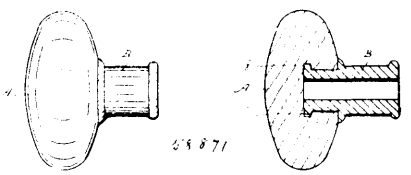
frame of the winding rolls and ribbon, the operating lever and pawls, the drive chain or belt and the adjustable tightening device, substantially as shown and described. 4th. In a station indicator, the combination with the idler sprocket of the plate to which the sprocket is attached, said plate having a longitudinal slot, a plate having a binding screw adapted to pass through the longitudinal slot, the opposing faces of said plates being serrated, and the winged neck for securing the plates together, substantially as shown and described.

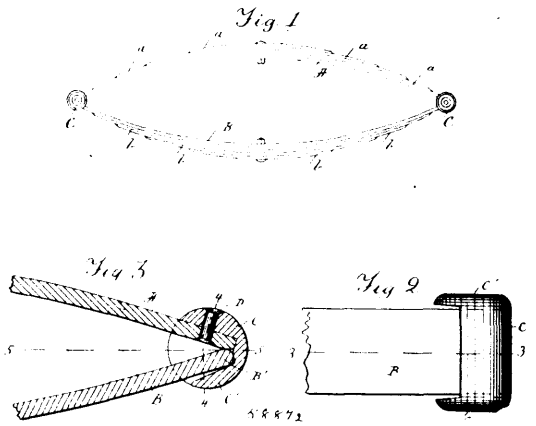
No. 58,871. Door Knob. (*Bouton de porte.*)



John Tolhurst, Burlington, Ontario, Canada, 2nd February, 1898; 6 years. (Filed 17th January, 1898.)

Claim.—A door knob of the character described, consisting of a knob having a socket with lower side recesses and horizontal openings in the side thereof to admit a shank having end side lips to conform with said openings of socket and engage with the shoulders formed by said recesses, as described.

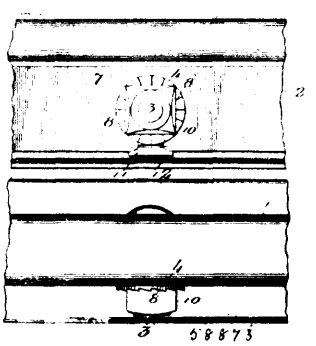
No. 58,872. Carriage Spring. (*Ressort de voiture.*)



Samuel R. Bailey, Amesbury, Massachusetts, U.S.A., 2nd February, 1898; 6 years. (Filed 20th January, 1898.)

Claim.—The herein described carriage spring, consisting of two members, to the ends of which are secured socket pieces having closed ends, and the ends of one of the other member of which are freely disposed in said socket pieces and confined against lateral displacement by the closed ends thereof, substantially as described.

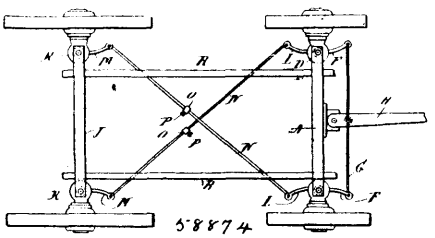
No. 58,873. Nut Lock. (*Arrête-écrou.*)



John H. Eckart, Joplin, Missouri, U.S.A., 2nd February, 1898; 6 years. (Filed 17th January, 1898.)

Claim.—1st. A nut lock, comprising an ordinary bolt, a fixed washer, ratchet teeth formed on one side of said washer, and a nut having ratchet teeth formed on the same and adapted to co-operate with the ratchet teeth on the washer, substantially as described. 2nd. A nut lock, comprising an ordinary bolt, a circular washer having a rear smooth surface, ratchet teeth formed on the opposite surface of the same, a foot portion formed integral with said washer, a groove formed between the washer and foot portion, whereby the metal is reduced, and a nut having a ratchet formed on its engaging surface and adapted to co-operate with the ratchet teeth formed on the washer, substantially as described. 3rd. A nut lock, comprising an ordinary rail and fish plate, a bolt passing through the same, a circular washer having a central opening for receiving the bolt, radially arranged ratchet teeth formed on the outer surface of said washer, a foot portion formed integral with the washer and having a straight lower surface which comes in contact with the base of the rail, a groove formed in the metal between the washer and foot portion whereby the metal is reduced, and a nut having radially arranged ratchet teeth formed on one of its faces which co-operate with the ratchet teeth formed on the washer, substantially as described. 4th. In a nut lock, comprising a suitable washer, ratchet teeth formed on one surface thereof, lugs formed integral with said washer, grooves in the metal between said washer and lugs whereby the metal is reduced, and pins projecting from one side of the lugs, substantially as described.

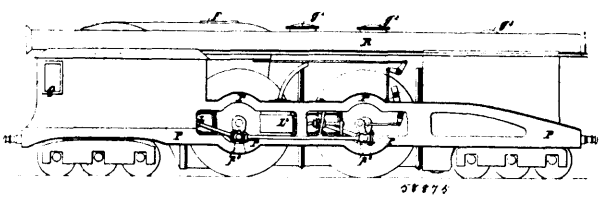
No. 58,874. Waggon-Gear. (*Train de wagon.*)



Charles E. Bostwick, West Stockbridge, Massachusetts, U.S.A., 2nd February, 1898; 6 years. (Filed 12th January, 1898.)

Claim.—A waggon-gear constructed and arranged substantially as herein shown and described, with the front and rear axles transversely recessed at each end and having top and bottom extensions, front and rear spindles provided with enlarged heads pivoted in said recesses, forward and rearward extending arms integral with the forward spindles, and forward extending arms integral with the rear spindles, diagonal rods crossing each other pivotally connected at their ends with the forward arms of the rear spindles and with the rear arms of the forward spindles, and adjustable shoes or stops fitted on said diagonal rods and provided with means for holding them in place, as set forth.

No. 58,875. Locomotive. (*Locomotive.*)



Emanuel J. B. Fouré and Henri N. Thuile, both of Alexandria, Egypt, 2nd February, 1898; 6 years. (Filed 12th January, 1898.)

Claim. 1st. A construction of locomotive, more particularly for expresses, characterized by the combination of a steam locomotive and a self-generating electrical locomotive, both arranged on a single framework, the steam locomotive being designed for constant working, the electrical locomotive being destined to work at times and intermittently, thus serving to assist the steam locomotive in ascending inclines or when starting, the said compound engine being in addition combined with an arrangement ensuring the warming and ventilation of the train, as above described and set forth. 2nd. A construction of locomotive formed by the combination of a steam locomotive and an electrical locomotive, both mounted on a single framework formed of sole-bars P connected and braced together by tie-pieces p, p^1, p^2, said framework being supported centrally by the steam-operated driving-axles, each of these being maintained by four supports, and said single framework being supported at one end by a bogie actuated by electrically driven axles, and at its other end towards the fire-grate by a bogie having trailing wheels H, H, as above described and set forth with reference to the annexed drawings. 3rd. In a steam locomotive, a boiler consisting essentially of three superposed chambers A, B, G, the lower chambers A, B being entirely tubular, the upper chamber