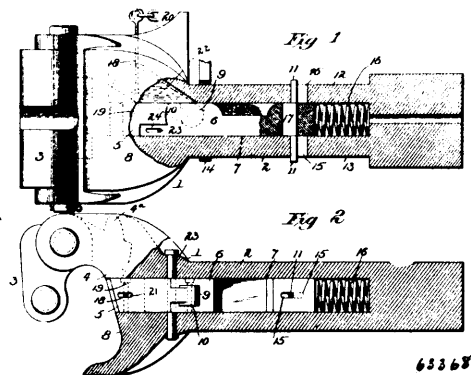


slabs of refractory material the joints being made of asbestos cords. 6th. Forming the lower end of the anodes with deep channels for facilitating the escape of the chlorine.

No. 63,368. Car Coupler. (*Attelage de chars.*)



Oliver C. Patton and William C. Sydenham, both of Grand Junction, Colorado, U.S.A., 30th June, 1899; 6 years. (Filed 27th February, 1899.)

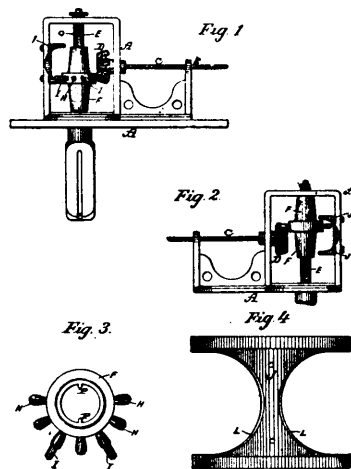
Claim.—1st. In a car coupler, the combination with a draw head provided with a central longitudinal chamber, of a latch and latch bar located and adapted to slide longitudinally therein, means for retaining the bar in the slot, and a spring adapted to hold the bar and its associated parts in their normal positions and to overcome in the event of the draw head pulling out, substantially as described. 2nd. In a draw head, the combination with the usual knuckle and its arm, of a latch centrally disposed in a longitudinal recess in said draw head, a longitudinal bar located within the recess and pivoted to the latch, said latch being adapted to lift upward away from the knuckle arm to release the latter in the usual uncoupling operation and to slide with the bar backward longitudinally in the draw head in the event of abnormal longitudinal strain upon the draw bar, substantially as described. 3rd. In a car coupler, the combination with a knuckle and its arm, of a latch having a vertical and endwise movement whereby it can be operated under normal and abnormal conditions, a longitudinally movable bar to which the latch is pivoted, lateral projections on the bar and an external yoke with which the projections come in contact under abnormal strain, substantially as described. 4th. In a car coupler, the combination with a draw bar having a central longitudinal chamber open at its front end, of a longitudinally movable latch bar located in said chamber, a transverse pin passing through the bar and stem of the draw head, a spring for normally pressing said bar forward, a yoke embracing the stem of the draw head and a latch hinged to said bar as a means for raising and lowering the latch, substantially as described. 5th. In a draw bar, the combination with a longitudinally movable latch centrally disposed within the draw bar, of a bar to which the latch is attached, said bar being provided with an open socket in its forward end, a head on the end of the latch adapted to fit within the said socket whereby the parts are connected, a spring disposed within the draw head and adapted to normally hold the latch bar and latch in position to permit the former to be operated, a transverse pin projecting beyond the exterior of the neck of the draw head and a yoke embracing the draw head and adapted to be struck by the projecting ends of the said pin in the manner, and for the purpose, substantially as set forth. 6th. In a car coupler, a knuckle provided with a longitudinally and vertically movable locking latch, in combination with a longitudinally movable bar, and a pivotal T-joint between the latch and bar, substantially as described. 7th. In a car coupler, a knuckle provided with a locking latch pivoted to a longitudinally movable bar by a pivotal T-joint, a spring for normally holding the bar in position, means for lifting the latch, an external yoke and a projecting pin movable with the bar, and arranged to come in contact with the yoke, substantially as described.

No. 63,369. Mechanical Movement. (*Mouvement mécanique.*)

Otto Clausen, assignee of Adolph Plagman, both of Davenport, Iowa, U.S.A., 30th June, 1899; 6 years. (Filed 23rd January, 1899.)

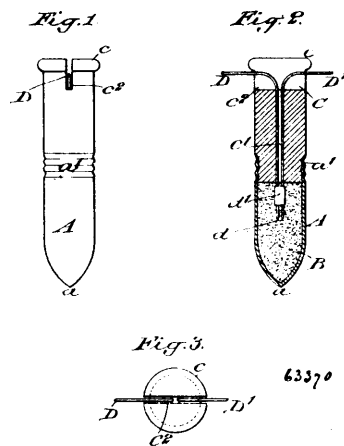
Claim.—1st. A shaft which revolves continuously in one direction, and is provided upon its inner end with a gear or pinion, combined with a vertically moving cylinder provided with pins or projections between its ends, and which pins or projections mesh with the teeth of the pinion or gear, a vertical shaft upon which the cylinder is splined, and stop guides with which two of the teeth upon the cylinder engage, substantially as shown. 2nd. A suitable frame, a horizontal driving shaft journaled therein, provided with a pinion or gear at its inner end, a vertical shaft provided with a suitable device at its lower end, and a cylinder having a rising and falling movement upon its upper portion, and which cylinder is provided

with teeth of unequal lengths, combined with suitable stop guides with which the long teeth upon the cylinder engage, and which



No. 63,370. Dynamite Cartridge Cap.

(*Capule de cartouches de dynamite.*)



The C. C. Chemical Company, assignee of William Proctor Ferguson, all of New York City, New York, U.S.A., 30th June, 1899; 6 years. (Filed 14th February, 1899.)

Claim.—1st. A fulminate cap for dynamite cartridges, comprising a casing for the fulminate, the said casing being developed at one end into a well defined point for insertion into the explosive charge, a handle fixed to and projecting away from the opposite end of the shell along the line of its axis for pushing the fulminate cap into the explosive charge and wires extending through the said handle into the charge of fulminate for exploding it, the said wires being so arranged as to leave the end of the handle free for the reception of the finger in pushing the cap into the cartridge, substantially as set forth. 2nd. A fulminate cap for dynamite cartridges, comprising a pointed shell for receiving the fulminate, a handle fixed to and extending away from the shell along the line of its axis, the said handle being provided with a longitudinal bore and a transverse slot and wires extending from within the charge of fulminate along the longitudinal bore and thence along the transverse slot in the handle, substantially as set forth.