

rods with the horizontal brake operating lever, and mechanism for throwing the said brake actuating push bars in an outward or forward direction, substantially as and for the purpose set forth. 9th. In a car brake, the combination of the brake bars suspended in suitable hangers under the car frames, the horizontal levers mounted under the car frames, the link rods connecting the ends of the said levers with the brake bars, the horizontally sliding push bars arranged under the ends of the car frames, the bifurcated levers connected with said push bars, the rods and chains connecting the said bifurcated levers, the chains having interposed springs connecting the connecting rods with the brake actuating levers, the springs attached to said levers to automatically release the brakes, the longitudinally sliding push bars arranged under the engine tender of the train and mechanism for throwing the said push bars in an outward direction, substantially as herein described, and for the purpose set forth. 10th. In a car brake, the combination of the brake mechanism arranged under the tender, the longitudinally sliding push bar and steam actuated mechanism for simultaneously setting the brakes on the tender, and throwing the push bar in an outward or forward direction, substantially as and for the purpose set forth. 11th. In a car brake, the combination with a push bar arranged to slide longitudinally under the tender, of a longitudinally adjustable extension bar mounted upon the said push bar and mechanism for throwing the latter in an outward and forward direction against the tension of a retracting spring, substantially as set forth. 12th. In a car brake, the combination of the brake mechanism arranged under the cars, the longitudinally sliding push bars connected with said brake mechanism to actuate the latter, mechanism whereby the rear push bar shall be moved outwardly a greater distance than the inward movement of the front push bar, a push bar mounted under the engine tender and mechanism for throwing the latter push bar in an outward or forward direction against the tension of a retracting spring, substantially as and for the purpose set forth.

No. 35,703. Fastening for Lamp and Lantern Burners. (*Attache de bec de lampe et de lanterne.*)

Dominion Tubular Lamp Company, Syracuse, New York, U. S. A., (assignees of Clovis Lapierre, Montreal, Quebec, Canada), 3rd January, 1891; 5 years.

Claim.—1st. The combination with the base or oil pot having a burner socket and an air chamber surrounding said socket, of a burner seated in said socket and spring catches arranged within said air chamber and holding the burner in its socket, substantially as set forth. 2nd. The combination with the base or oil pot having a burner socket, a burner seated in said socket and provided with a surrounding gallery and spring catches secured in said base or oil pot and engaging with the burner gallery whereby the burner is locked in the socket, substantially as set forth.

No. 35,704. Amalgamator. (*Moulin à amalgamer.*)

Milton T. Van Derveer, Amsterdam, New York, U. S. A., 3rd January, 1891; 5 years.

Claim.—1st. In an amalgamating machine, the combination of the casing filled with mercury and having a feed-hopper and delivery chamber with revoluble screw-conveyor submerged in the mercury and having a mouth to receive the pulp from the hopper and a mercury delivery tube P, below the chamber, and the mechanism for operating said screw, substantially as specified. 2nd. The combination of the casing having an upstanding feed-hopper and delivery chamber at its opposite ends, and a tubular body with a tubular screw conveyor mounted in the tubular body having a series of internal blades secured to the outer wall thereof and the mechanism for operating said conveyor, substantially as described. 3rd. The combination of the casing having a feed-hopper and delivery-chamber at opposite ends and the revoluble screw-conveyor therein adapted to receive and carry the pulp from the hopper to the delivery-chamber through the body of amalgamating fluid with the agitator in the delivery-chamber composed of conical perforated disks, constructed and arranged, substantially as set forth. 4th. The combination of the casing having a feed-hopper and delivery-chamber with the agitator mounted in said chamber, and composed of the spider and conical disks perforated near their center and having corrugated edges, all substantially as specified. 5th. The combination of a casing having a tubular body and a feed-hopper and delivery-chamber at opposite ends thereof with the shaft D, the tubular screw-conveyor mounted thereon having an internal series of transverse blades and a receiving-mouth n, adapted to rise above the level of mercury in the feed-hopper, the agitator in said chamber and the mechanism, substantially as described, for imparting motion to the screw and agitator, substantially as set forth. 6th. The combination of the casing having an inclined tubular body and a feed-hopper and delivery-chamber at opposite ends thereof with an inclined archimedean screw-conveyor for the pulp mounted on an inclined shaft in the tubular body of the casing and mechanism for operating the same, substantially as set forth. 7th. The combination of a casing A, having an inclined tubular body with the inclined tubular screw-conveyor N, submerged in mercury, and the blades O, in said conveyor and the shaft and gearing for operating said conveyor, all substantially as specified. 8th. The combination of the casing constructed, substantially as described, and the tubular screw-conveyor therein, mounted on a central shaft and having a series of internal blades O, and mouth n, and the shaft and gearing for operating said conveyor with the oscillating agitator I, composed of spider K, and perforated disks J, J, L, all substantially as and for the purpose described.

No. 35,705. Brake for Vehicles.

(*Frein de voiture.*)

Thomas Sydney Smith, Henry Copperthite, George Henry Prindle and Philip Gray Russell, all of Washington, District of Columbia, U. S. A., 3rd January, 1891; 5 years.

Claim.—1st. In combination with a piece, having the stem for supporting the brake-block, provided with a lug, the brake-block having the two ears with openings through which the supporting stem passes, situated on opposite sides of the stem-lug, substantially as and for the purpose shown. 2nd. In combination with the brake block supporting stem, provided with a lug, the brake-block having the two ears with openings to receive the supporting stem, and the stop between the ears to engage the lug on the stem to limit the swing of the block around the latter, substantially as and for the purpose set forth. 3rd. In combination with the supporting stem, having the lug, a brake-block having the ears provided with stem-receiving openings with offsets, and the lug-engaging stop between such ears, out of line with the offsets from the stem-receiving openings, substantially as and for the purpose described. 4th. In combination with a suitable head, provided with a stem having a lug, the brake-block provided with the two ears on its back, each having a stem-receiving opening with an offset, and a stop between the ears to engage the stem-lug when the block has been turned to bring the offsets in the ear-openings, and the lug on the stem diametrically opposite each other, substantially as and for the purpose specified. 5th. In combination with the brake-block supporting stem, having a lug on its under side, the brake-block having the two ears on its back, provided with the stem-receiving openings and offsets from such openings, and with a stop to engage the lug on the under side of the stem, such stop and the offset from the openings in the ears being out of line with each other, substantially as and for the purpose shown. 6th. A brake-block, having on its back the two ears, with openings for the reception of a supporting stem and offsets from such openings, and a stop projection between the two ears, out of line with the offsets, substantially as and for the purpose set forth. 7th. In combination with a head adapted to be attached to a brake bar or lever, and having a stem provided with a lug projecting from the stem periphery between its two ends, a brake-block having the two ears adapted to engage the stem on opposite sides of the lug thereon, each provided with a stem-receiving opening with an offset or notch to admit the passage of the stem-lug, as the block is slid longitudinally upon the stem, and the stop on the block between the ears out of line with the offsets or notches adapted to be engaged by the lug on the stem, substantially as and for the purpose described. 8th. In a brake, in combination with the brake-shoe, the piece upon which the shoe is supported having a socket to receive the end of a brake bar or lever, and adapted to be turned axially on the latter, and means for fastening the bar or lever end in the socket, substantially as and for the purpose specified. 9th. In a brake, in combination with the brake-shoe, the piece upon which the shoe is supported having a socket to receive the end of a brake-bar or lever and adapted to be rotated on the latter, and a set-screw on the piece to engage the bar or lever, substantially as and for the purpose shown. 10th. In a brake, in combination with the brake-shoe, the piece upon which the brake-shoe is hung, having a lug to engage a bearing or stop on the shoe, so as to limit the swing of the latter, and a socket adapted to receive the end of a brake bar or lever, and a set-screw to engage such end and fix it in the socket, substantially as and for the purpose described. 11th. In a brake, in combination with a brake-shoe, the piece having a stem upon which the shoe is pivoted, a lug engaging a bearing or stop on the shoe, so as to limit downward swing of the latter on the stem, and a socket to receive the end of a brake-lever or bar, adapted to be rotated about such end, and a set screw to engage the latter and fix the piece thereto, substantially as and for the purpose specified. 12th. In a brake, in combination with the brake-shoe, having the ears on its back provided with openings and a bearing or stop, the attaching piece having a stem engaging the ear-openings, and a portion provided with a cylindrical socket to receive the end of a brake bar or lever, the set-screw on such portion to engage the bar or lever, and a lug on the stem engaging the bearing or stop on the shoe, substantially as and for the purpose shown. 13th. In a brake, in combination with a brake-shoe having ears on its back, provided with openings and a stop or bearing between such ears, the attaching piece having a stem engaging the ear-openings, a lug on the stem between the ears, a shoulder adapted to receive one of the shoe-ears, between it and the stem-lug, and a portion provided with a socket to receive the end of a brake-bar or lever, and the set-screw on such socket portion of the piece, substantially as and for the purpose set forth.

No. 35,706. Handle for Burial Caskets.

(*Poignée de cercueil.*)

The Detroit Casket Company, assignee of William H. Blackford, all of Detroit, Michigan, U. S. A., 3rd January, 1891; 5 years.

Claim.—1st. In a casket handle, provided with a handle bar, the combination of an ear covered with a fabric, and a flexible connection uniting the ear with said handle bar, substantially as described. 2nd. A casket handle, consisting of a metal ear covered with fabric, and a flexible loop covered with fabric to receive the handle bar, substantially as set forth. 3rd. A casket handle, consisting of a covered handle bar, a covered ear, and a flexible strap connecting the ear to the handle bar, substantially as set forth. 4th. A casket handle, consisting of an ear covered with fabric, and provided at its lower end with an elongated slot, a loop constructed of a flexible band, doubled and engaged with said ear through said slot, and a handle bar extending lengthwise of the casket and passed through said loop, said ear extending forward above said slot, substantially as described. 5th. A casket handle, consisting of an ear provided with open sockets c, c', an elongated slot at its lower end and covered with fabric, having in combination therewith a loop constructed of a flat flexible band, doubled and united at its extremities and passed through said slot, a pin engaged in said loop and in said sockets, and a handle bar extending lengthwise of the casket and passed through said loop, substantially as set forth.

No. 35,707. Caster. (*Roulette de meuble.*)

Hubert R. Ives, Montreal, Quebec, Canada, assignee of Albert Benjamin Diss, Brooklyn, New York, U. S. A., 3rd January, 1891; 5 years.