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INVENTIONS PATENTED.

No. 10,477. Improvements on Weather Strips.

(Perfectionnements aux bourrelets des portes.)

Eugene Denehey, Yarmouth, N. S., 22d September, 1879, for 5 years.

Claim.—The combination of the bar D with two cams, and held in position and travelling upon the blocks B B, and worked by the jam of the door and the spring F, and the tongue or drop G with two slots, and held in position by the springs C C, and travelling upon and guided by the blocks B B and worked by the bar D and springs C C, all attached to the base A and to be fastened to the doors of houses, the said weather strips can be made either of wood or metal or partially of each.

No. 10,478. Improvements on Glass Vessels.

(Perfectionnements aux vases de verre.)

Daniel W. Norris, Elgin, Ill., U. S., 24th September, 1879, for 5 years.

Claim.—1st. The combination of the neck casing B and top casing C, locked together by interlocking projections and recesses; 2nd. The combination of a neck casing and top casing, locked together, and a side casing jointed to the top casing, the latter being supported by the inclosed vessel; 3rd. An inclosed vessel having a pouring neck near the edge of the top, the neck casing applied to the vessel with one edge bent down over the side thereof; 4th. The mode of incasing vessels, to wit, locking one edge of the side casing with the edge of the top casing, placing the vessel within the casings thus interlocked, then placing the bottom casing within the side casing and against the inclosed vessel, and afterward locking the edge of the side with the edge of the bottom casing.

No. 10,479. Improvements in Mowers and Reapers.

(Perfectionnements aux faucheuses-motssonneuses.)

George Sweanor and Edward W. Benthner, Montreal, Que., 24th September, 1879, for 5 years.

Claim.—The combination, with a face cam, wave, or corrugated wheel D secured to, or made in one with driving wheel, of the bar E pivoted centrally to the frame carrying, in its ends, rollers F F impinged upon, alternately, by the projections of said wave or cam wheel, and operating through suitable connections to give reciprocating motion to the knife.

No. 10,480. Improvements on Railway Switches.

(Perfectionnements aux aiguilles de chemin de fer.)

Alexander E. McDonald and Oliver G. Brady, New York, U. S., 24th September, 1879, for 5 years.

Claim.—1st. A switch for railway, in which the free end of the switch-rail is arranged to be brought into coincidence with the ends of two or more fixed rails adjacent thereto, the arrangement, beneath the entire length of the switch-rails, of a metallic plate, or plates, upon which the switch-rails and the fixed rails adjacent to the joint rest directly and to which they are attached, said plate or plates being wide enough to form a bed for the switch-rails to play upon; 2nd. The combination of the plate or plates D D, the switch-rails C C resting upon said plates and connected therewith at their pivoted ends, their free ends being arranged to coincide with two or more fixed rails adjacent thereto, the rails A A jointed to said switch-rails and the rails B B secured to the plates D D; 3rd. The combination of the plate or plates D D, arranged to extend under the fixed rails at each end, the fixed rails A A secured rigidly to the said plates, and the switch-rails C C arranged to rest upon the plates D D, with their free ends adjacent to the

ends of the rails B B; 4th. The combination of the rails B or C provided with lugs b b, with the plates D D provided with apertures or sockets to receive said lugs; 5th. The combination, with the movable switch-rails C C, of an oscillating shaft G, arranged thereunder at substantially right angles thereto, and provided with fixed ears c c adapted to project up beside and in contact with the switch-rails, and thereby to prevent their lateral displacement; 6th. The chair, consisting of the base i and tongue piece k provided with elongated holes for the bolts, in combination with rails having thickened and vertically slitted ends adapted to fit the tongue k, and bolt holes adapted to coincide with the holes in the tongue.

No. 10,481. Improvements in Car Trucks.

(Perfectionnements aux trains des wagons.)

E. Richard Esmond, Brooklyn, N. Y., U. S. (Assignee of William H. H. Sium), 24th September, 1879, for 5 years.

Claim.—1st. A car truck suspended to the axle-boxes, in such a manner that each axle, with its boxes and wheels, is free to move transversely independently but is firmly held in relation to the truck body as regards longitudinal movement; 2nd. A car truck connected to the body of a car, in such a manner as to be free to move in a longitudinal direction and turn or swivel on a point at or near its centre; 3rd. The combination of the suspension connection constructed to allow it to move longitudinally in relation to the car body and turn or swivel on a point at or near its centre, with the axle suspension connections constructed to admit of the free independent transverse movement of each axle; 4th. The links e e, pivoted to the axle boxes, in combination with the longitudinal girders h h of a car truck; 5th. In combination, the reverse standards m m secured to the bottom of a car, the standards k k secured to the truck and the connecting links i i with their connecting bolts; 6th. The cross beam g, connected to the car body, in combination with the girders h h and links e e; 7th. As a suspension connection to be applied between the body of a car and its truck frame, the combination of the reverse standards m m, shaft j, links i i, shaft l and standards k k; 8th. In combination, the links e e connecting the axle boxes to the truck frame, the links i i, the shaft j secured to the truck, and the shaft l secured to the cross beam n or to the bottom of the car.

No. 10,482. Improvements on Valves and Cocks.

(Perfectionnements aux valves et aux robinets.)

Adolphe Lepage, Montreal, Que., 26th September, 1879, for 5 years.

Résumé.—1o. Dans une bête de valve ou de robinet à barillet conique quelconque, la position du côté du dit barillet, sommet du cône situé vers la poignée de manipulation K, en combinaison avec un clef de réglage L, et avec la transformation o linéaire E d de la base du dit côté, et du trou M sur la tête E et du dit barillet d'ou la saignée N, le dit trou M et la dite partie cylindrique r, plus l'équivalent de la dite clef K; 2o. Dans une bête de valve ou de robinet à barillet conique quelconque, 1o un paquetage H tel que placé dans la gorge h, mi-partie sur la tête du collet D et mi-partie sur la partie de la poignée K ou sur l'équivalent de la dite poignée, en combinaison avec la clef L dans le trou M de la tête E du barillet, 2o un paquetage G appliqué dans la gorge g de la partie cylindrique E, 3o un chapeau O; 3o. Dans une bête de valve ou de robinet, à barillet conique quelconque ou non conique, la cloison F conjointement et telle que placée au centre de la porte sphéroïdale 9; 4o. Dans un barillet conique quelconque ou non conique, la partie E3 transformant le quelconque des dits barillets en barillet valve, par la création de deux galeries d'écoulement P P; 5o. Dans une tête de barillet quelconque, l'évidement I de la tête E, tel qu'existant dans la dite tête, et l'évidement J de la base du barillet.

No. 10,483. Improvements on Fence Posts.

(Perfectionnements aux pieux des clôtures.)

Jacob Frazier, Centralia, Ill., U. S., 26th September, 1879, for 5 years.

Claim.—The fence post A, having twisted wires C held to the middle thereof by nails B and extended beyond each side of the post in the form of bows D.

No. 10,484. Oil Tank.

(Réservoir à huile.)

George W. Aldrich, Brooklyn, N. Y., U. S., 26th September, 1879, for 5 years.

Claim.—1st. The combination, with the tank for oil or other liquids and the measure below the same, of a small air tube l, rising above the level of