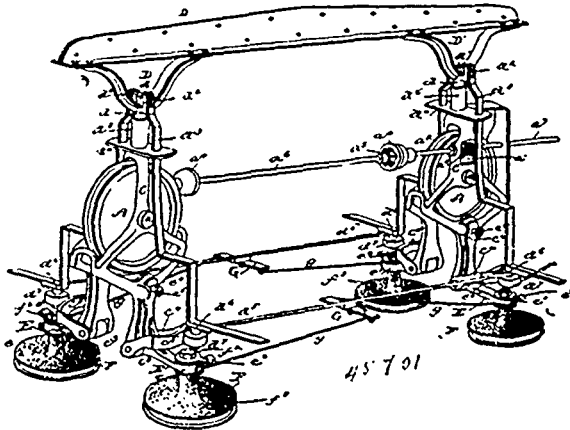


section arranged in the guides and adapted to be engaged by the catches, substantially as specified. 3rd. In a door fender, the combination with the vertical longitudinally grooved guide-bars 1, and means for securing the same in a doorway, of the transverse bars 14 and 16, the intermediate vertical bars 15, and the tenoned blocks 17, arranged at the ends of the bars 14 and 16, and engaging the grooves of the bars 1, and the shouldered spring catches arranged in the upper ends of the grooves and adapted to engage under the tenons of the blocks, substantially as specified. 4th. The combination with the opposite vertical guides 1, and the transverse grooved extension-bars 3, having two of their ends projecting beyond one of the guide-bars, of the sliding extension-bars 6, arranged in the grooved bars 3, vertical bars connecting the same, threaded perforations formed in one of the vertical bars that connects the bars 6, and one of those that connects the bars 3, and an adjusting screw passing through the perforations, substantially as specified.

No. 45,701. Railway Car. (*Char de chemin de fer*)

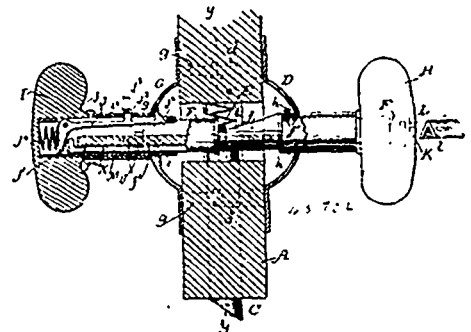


Henry S. Pruyn, Hoosick Falls, New York, U.S.A., 5th April, 1894; 6 years.

Claim.—1st. In a railway car, the combination with a truss or frame carrying depending bars for supporting the floor and seats, of a frame or truck at each end of said truss and having a swivel connection therewith and each carrying a traction wheel, substantially as described. 2nd. In a railway car, the combination with a truss or frame carrying means for supporting the car body, of a swivelled truck at each end of the truss and having a traction wheel, and a spring cushion interposed between the truck and truss, substantially as described. 3rd. In a railway car, the combination with a truss or frame and two trucks swivelled to it, and each carrying a traction wheel, of gears on the axles of said wheels, worm shafts meshing with the gears and an intermediate shaft having flexible joint connections with the worm shafts. 4th. In a railway car, the combination with a truss or frame and depending bars therefrom on each side for supporting the car body, of swivelled trucks between said bars carrying traction wheels, substantially as described. 5th. In a railway car, a truss or frame having two bifurcated trucks swivelled to it carrying traction wheels in bearings between the arms of said trucks, substantially as described. 6th. In a railway car, the combination with a truss or frame having two bifurcated trucks swivelled to it and carrying traction wheels, of lateral guide wheels also carried by said trucks, as and for the purpose set forth. 7th. In a railway car, the combination with a truss or frame having two bifurcated trucks swivelled to it and carrying traction wheels, of lateral guide wheels mounted in vertical bearings yieldingly connected to said trucks. 8th. In a railway car, the combination with a truss or frame having two bifurcated trucks swivelled to it and carrying traction wheels on bearings between the arms of said trucks, of bearings pivotally connected to said arms, guide wheels mounted in said bearings and springs forcing said bearings in one direction, substantially as described. 9th. In a railway car, the combination with the traction wheels and frame thereof, of guide wheels mounted in substantially vertical bearings, and having their upper surfaces provided with an insulating covering, substantially as described. 10th. In a railway car, the combination with two traction wheel trucks pivotally connected to a uniting frame or truss of lateral guide wheels carried by said trucks, a lever with lateral arms extending from said trucks. 11th. In a railway car, the combination with two traction wheel trucks pivotally connected to a uniting frame or truss, and having outwardly projecting face plates, of a body frame depending from the truss on each side of the trucks and having stops to rest against said face plates. 12th. In a railway car, the combination with two traction wheel trucks pivotally connected to a uniting frame or truss and having outwardly projecting curved face plates, of a body frame depending from the truss on each side of the trucks and having rollers engaging said face plates, substantially as described. 13th. In a railway car, the combination with two traction wheel trucks pivotally connected to a uniting frame or

truss, of gears on the axles of the traction wheels, shaft sections a^2 , having worms a^3 , the gears and worms being on opposite sides of the traction, two traction wheels, an intermediate shaft section, and universal joint connections between it and the end sections a^2 . 11th. The combination with the pivoted trucks C, having traction wheels and gears A, a^1 , of the worm shafts having internally toothed pinions a^4 , and the shafts a^5 , having pinions a^6 , entering and engaging pinions a^4 , substantially as described. 15th. The combination with the truss D, having brackets D^1 , provided with bosses d , and bearings d^1 , of the trucks C, having pintles c fitting said bearings, and coiled springs c^2 surrounding said pintles below the bosses, substantially as described. 16th. The combination with the truss D, having brackets D^1 , provided with bosses d , bearings d^1 , shoulder d^2 , and step bars d^3 , of the cross braces d^4 , having sleeves d^5 , receiving the bosses d , the trucks C, having pintles c , and stop pins c^1 , and springs c^2 , enclosed within sleeves d^5 , substantially as described. 17th. The combination, with the bifurcated trucks C, having wheels and jaws c^3 , of elbow arms E pivoted on pins e in said jaws, and carrying wheels F at their lower ends, and springs e^6 , between their upper ends and the sides of the trucks, substantially as described. 18th. The combination, with the arms E having insulating bearings, of the wheels F provided with axles fitted to said bearings and having metallic clips e^2 , substantially as described. 19th. The combination, with the car frame carrying guide wheels F, of the oil drip cups H secured to their lower surfaces, and having annular oil receptacles h^1 , substantially as described. 20th. In a railway car, a truck provided with an upper vertical wheel and a lower horizontal wheel, the two wheels adapted to run respectively on upper and lower rails and the lower wheels provided with horizontal flanges embracing the rail, in combination with the car body pivoted to said truck by a joint located above the upper wheel and constructed to permit movement of the parts in a vertical plane and in the direction of the rails or road bed. 21st. In a vehicle, the combination with two independently pivoted trucks, of a system of levers connecting them, whereby the wheels connected with the respective trucks on the same side of the vehicle will act upon each other to cause a movement toward or away from each other, substantially as described.

No. 45,702. Latch and Lock. (*Loquet et serrure*.)



John Edward Armstrong, Santa Cruz, California, U.S.A., 5th April, 1894; 6 years.

Claim.—1st. In a latch, the combination of the latch having a shank with a slot, the knob spindle having a cam, and the swinging lever pivotally hung at one end and engaged near its centre by the cam, and having its free end engaging the slot of the latch shank, said lever being adjustable in or out to suit different thicknesses of doors, substantially as herein described. 2nd. In a latch, the combination of the latch having a shank with a slot, the knob spindle having a cam, and the swinging lever actuated by the cam and engaging the slot of the latch shank, said lever having a screw adjustment at its suspended to suit different thicknesses of doors, and knobs secured to and adjustable in or out upon the spindle, substantially as herein described. 3rd. In a latch, the combination of a latch, a lever suspended from one end, the outer rose plate having the posts fitted to the door and upon one of which posts the lever is hung, the inner rose plate having the screws seated in the posts of the outer rose plate, a knob spindle and connections between said spindle and the latch to operate said latch, substantially as herein described. 4th. In a latch, the combination of the latch having a shank with a slot, the rose plate having a post fitted to the door, a lever pivoted at one end on said post, and having its opposite free end engaging the slot of the latch shank, and a knob spindle having a cam actuating said lever, substantially as herein described. 5th. In a latch, the combination of a latch having a shank with a slot, the rose plate having a post fitted to the door and externally threaded, a lever screwed upon said post and adjustable thereon, said lever engaging the slot of the latch shank, and a knob spindle having a cam actuating said lever, substantially as herein described. 6th. In a latch and lock, the combination of a latch, a knob spindle for actuating said latch, a knob within a sleeve fitted upon and secured to the spindle, a swinging spring-controlled locking arm mounted in the knob sleeve and having a hook pawl playing through said sleeve, a rose plate having notches with