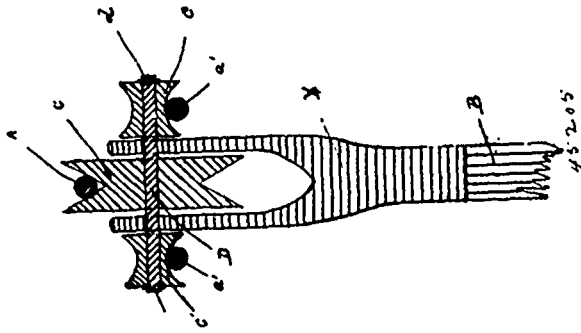
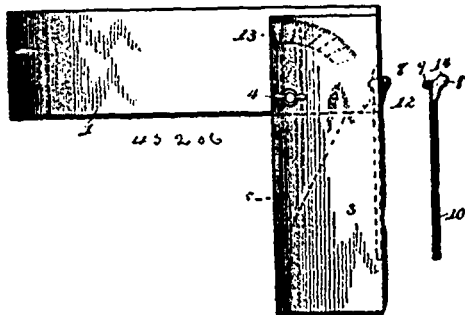


manner and for the purposes specified. 2nd. In combination with the trolley pole and overhead wire of the present trolley system, the



use of one or more guard wires, strung and suspended parallel to and at the proper distances from and below, from and above, or from and on the same plane with the overhead wire, and charged or not with electricity, together with an extension of or addition to the head of the trolley pole, such extension or addition to be effected either so as to rest on and be in contact with said guard wires, or so to be at sufficiently small distances from such guard wires as to prevent entire disconnection of the trolley wheel from the overhead wire, in the manner and for the purposes specified. 3rd. In combination with the said trolley pole and overhead wire of the present trolley system, the use of one or more guard wires, strung and suspended parallel to and at the proper distances from and below, from and above, or from and on the same plane with the overhead wire, and charged or not with electricity, together with an extension of or addition to the head of the trolley pole, such extension or addition to be provided with an auxiliary wheel or wheels, which may be grooved or flanged, revolving on said extensions or additions, and either resting on and being in contact with such guard wires or being at sufficiently small distances from such guard wires as to prevent entire disconnection of the trolley wheel from the overhead wire, in the manner and for the purposes specified.

**No. 45,206. Try Square. (Equerre simple.)**



James Eugene Duncan, Centralia, Wisconsin, U.S.A., 1st February, 1894; 6 years.

*Claim.*—In a device of the character set forth, the combination of a stock or handle having a recess therein with a straight shoulder, a blade adjustably pivoted in advance of said shoulder, and the rear end thereof to provide a rear extension to bear on said shoulder a bolt or clamping nut for adjustably pivoting said blade, said blade having a scale thereon concentric with the pivotal bolt thereof, and also provided with a notch in the rear end of the same from which the lower inner corner of the blade is rounded, and a dog having a nose and carried by an elongated spring arm secured at one end to the stock or handle, said dog nose engaging the notch in the blade when the latter is brought to bear on the aforesaid shoulder, and moving over and guided by said lower inner rounded corner of the blade to said notch, substantially as described.

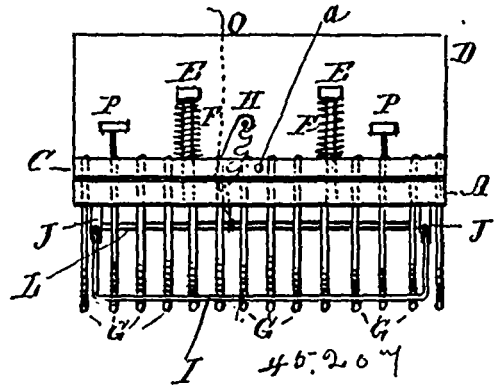
**No. 45,207. Fender for Electric Street Cars.**

(*Défense pour chars électriques.*)

Michael Joseph Wolfe and Joseph Hamilton Epson, both of Hamilton, Ontario, Canada, 1st February, 1894; 6 years.

*Claim.*—1st. In a safety device for electric and other railway cars, the combination of top and bottom plates, the upper one movable vertically on the lower one, and fastened thereto a series of spring teeth which also pass through the lower plate and curved outwards towards the front, the lower frame having vertical pins attached on which the top frame is made to move vertically, carrying up the teeth with it, and devices for holding up the said top frame and teeth, and spiral springs surrounding the said pins to assist in pressing down the top frame and teeth when released, and devices for releasing the top frame and teeth, substantially as and for the purpose specified. 2nd. In combination with the top and

bottom plates and teeth, of a movable frame carried on pivoted arms, swinging from lugs or projections attached to the lower frame,



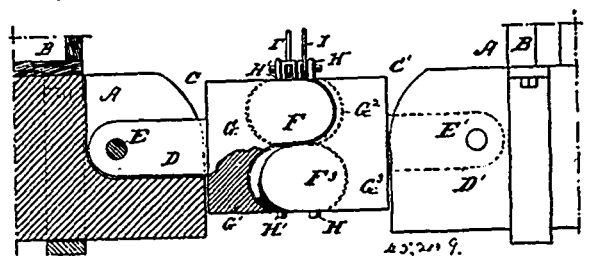
the front of said movable frame resting on the front curved ends of the teeth, and devices for raising said movable frame, substantially as and for the purpose specified. 3rd. The combination with an electric railway or other car, of the top and bottom plates A, C, a series of curved spring teeth G, attached to the top plate C, and made to pass down through the lower one, rods E, E, attached to the under frame A, for the top frame C, to slide vertically thereon, spiral springs F, F, surrounding the rods E, E, catch H, and pin a, to hold up the top plate, and devices for tripping or releasing it and the teeth, substantially as specified. 4th. The combination with an electric or other railway car, of the top plate C, lower plate A, with padding d, spring teeth G, slide-bars E, E, springs F, F, lower frame I, swinging arms J, with devices for holding and releasing the top plate C and teeth G, substantially as and for the purpose specified.

**No. 45,208. Dynamite. (Dynamite.)**

August Kranz, Cleveland, Ohio, U.S.A., 1st February, 1894; 6 years.

*Claim.*—1st. The herein described dynamite composition, consisting in nitro-glycerine, camphor and gun cotton, combined with linseed oil and oil of turpentine, treated with nitrate of ammonia and sulphuric acid, combined in the manner and proportions described. 2nd. The herein described dynamite composition, consisting in nitro-glycerine, camphor and gun cotton, dissolved in acetone and sulphuric ether, combined with a composition of linseed oil and oil of turpentine, treated with nitrate of ammonia and sulphuric acid, in the manner and proportions stated. 3rd. The herein described composition, consisting in nitro-glycerine (dried thoroughly in calcium chloride and carbonate of soda, and dissolved in acetone and sulphuric ether) with camphor, dry gun cotton and linseed oil and oil of turpentine treated with nitrate of ammonia and sulphuric acid combined, in the manner specified. 4th. The herein described sub-composition of turpentine, linseed oil and nitrate of ammonia, combined with sulphuric acid, as and in the manner specified.

**No. 45,209. Car Coupler. (Attelage de chars.)**



John Jacob Schairer, Clint, Texas, U.S.A., 1st February, 1894; 6 years.

*Claim.*—1st. A car coupling provided with a draw-head having two diagonally arranged projections, and correspondingly arranged pockets adapted to receive the projections of the other draw-head to be coupled, substantially as shown and described. 2nd. A car coupling comprising a draw-head, provided with two diagonally arranged projections, and correspondingly arranged pockets adapted to receive the projections of the other draw-head to be coupled, and pins extending diagonally through the said projections, so that the two pins of the draw-heads to be coupled cross each other, substantially as shown and described. 3rd. A car coupling provided with a draw-head, having a coupling pin fitted to slide diagonally in the said draw-head, substantially as shown and described. 4th. A car coupling comprising a draw-head, provided with two diagonally arranged projections, and correspondingly arranged pockets adapted to receive the projections of the other draw-head to be coupled, pins