

No. 26,897. Snow Plough. (*Charrue à Neige.*)

Almeran Roberts, Hanover, Me., U.S., 7th June, 1887; 5 years.

Claim.—1st. In a snow plow, the combination of series of adjustable scrapers arranged to direct the snow toward or away from the center of the road according to their adjustment, a triangular scraper carried behind the series of adjustable scrapers, and a guide runner for determining the direction of the plow, substantially as described. 2nd. In a snow plow, the combination of the guide runner D, the adjustable scrapers C, the scrapers E and the adjustable road-former B, substantially as described. 3rd. In a snow plow, the combination with the adjustable scrapers C, and the scrapers E, of the guide runner D provided with the shaft K, the cross bar e supported by the shaft K the windlass shaft a and the chains g, substantially as described. 4th. In a snow plow, the combination of the adjustable scrapers C, the scrapers E the road-former B, pivotally connected with the scrapers E, the windlasses a and chains e for adjusting the road-former, substantially as described. 5th. The combination, in a snow plow, of the frame formed of the timbers A, A' crossing each other at right angles, the timbers B, B' secured to the ends of the timbers A, the frame A' supported by the timber B, the inverted arch D, the runner D, the shaft K attached thereto and provided with the collar K', the cross-bar e, the windlass shaft a, chains g, the adjustable scrapers C, ratchets a', pawls b and the fixed scrapers E substantially as described.

No. 26,898. Oil Cup for Supplying Oil or Grease to Rubbing Surfaces. (*Gobelet à Huile pour Distribuer l'huile ou la Graisse sur les Surfaces Frottantes.*)

Luther B. Bailey, London, Ont., 7th June, 1887; 5 years.

Claim.—1st. A cover C formed with a flange D, or its substantial equivalent on the inside, or on the outside or on both sides of the lubricant reservoir to lock and securely hold the cover in place when properly adjusted, substantially as described. 2nd. In a lubricator or oil-cup, a cover C formed with a flange D, in combination with a lubricant reservoir A formed with a passage B, substantially as described and for the purpose specified. 3rd. In a lubricator or oil cup, a spring F, or its substantial equivalent, for the purpose of tightly compressing the cover C on the sides of the lubricant reservoir A, substantially as described. 4th. A spring F and cover C, in combination with a stud pin E formed with shoulders E', and a lubricant reservoir A, substantially as described and for the purpose specified. 5th. In a lubricator or oil cup, a stud pin E for its substantial equivalent formed with shoulders E' for the purpose of rigidly binding said stud pin to the body A of a lubricant reservoir, to prevent its displacement when revolving the cover or from any cause whatever, substantially as described. 6th. The body A having a passage B, in combination with cover C formed with flange D, stud pin E formed with shoulders E', E', spring F and case G, substantially as described and for the purpose specified.

No. 26,899. Hot Air Furnace. (*Calorifère à Air.*)

Thomas McCrossan, Winnipeg, Man., 6th June, 1887; 5 years.

Claim.—The hollow door 12 having draft aperture H at the top, and draft aperture I on the inside, in combination with a furnace having a recessed door way, and an air chamber 7 above the fire box provided with an aperture coinciding with the aperture in the door, as set forth. 2nd. The combination, with the hollow door 12 having an inlet from an upper air chamber, and an outlet into the fire box of the dampers J, K, sliding in grooves at the top of the door, as set forth. 3rd. The combination, with the air chamber 4, of the catch pans d, e, as set forth. 4th. The combination, with the air chamber 7, of the catch pans d, e, as set forth.

No. 26,900. Gate. (*Barrière.*)

Philip S. Basnett, Basnett, W.V., U.S., 7th June, 1887; 5 years.

Claim.—1st. In a sliding gate, a guide-rod or guide-bar for supporting the gate, made in two parts or sections hooked together at their inner ends, and means for supporting said ends at any desired height, so arranged that one of said sections may be lifted or removed when the gate is open so as to be out of the way of a load passing through the gate, the outer ends of the said rods being screw-threaded, and a nut fitting on each of said screw-threaded ends, as and for the purpose shown and set forth. 2nd. In a sliding gate, the combination of a track rod extended across the gate-way and to one side of the same, and having the said extended portion inclined towards the gateway, with a gate having rollers or pulleys travelling upon the said track-rod, as and for the purpose shown and set forth. 3rd. In a sliding gate, the combination of a track-rod extended across the gate aperture, and having a screw-threaded end upon an extension at the side of the gate-aperture, a post having a vertical slot and placed to one side of the gate-aperture, having the screw-threaded end of the track-rod sliding in the slot, a gate travelling with rollers or pulleys upon the track-rod, and a thumb-nut upon the screw-threaded end of the rod for adjusting the said end in the slot of the post, and adjusting the angle of the extended portion of the track-rod, as and for the purpose shown and set forth. 4th. In a sliding gate, the combination of a track-rod secured across the gate-aperture and having an extension to one side of the said aperture, placed at an incline toward the gate-aperture, horizontally journaled pairs of pulleys or sheaves upon the top of the main-post and upon a post to the rear of the main post, posts at the side of the road-way at both sides of the gate, having vertically journaled pulleys or sheaves at their tops, a gate travelling with grooved pulleys or rollers upon the track-rod, and ropes or chains secured to the inner hanger of the gate, and passing in opposite directions over the sheaves upon the rear post, and thereupon over the sheaves upon the main post, and over the pulleys upon the posts at the side of the road-way, as and for the purpose shown and set forth.

No. 26,901. Triplicate Mirror. (*Miroir triple.*)

Peter Wiederer, Stapleton, N.Y., U.S., 7th June, 1887; 5 years.

Claim.—The combination of a main frame having a mirror supported at the back of the frame, said frame having detachable top and bottom pieces, folding side-frames having mirrors and eye-clips at their upper and lower corners, and fixed pintles passing through the top and bottom pieces, and eye-clips into sockets in the side-pieces of the main-frame, substantially as set forth.

No. 26,902. Erasive Guard for Writing Pencils. (*Garde de crayon pour effacer.*)

Walter K. Foster, Stoneham, Mass., U.S., 7th June, 1887; 5 years.

Claim.—1st. As a new or improved article of manufacture, the writing pencil erasive guard, substantially as described, composed of the elastic tube, the erasive prism or part, and the tapering or conical tubular projection, or point arranged and formed in one piece of india-rubber or other suitable elastic erasive material, it being for use upon a pencil for the protection of its point and otherwise, as specified. 2nd. The combination of a writing pencil, and an elastic erasive guard, substantially as described, applied to its body, and pointed portion, and extending a short distance rearward from the latter, as represented. 3rd. The combination of a writing pen and its holder, with the elastic erasive guard as and applied to them, substantially as set forth.

No. 26,903. Vehicle Spring. (*Ressort de voiture.*)

John J. Wolfe, West Millville, Penn., U.S., 7th June, 1887; 5 years.

Claim.—1st. In a vehicle-spring support, the combination, with two pairs of spring-rods formed with straight longitudinal central portions, outwardly-bent portions coiled at their inner ends, and forwardly and rearwardly bent portions secured to the axle and bolster, on a coupling and frame secured to the central straight portions, and having eyes for the outer portions of the outwardly bent portions, as and for the purpose shown and set forth. 2nd. In a vehicle-spring support, the combination of the axles and bolster, two pairs of spring-rods secured at their ends to the rear axle and to the bolster, formed at their middles into straight portions bent outward and coiled at the inner ends of the said bent portions, and bent to project forward and rearward, coupling rods secured at their ends to the vehicle-body, and formed with eyes for the reception of the transverse straight portions of the springs, transverse frame-rods having their ends secured to the vehicle-body and formed with eyes for the straight transverse portions of the springs doubled over the middle portions of the coupling-rods, and having their middles depressed and secured at the inclined ends of the depressed portions to the longitudinal middle portions of the springs, and rods secured with their forward ends to the middle portions or the coupling-rods, and having their rear eyed ends sliding upon the inner ends of the rearwardly projecting portions of the outer pair of springs, as and for the purpose shown and set forth.

No. 26,904. Water Wheel. (*Roue hydraulique.*)

Adolph Patrick, Maskinongé, Que., 7th June, 1887; 5 years.

Réclame.—1o. La combinaison, dans une roue hydraulique dite turbine, des aubes verticales L placées entre le fond K et le cylindre du milieu M, avec l'angle O d'écoulement de bas en haut fixés au cylindre du milieu M et entourés de la paroi extérieure N, tel qu'indiqué et décrit et pour les fins mentionnées. 2o. La combinaison, dans un coffre de turbine, de conduits d' situés et fixés entre le plancher D et le rebord G, avec les pelles H pivotant entre le plancher et le rebord, et mues par des tiges et, l'anneau I, le collier J, les consoles g, le bras h, la crémaillère i, l'engrenage j, et l'arbre k, tel qu'indiqué et décrit et pour les fins mentionnées.

No. 26,905. Heating Apparatus for Railway Cars. (*Calorifère pour chars de chemins de fer.*)

Mann's Boudoir Car Company, (assignee of William D. Mann,) New York, N.Y., U.S., 8th June, 1887; 5 years.

Claim.—1st. A heating apparatus for railway cars consisting of the heater proper, and means in connection therewith for supplying hot water to a system of pipes for warming the car, combined with a fresh water tank, pipes conveying said water to a coil or equivalent device surrounding the fire chamber of the heater, and service pipes for supplying hot water therefrom to the lavatories and other parts of the car, all substantially as described and shown. 2nd. A hot water apparatus for railway cars, consisting of a stove or heater, a coil surrounding same, a tank for containing fresh water connected with said coil, and a service pipe connected with the coil and tank, and extending through the car so as to be tapped at different points where hot water may be required, substantially as described and shown.

No. 26,906. Stays for Garments such as Corsets, Dresses, etc. (*Buse pour corsets, robes, etc.*)

Enoch C. Bowling and Henry P. Glover, Ypsilanti, Mich., U.S., 8th June, 1887 5 years.

Claim.—1st. The stay herein described comprising the stiffening-blade D, having sheets of gutta-percha tissue lying upon each side thereof and projecting over the ends and edges of said blade, with the covering fabrics having a like projection and adhering thereto, whereby a stitching edge is provided surrounding the stiffening-blade, as and for the purposes set forth. 2nd. A stay comprising a stiffening-blade having a textile fabric covering with interposed impervious coating, the parts adhering together and having the textile fabric stitching edges i, i, substantially as specified.