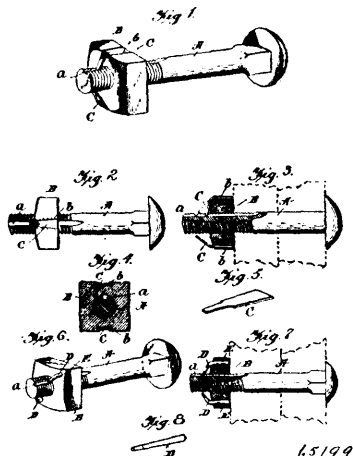


channell cutting mechanism, a lip turning means, a lip setting mechanism, said several mechanisms being constructed, arranged and operated to perform their several operations in the order in which they are herein named, and a work support.

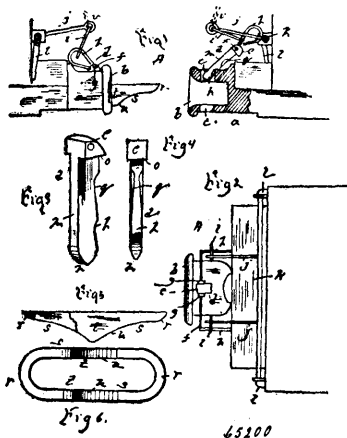
No. 65,199. Nut Lock. (*Arrêt-écrou.*)



Stephen S. Roszell and John R. Allen, both of Lexington, Kentucky, U.S.A., 4th December, 1899; 6 years. (Filed 13th November, 1899.)

Claim.—1st. In a nut lock, the combination with a screw threaded bolt having a locking shoulder in its threaded portion, of a nut thereon, said nut having a pliable locking member directly attached to said nut against axial movement thereon, the locking member projecting beyond the outer face of the nut a distance sufficient to permit it to be bent inward towards the outer face of the nut, substantially as shown with its extremity in engagement with said locking shoulder of the bolt, substantially as described. 2nd. A nut lock comprising a nut having a transverse locking member passage way, and a locking member having an elongated tapered portion adapted to fit and wedge within said passage way by longitudinal movement of the locking face of the nut a distance sufficient to permit it to be bent inward substantially as shown in engagement with a shoulder upon a bolt, substantially as described. 3rd. A nut lock comprising a nut having a transverse groove in the edge thereof, and a locking member consisting of an outwardly tapered strip of sheet metal adapted to be wedged in said groove and the projecting end adapted to be bent inward for engagement with a locking shoulder upon a bolt, substantially as described. 4th. A nut lock comprising a nut having a transverse dovetailed groove in its edge, and a locking member consisting of an outwardly tapered strip of sheet metal having a short projecting end extending in a direction in a line with the said groove, and its projecting end adapted to be bent inward in engagement with a locking shoulder upon a bolt, substantially as described.

No. 65,200. Car Coupler. (*Attelage de chars.*)

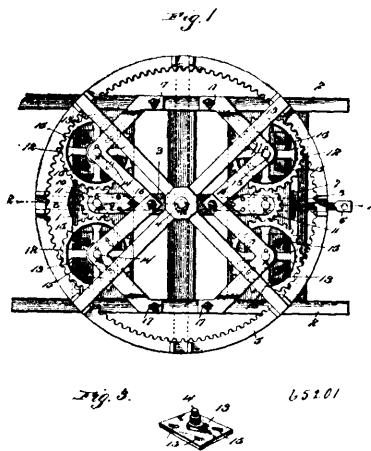


John C. Yeiser and Edwin B. Hancock, both of Austin, Texas, U.S.A., 4th December, 1899; 6 years. (Filed 8th November, 1899.)

Claim.—1st. In a car coupling, the combination with the draw-head bar *f*, arms *j j*, a bar *k*, having end handles, links *i i*, and

coupling link, of the coupling pin constructed with the bevelled notch *p*, and rounded portion *q*, all substantially as described. 2nd. In a car coupling, the combination with the transverse handle bar *k*, of the arms *j j*, bar *f*, links *i i*, pin *d*, constructed with the notch in its rear edge and the coupling link, all substantially as described. 3rd. In a car coupling, the within described coupling consisting of the draw head, having upper and lower slots, the pin entering these slots and provided with the rounded point, a rounded rear face and shoulder, and a notch in the rear face thereof, and pivoted to the cross bar *j*, said bar having its ends bent at right angles to the body, and forming loops *h h*, the split links *i i*, and the operating pivoted handle bar *k*, having lifting arms *g g*, said split links interposed between said loops and the outer ends of the lifting arms, and the coupling link constructed with bevelled ends and expanded side portions, the longer portion of said expanded sides being midway between the bevelled ends of the links, all as shown and described.

No. 65,201. Horse Power. (*Manège.*)



George D. Wilson, Pomeroy, Washington, U.S.A., 4th December, 1899; 6 years. (Filed 10th November, 1899.)

Claim.—1st. In a horse power, substantially such as described, the combination with a suitable base, a master wheel journaled thereon and a line shaft, of a vertical shaft supported on the base independently of the master wheel and geared to the line shaft, bearing plates fixed to the base on opposite sides of the vertical shaft, and a pair of transmitting pinions journaled on the bearing plates independently of the master wheel and disposed on opposite sides of the vertical shaft, said pinions intermeshing directly with the master wheel and the vertical shaft, whereby the pair of pinions equalize the strain of the master wheel on the vertical shaft and maintain the axes of the shaft and master wheel in parallel relation. 2nd. In a horse power, substantially as described, the combination with a suitable bed, a master wheel, and a line shaft, of a vertical shaft supported on the bed independently of the master wheel and geared to the line shaft, and a pair of transmitting gears disposed on opposite sides of the vertical shaft, supported independently of the master wheel, and intermeshing directly with said wheel and the vertical shaft to equalize the strain on the latter, each transmitting gear being adjustable in an oblique path between the toothed faces of the master wheel and the shaft, whereby the transmitting gear may be moved to mesh uniformly with the wheel and shaft pinion, as set forth. 3rd. In a horse power, substantially such as described, the combination with a suitable bed, an internally toothed master wheel, and a line shaft, of a vertical shaft journaled on the bed within the master wheel, independently thereof, and geared to the line shaft and provided with a spur pinion, bearing plates provided with stub axles and adjustably fastened on the bed on opposite sides of the vertical shaft, and transmitting gears mounted on said stub axles to intermesh directly with the master wheel, and with the shaft pinion, such transmitting gear being adjustable with its bearing plate in an oblique direction for uniformly meshing with both the master wheel and pinion, as set forth. 4th. In a horse power, substantially as described, the combination with a suitable bed, an internally toothed master wheel and a line shaft, of vertical shafts supported on the bed at diametrically opposite points within the wheel, geared to the line shaft in different points along its length, and having gear pinions at the upper ends, and pairs of transmitting wheels to mesh directly with the master wheel and with the gear pinions of said vertical shafts, each pair of transmitting wheels being supported on the bed on opposite sides of the shaft pinion to equalize the strain on the shaft and each transmitting pinion being adjustable in an oblique path to secure uniformity in the intermeshing of its teeth with said master wheel and the shaft pinion, substantially as described. 5th. In a horse power, the combination with a bed having a cross tree, an internally toothed master wheel, a line shaft, the vertical shafts supported in the bed