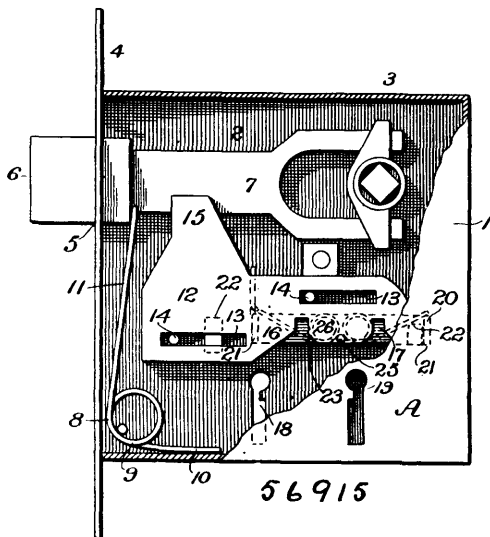
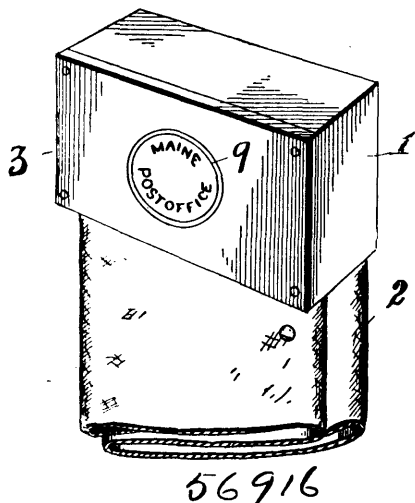


the lock for engaging with said lip, and a spring bearing against said tumbler for holding the latter in position to close said notches



and at the same time allowing said tumbler to be rocked in either direction when acted upon by the key, substantially as described. 5th. In a lock, the combination with the case having the key hole in one side arranged out of alignment with the key hole in the outer side, of a slide for locking the bolt, said slide being provided with spaced notches for the key, and a spring actuated tumbler pivotally connected to said slide intermediate said notches, the arrangement being such that the insertion of the key in one of the key holes will prevent the turning of a second key in the other key hole, substantially as described.

No. 56,916. Seal Lock. (Serrure à sceau.)

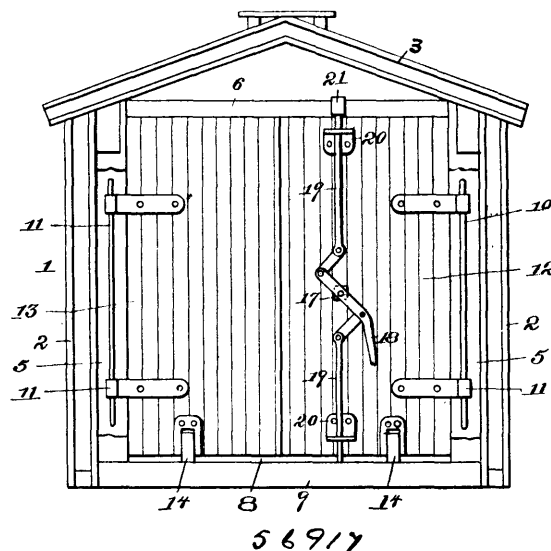


Robert A. Mills, Orlando, Florida, U.S.A., 6th August, 1897; 6 years. (Filed 19th July, 1897.)

Claim.—1st. In a seal lock for bags, the holder case or box open at one side and provided with a removable lid or cover, in combination with an internally screw-threaded sleeve, and a headed screw engaging said sleeve, substantially as described. 2nd. In a seal lock for bags, the holder box or case for the mouth of the bag, an internally screw-threaded sleeve or cylinder in said case for engaging the bag, a headed screw engaging said cylinder, and a lead seal applied to cover the headed end of said screw, substantially as described. 3rd. The combination in a seal lock, of the holder box or case, the internally screw-threaded cylinder therein for engaging eyelets in the open end of the bag, a headed screw for

engaging said sleeve provided with a bevelled and countersunk washer, and a lead seal applied to the said screw head and washer, substantially as described.

No. 56,917. Car. (Char.)



Richard McCoy, Riverton, Virginia, U.S.A., 6th August, 1897; 6 years. (Filed 17th July, 1897.)

Claim.—1st. A shipping car or other receptacle whose sides and roof are made of two layers with interposed packing between the layers, of wood fibre, cow hair, or other suitable material, a sheathing upon the inner surface of said car, which is air, water and acid proof, doors at each end of the car, and means for forming a tight joint between said doors and said car. 2nd. In a shipping car or other receptacle for the purpose described, the combination with the main body part thereof, of a door frame made up of a pair of uprights and a cross-beam connecting the same at their upper ends, strips of rubber or other suitable material secured to the front faces of said uprights, said cross-beam and the floor of the car, vertically disposed rods secured to said uprights, doors hinged upon said rods whereby a sliding and a reciprocatory movement is permitted, antifriction rollers upon the lower ends of said doors, segmental tracks in the floor of said car upon which said rollers move, the inner ends of said tracks being depressed, and a locking device for said doors, substantially as and for the purpose described. 3rd. In a shipping car or other receptacle for the purpose described, the combination with the main body part thereof, of a door frame, made up of a pair of uprights and a cross-beam connecting the same at their upper ends, strips of rubber or other suitable material secured to the front faces of said uprights, said cross-beam and the floor of the car, vertically disposed rods secured to said uprights, doors hinged upon said rods, whereby a sliding and reciprocatory movement is permitted, said doors having rabbeted inner surfaces, which are adapted to fit between said uprights and said cross-beam when the doors are in their closed position, antifriction rollers upon the lower ends of said doors fitting within segmental grooves in the floor of the car, which are depressed at their inner ends, and a locking device for said doors, substantially as and for the purpose described.

No. 56,918. Car Coupler. (Attelage de chars.)

John Andrew Cameron and Elmer Ellsworth Reeves, both of Princeton, Indiana, U.S.A., 6th August, 1897; 6 years. (Filed 19th July, 1897.)

Claim.—1st. In a car coupler, the combination of a draw-head having a slot therein which is contracted at the rear and widened at the front, the front of the draw-head forming inwardly extending flanges, a latch movably mounted in the said draw-head and formed with an outer shouldered head, and means for operating the said latch, substantially as and for the purposes specified. 2nd. In a car coupler, the combination of a draw-head having a slot therein opening outwardly through the top thereof, a latch movably mounted in said slot and having a shouldered head, a cam carried by a rod engaging the rear of the said latch and provided with a lever, a stop-pin for said lever, and means for operating the said latch, substantially as and for the purposes specified. 3rd. A draw-head having dovetail recesses in the upper portion thereof and a lower pin opening, and a dovetail keeper adapted to engage the said recesses and also provided with a pin opening, substantially as and for the purposes specified. 4th. In a car coupler, the combination of a draw-head having a slot therein opening outwardly through the top thereof, a latch movably mounted in said slot and having an outer