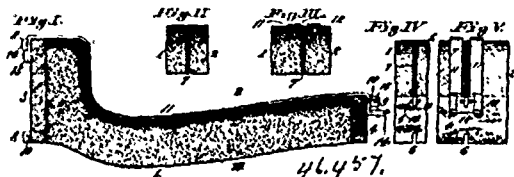


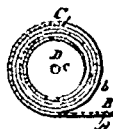
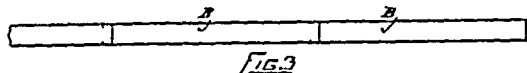
No. 46,457. Method of and Apparatus for Forming Joints Between Blocks of Concrete or Artificial Stone. (*Méthode et appareil pour former des joints entre les blocs de concret ou pierre artificielle.*)



Robertus G. Mayhew, St. Louis, Missouri, U.S.A., 3rd July, 1894; 6 years.

Claim.—1st. The method of forming joints between blocks of concrete or artificial stone, which consists in placing in position a frame to form the vertical edges of the blocks, then inserting a division strip, then forming the blocks, then applying a foot-piece, and finally withdrawing the division strip, substantially as set forth. 2nd. The method of forming joints between blocks of concrete or artificial stone, which consists in placing in position a frame to form the vertical edges of the block, then inserted a division strip bearing at one end of the frame, then forming the blocks, then applying a foot-piece, and finally withdrawing the division strip by swinging the same vertically upon its bearing end, substantially as set forth. 3rd. The improved apparatus for forming joints between adjacent blocks of concrete or artificial stone, which consists of the notched longitudinal strips 3 and 4, division strips 7, provided with lugs fitting in the notches of said strips 3 and 4, and the slotted foot-piece 11, substantially as set forth. 4th. The improved apparatus for forming joints between adjacent blocks of concrete or artificial stone, which consists of the notched, longitudinal strips 3 and 4, tapering division strips 7, provided with lugs fitting in the notches of said strips 3 and 4 and the slotted foot-piece 11, substantially as set forth. 5th. An apparatus for forming joints between adjacent blocks of concrete or artificial stone, which consists of the longitudinal strips 3 and 4, dividing strips extending from one longitudinal strip to the other, and having projections fitting in notches in the longitudinal strips, and the slotted foot-piece 11 having ends 13 and 14, substantially as and for the purpose set forth.

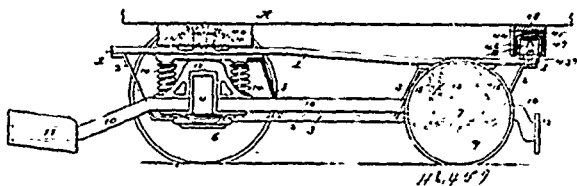
No. 46,458. Rolls for Holding and Applying Decorative Films. (*Rouleau pour tenir et appliquer des pellicules décoratives.*)



Walter Hamilton Coe, Providence, Rhode Island, U.S.A., 3rd July, 1894; 6 years.

Claim.—A roll for holding and applying decorative films, consisting of a spirally wound film and strip, the said strip having a prepared adhesive surface on one side thereof, and a prepared non-adhesive surface upon the opposite side, whereby the roll may be unwound in use without liability of tearing or displacing the film.

No. 46,459. Motor Truck. (*Châssis de moteur.*)



John A. Brill, assignee of Walter S. Adams, both of Philadelphia, Pennsylvania, U.S.A., 3rd July, 1894; 6 years.

Claim.—1st. The combination of a car body and car truck, connections for pivotally uniting the car and truck located over the side frames thereof, and pivotal connections on the end of the truck frame uniting the car body and truck, substantially as described.

2nd. The combination of a truck having side bearings, comprising stationary and movable elements for frictional contact, the bearings being secured to the truck frame, and a car body having segmental rub plates adapted to engage the side bearings, by means of which the car and truck are pivotally united, substantially as described. 3rd. The combination of a truck and a car body, the truck having a pivot plate secured at the end thereof, with devices on the car body for engagement with said pivot plate, such combined devices forming a pivotal connection between the car body and truck, enabling the car to be drawn by the truck, or the truck by the car, substantially as described. 4th. The combination, with a car and truck, of devices for securing a pivotal or swivelling union of the car and truck, said devices permitting the propelling of the car or truck to be accomplished from the end of the truck, said devices being adapted to move in the arc of a circle generated from the pivotal centre of the truck, substantially as described. 5th. The combination, with a car and truck, of devices for securing a swivelling or pivotal union of the car and truck, such devices being movable, one in relation to the other, and secured to the truck and car without the wheel base of the truck, substantially as described. 6th. A truck having an upper chord or frame, and devices for drawing a car secured to a transverse member of the upper chord at one end, said drawing devices being adapted to move transversely of the car, substantially as described. 7th. The combination of a car and truck, of devices for securing a pivotal connection of the car and truck, such union being made at the sides and end of the truck, substantially as described. 8th. The combination in a car and truck, of devices for pivotally uniting the car and truck disposed about and away from the pivotal centre, and additional means for securing the truck and car together for propulsion of the same, substantially as described. 9th. The combination in a car and truck, of devices for pivotally uniting the car and truck secured to the truck and car over the sides of the truck, and devices for securing the truck and car together for propulsion located over the end of the truck, said devices having a relative movement in the arc of a circle, substantially as described. 10th. The combination in a car and truck, of devices for pivotally uniting the car and truck disposed about and away from the pivotal centre thereof, and devices for uniting the car and truck for propulsion situated on the end thereof and outside of the wheel base, substantially as described. 11th. The combination in a car and truck pivotally connected and additional devices which unite the car and truck together for propulsion, the union of said additional devices between the car and truck being made transversely of the truck and to one side of the pivotal centre, substantially as described. 12th. The combination, with a car and truck, of drawing devices between the car and truck, located over the end of the truck, the car and truck elements of said devices having a movement, one in relation to the other, substantially as described. 13th. The combination, with a car and truck, of pivotal devices between the car and truck comprising a bearing secured to the truck and a segmental rub plate affixed to the car and having a depending side engaging the truck bearing on the outside thereof, substantially as described. 14th. The combination, with a car and truck, of drawing devices between the car and truck comprising a segmental bearing, and a superposed segmental rub plate adapted to engage the bearing on both sides, said devices being located over the end of the truck frame, substantially as described. 15th. The combination, with a car and truck, of pivotal devices between the car and truck comprising a bearing having a roller therein, and a segmental angle iron secured to the car, the depending side or angle of which is adapted to engage the roller, substantially as described. 16th. The combination, with a car and truck, of drawing devices between the car and truck comprising a roller, and a segmental channel beam between the depending sides or angles thereof, said devices being located over the end of the truck, substantially as described. 17th. A truck having separate or unconnected pivot plates supported on the side frame over the axle of one set of wheels, and another pivot plate on the end of the truck opposing said axle, substantially as described. 18th. The combination of a car and truck, of devices for securing a pivotal or swivelling union of the car and truck comprising three bearing points on the truck and car, which are disposed about the pivotal centre and generated therefrom and which permit the car to move bodily about the said pivotal centre, substantially as described. 19th. The truck having the separate and unconnected pivot plates disposed so as to precipitate the major portion of the truck supported weight of the car upon the axle at one end, and swivelling devices for drawing the truck at the other end, substantially as described. 20th. A truck having three swivelling points of connection with a car body, two of which lie in the same arc generated from the pivotal centre, the other point being adapted to move in a greater arc, substantially as described. 21st. The combination, with a car and truck, of drawing devices between the car and truck comprising a roller, a friction plate above the roller, a channel beam superposed above the friction plate and in contact therewith, the depending sides of the channel beam engaging said roller, said devices being located over the end of the truck, substantially as described. 22nd. The combination, with a car and truck, of pivotal devices between the car and truck comprising a bearing having a roller, a friction plate on the bearing, a segmental channel beam having depending sides superposed over the bearing, a friction plate secured to the channel beam engaging the lower friction plate, the sides of the channel beam being adapted to bear against the roller, substantially