

hooked portion, ears formed integral therewith, and a rod or link such as 14 attached to the same for elevating the said locking device, substantially as described. 6th. In a car-coupler, a locking device having attached thereto a rod or link of sufficient length as to extend above the upper surface of the draw-head, and a head or enlargement formed upon the upper end thereof, substantially as described. 7th. In a car-coupler, the combination of the drawbar 1, the rotary hook 2, pivotally secured thereto, a slot or hole 4, formed in the tail end of the same, a locking device 5, having ears 6, and enlargement 11, formed integral with said locking device, and means whereby the said locking device is elevated in the act of uncoupling, substantially as described.

### No. 36,514. Electric Annunciator.

(Indicateur électrique.)

Harvey Cortland, Toronto, Ontario, Canada, 1st May, 1891; 5 years.

*Claim.*—1st. In an electric annunciator the combination of an L-shaped frame 4, a pair of electro magnets 5, connected by a bar 10, and fastened to the horizontal arm of said frame 4, an armature 12 carried by a notched arm 13, hinged to the vertical arm of said frame 4, and provided with a spring 16, resisting the attraction of the armature, a tilting plate or index 18, sleeved on a post 17, standing on the horizontal arm of frame 4, and having an arm 20 bent at the ends, and a spring 19, one of said bent ends engaging the notch in arm 13 of the armature 12, to retain the index plate edgewise and be released by the attraction of the armature by the magnets when vitalized, the spring 19 then reacting to tilt the index plate, whereby the number thereon will be observable from the front of the annunciator, as set forth. 2nd. In an electric annunciator the combination, with electro magnets 5, secured to the horizontal arm of an L-shaped frame 4, and an armature 12 hinged to the vertical arm of said frame and provided with a notched arm 13 and spring 16, an index plate 18, sleeved on a post 17, standing on the horizontal arm of said frame 4, and having an arm 20 bent at both ends, and a connecting spring 19, and a rock shaft B, provided with a finger E, and connected by arms D to a spring pull bar C, whereby the pulling of said bar will cause the finger to rock arm 20, to engagement with the notched arm of the armature to retain the index plate edgewise to the observer, and the armature release said arm when the electro magnets are vitalized, the spring 19 then tilting the index plate to visually reveal the number thereon, as set forth.

### No. 36,515. Brake for Cars or Locomotives.

(Frein de char ou locomotive.)

The Consolidated Brake Adjuster Company, Chicago, Illinois, U. S. A., assignees of Morris Peter Burgey, of Corning, New York, U. S. A., 1st May, 1891; 5 years.

*Claim.*—In a mechanism for taking up the slack in a brake-rigging caused by the wear of the brake-shoes, the combination of a brake-rod having one or more ribs washers designed to be carried on the rib or ribs, and to drop or be forced onto the rod where the rib or ribs end, and cases for carrying the washers adapted to slide the washers on the rod when moved in one direction, and to transmit a pull through the washers to the brake-rod, or from the brake-rod through the washers to the brake-lever, substantially as set forth.

### No. 36,516. Platform for Freight Cars.

(Plateforme de char à marchandises.)

William Lowe, Glendive, Montana, U.S.A., assignee of Thomas C. Tyrell, of Glendive aforesaid, 1st May, 1891; 5 years.

*Claim.*—1st. The combination, with a platform pivoted to the end of a car, of a link pivotally connected with one side of said platform, a lever pivoted to the side of the car and connected with said link, and a locking mechanism substantially as described, for locking said lever in position when the platform is extended or folded upon the end of the car, substantially as set forth. 2nd. The combination, with a platform pivoted to the end of a freight car, of a link pivotally connected with one side of said platform, a lever fulcrumed on one side of the car and connected with said link, a handle hinged on said lever, and two locks adapted to alternately engage the said handle to lock said lever in position when the platform extends horizontally or is folded upon the end of the car, substantially as shown and described. 3rd. The combination, with a platform pivoted to the end of a freight car, of an extension pivoted to the end of the said platform and extending in line with the same, and adapted to swing upward, substantially as shown and described. 4th. A platform for cars, comprising side bars, transverse rods connecting the side bars together, plates connecting the rods together and strips on said plates, substantially as described. 5th. A platform for cars, comprising side bars, transverse rods connecting the side bars together, plates connected to the rods, and corrugated strips on said plates, substantially as described. 6th. A platform for cars, consisting of side bars, transverse rods connecting the side bars together, plates connecting the rods together, strips on the plates, auxiliary side bars pivoted to one of the transverse rods and connected together by rods and a plate, substantially as herein shown and described. 7th. The combination, with a platform pivoted to the end of a car, of a jointed link pivoted to the platform, a hinged and pivoted lever pivoted to the link, a bar provided with flanges to receive the lever, and pivoted cam levers for locking the levers in the flanges of the bar, substantially as herein shown and described.

### No. 36,517. Car Coupler. (Attelage de chars.)

The Thurmond Car Coupling Company, New York, U.S.A., assignees of William D. Thurmond, Forsyth, Georgia, U.S.A., 1st May, 1891; 5 years.

*Claim.*—1st. In a car-coupling, the combination, with a draw-head of a pivoted hook, a coupling-bolt having a vertical movement in the

said draw-head in the path of the shank of the said hook, the said bolt having a curvilinear recess in its forward face, and having a step in its side contiguous to the said shank, as described. 2nd. In a car coupling, the combination, with a draw-head of a pivoted hook, a locking-bolt having a vertical movement in the said draw-head in the path of the shank of the said hook, a curvilinear recess on the forward face of the locking-bolt, a shoulder beneath the said recess, recesses having forward upper beveled faces in the rear of the said locking-bolt, and a latch having its lower end engaged by a covered slot in the rear of the locking-bolt, and having shoulders with forward upper beveled faces upon its sides, the said shoulder being received by the rear recesses in the locking-bolt, as described. 3rd. In a car-coupling, the combination, with a draw-head, of a pivoted hook, a locking-bolt having a vertical movement in the said draw-head in the path of the shank of the said hook, a curvilinear recess on the forward face of the shank of the said hook, a shoulder beneath the said recess, recesses having forward upper and lower rear beveled faces on the back of the said locking-bolt, and a latch having shoulders upon its sides received by the said recesses in the rear of the locking-bolt, the said shoulders having upper forward and rear lower beveled faces, as described. 4th. In a car-coupling, the combination, with a draw-head of a pivoted hook, a coupling-bolt having a vertical movement in the said draw-head in the path of the shank of the said hook, a curvilinear recess on the forward face of the locking-bolt, and a shoulder beneath the said recesses, recesses having upper forward and lower rear beveled faces in the back of the said locking-bolt, and a latch having its lower end engaged in a covered slot in the rear of the locking-bolt, and having shoulders upon its sides received by the said recesses in the rear of the locking-bolt, the said shoulders having upper forward and rear lower beveled faces, as described. 5th. In a car-coupling, the combination, with a draw-head having a hook pivotally attached thereto, of a vertically and laterally moving locking-bolt mounted in the said draw-head in the path of the shank of the said hook, the said locking-bolt having a recess in its forward face for the passage of the said shank, and on a level with the recess in its forward face, whereby the bolt will be forced backward upon a rotation of the hook, as described. 6th. In a car-coupling, the combination, with a draw-head having a hook pivotally attached thereto, of a vertically and laterally moving locking-bolt mounted in the said draw-head in the path of the shank of the said hook, the said shank having a tail-piece thereon, having a forward beveled edge, and the said locking-bolt having a curvilinear recess in its forward face for the passage of the said tail-piece, and a curved face on its side contiguous to the said tail-piece and on a level with the recess in its forward face, whereby the bolt will be forced backward, as described. 7th. In a car-coupling, the combination, with a draw-head of a pivoted hook having a step upon the upper part of the rear end of its shank, and a locking-bolt having a vertical movement in the said draw-bar, and in the path of the said shank, as described. 8th. In a car-coupling, the combination, with a draw-head of a pivoted hook and a locking-bolt having a vertical movement in the said draw-head in the path of the shank of the said hook, the said hook having a step upon the upper part of its shank, and the said locking-bolt having a step in its side contiguous to the said shank, as described. 9th. In a car-coupling, the combination, with a draw-head, of a hook pivoted therein and having a tail-piece upon its shank, and a vertically-moving locking-bolt having a recess in its face for the passage of the said tail-piece, and a step in its side contiguous to the said tail-piece and to the said recess in its face, as described. 10th. In a car-coupling, the combination, with a draw-head of a hook pivoted therein, a tail-piece on the shank of the said hook having a forward beveled edge, and a vertically and laterally moving locking-bolt mounted in the said draw-head in the path of the tail-piece, the said locking-bolt having a recess in its forward face for the passage of the said tail-piece, and a step in its side contiguous to the said tail-piece, and to the said recess in its face, as described. 11th. In a car-coupling, the combination, with a draw-head, of a hook pivoted therein and having a tail-piece upon its shank, and a vertically-moving locking-bolt having a recess in its face for the passage of the tail-piece, and a step in its side contiguous to the said tail-piece and to the recess in its face, and a shoulder in the said bolt, whereby it may be retained in a raised position. 12th. In a car-coupling, the combination, with a draw-head, of a hook pivoted therein, a vertically-movable locking-bolt mounted in the said draw-head, having a recess in its forward and in its locking side, a shoulder on the said bolt below the said recesses, the said shoulder being flush with the forward and locking sides of the bolt, a portion of the shank of the hook being constantly within one of the said recesses, whereby the upward movement of the locking-bolt will be limited, as described. 13th. In a car-coupling, the combination of the pivoted hook having a recess in the rear of its shank, a draw-head in which the said hook is mounted having a lug thereon, projecting into the said recess, and a vertically-moving locking-bolt arranged in the path of the said shank, and having a recess therein for the passage of the said shank, and a supporting shoulder upon its face, as described.

### No. 36,518. Electric Snap Switch.

(Commutateur électrique.)

Gerald Waldo Hart and George S. Hegeman, both of Kansas City, U. S. A., 1st May, 1891; 5 years.

*Claim.*—1st. The combination of the cam plate having cams 15, and let offs or inclines 16, with the slotted switch plate, spring plate, the spring, and the stud 20 carried by said spring plate and engaging said switch plate and cams, substantially as described and for the purpose specified. 2nd. The combination of the shaft, the spring plate mounted to revolve with the same and slotted as described, the stud or pin 22, fixed on said spring plate for one end of the spring, and the pivoted link carried by said spring plate, a swinging stud at the outer end of said link, a spring connected to said studs with a constant tendency to force them apart, the slotted switch plate having the swinging stud extended through its slot, and the cam plate for engaging the lower end of said swinging stud, substantially as described and for the purpose specified.