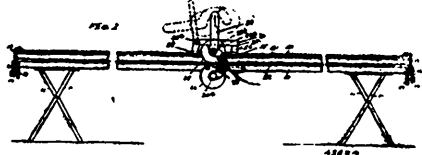


a spring adjusting device arranged below said hook arm, a retractile spring connected at one end to said hook arm and at its other end to said adjusting device, and upper and lower gages for one end of said rod, substantially as set forth. 17th. In an automatic feeder of the class described, the combination with the casing, the vibrating feed pan, the hopper and the gate carrying shaft, of a weight and spring adjusted rod secured to one end of said gate shaft and provided at one end with a stop collar, an off standing bracket secured to one side of the casing, a lower vertically adjustable screw gage rod mounted in said bracket, separate adjusting and thumb nuts engaging said screw gage rod to provide for the adjustment thereof, a swinging bracket arranged above said stop collar, a combined pivot and clamp screw securing said swinging bracket to the top of the casing, and an upper screw gage rod similarly adjustable to the lower screw rod and adapted to be swung in and out of vertical alignment therewith, said stop collar being adapted to play between said gage rods, substantially as set forth.

No. 48,827. Board and Cutter for Paper Hangers.

(*Planche et couteau pour colleurs.*)



Alonso H. Seaver, Webster City, Iowa, U.S.A., 3rd August, 1895; 6 years.

Claim.—1st. A combined board and cutter, comprising a leaf or support having a longitudinal track and rack thereon, a carriage held to slide on the track, a handle frame hinged to the carriage, the frame having a depending arm at one end, cutters carried by the arm, a transverse shaft journaled in the frame and adapted to carry one of the cutters, and a cog-wheel secured to the shaft and held to engage the rack, substantially as specified. 2nd. The combination, with a straight edged leaf support having a longitudinal rack thereon, of a carriage held to slide on the leaf and provided with an upwardly swinging portion, revolvable disc cutters mounted on the carriage and turning near the edge of the leaf, and a gear-wheel mounted on the swinging portion of the carriage to engage the rack and drive the cutters, substantially as specified. 3rd. A combined board and cutter comprising a board or support, a swinging leaf hinged to the board, a carriage held to slide on the leaf, a handle frame hinged to the carriage, cutters carried by the frame and arranged opposite the free edge of the leaf, and a gear mechanism for revolving the cutters by the movement of the carriage, substantially as specified. 4th. A combined board and cutter, comprising a flat board, end strips adapted to slide on the board and swing vertically, a straight edged swinging leaf hinged to the end strips and adapted to fold upon the board, abutment springs secured to the board in the paths of the end strips, a carriage held to slide upon the leaf, revolvable cutters mounted on the carriage and arranged opposite the outer edge of the leaf and board, and a gear mechanism for rotating the cutters by the movement of the carriage, substantially as specified. 5th. The combination, with the swinging leaf having the gear track thereon, of the carriage held to slide on the leaf, the vertically swinging frame hinged to the carriage and provided with a handle and a depending arm extending opposite the edge of the leaf, the arm having a bevelled edge and a cutting disc pivoted near its lower end, a transverse shaft journaled on the swinging frame, a cutter carried by the shaft and arranged to turn opposite the cutter on the depending arm, and a gear wheel on the shaft adapted to engage the gear track on the leaf, substantially as specified.

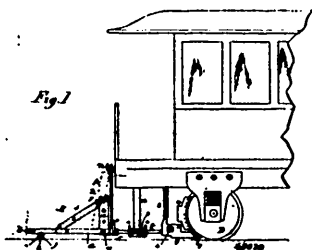
No. 48,838. Car Fender and Brake.

(*Défense et frein de char.*)

William Melbeth, Hamilton, and Harriet Belle Lewis, Winona, both in Ontario, Canada, 3rd May, 1895; 6 years.

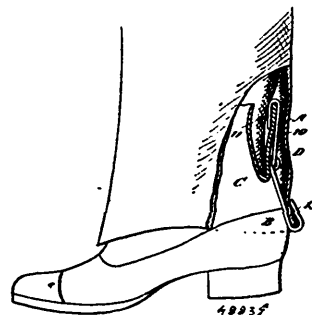
Claim.—1st. In combination with an electric or other railway car, of a fender frame connected with netting, and constructed to be hung on the end of a car, the frame of the fender made adjustable by slotted diagonal braces by which the fender can be regulated vertically to suit all grades of a track, substantially as and for the purpose specified. 2nd. The combination with a railway car, of a frame *a*, *b*, *c*, standards *d*, *d'*, horizontal bars *e*, *e'*, vertical hangers *f*, *f'*, and adjustable diagonal braces *g*, provided with slots *h*, and covering *i* to adjust the front end of the frame *a* to the desired height, substantially as described. 3rd. The combination with a railway car, of a frame *a*, *b*, *c*, standards *d*, *d'*, vertical hangers *f*, *f'*, provided with openings *g*, *g'*, slotted diagonal braces *h*, *h'*, with rubber covering *i*, connecting the standards *d*, *d'*, with the frame *a*, netting *x*, shaft *j*, and rollers *k*, all substantially as and for the pur-

pose specified. 4th. The combination with an electric or other railway car, of a frame *a*, *b*, *c*, standards *d*, *d'*, horizontal bars *e*, *e'*, vertical hangers *f*, *f'*, provided with openings *g*, *g'*, adjustable diagonal braces *h*, *h'*, with covering *i*, shaft *j*, rollers *k*, rubber tubing *l*, and cushion *m*, all constructed substantially as and for the purpose specified.



5th. In an electric or other railway car, the combination with a fender of brake shoes, and brake shoe rods, the same constructed to be operated by the fender being pushed against the brake shoe rods, when meeting an obstruction on the track, to apply the brakes on the wheels automatically, substantially as set forth. 6th. In an electric or other railway car, the combination with a fender *A*, of brake shoes *g*, connected by a shaft *r*, supported by springs *s*, brake rods *t*, *t'*, attached to the brake shoes, brackets *u*, provided with lugs *4*, and spiral springs *v*, *v'*, to push the brake shoes off the car wheels, and brake rods operated by the rear contact movement of the fender *A* against the said brake rod, substantially as and for the purpose specified. 7th. In an electric or other railway car, the combination of the fender and the brake mechanism, substantially as and for the purpose specified.

No. 48,839. Trousers Protector. (*Protecteur de pantalon.*)



Frank W. Richardson and William H. Gomersall, Brooklyn, both of the State of New York, U.S.A., 3rd May, 1895; 6 years.

Claim.—1st. A trousers supporter, the same comprising two members having a loose hinge connection, and hooks formed at their outer ends at opposite sides and extending in opposite directions, substantially as and for the purpose specified. 2nd. A trousers supporter, the same consisting of two sections having a pivotal connection, each section being constructed of spring metal and each section terminating at its outer end in a hook, the hooks being upon opposite sides of the sections and extending in direction of the pivot connection of the sections, and a yielding connection between the sections, as and for the purpose specified. 3rd. A trousers supporter, the same consisting of two sections having pivotal connection, each section being constructed of spring wire and one section being larger than the other, each section terminating at its outer end in a hook, the hooks being at opposite sides of the section and made to extend in opposite directions, each hook facing the pivot connection between the sections, as and for the purpose specified.

No. 48,840. Car Coupler. (*Atelage de chars.*)

Richard J. Edwards, Galena, Illinois, U.S.A., 3rd May, 1895; 6 years.

Claim.—1st. In a car coupling, the combination with a draw-head, of a pivoted knuckle connected thereto, means for limiting the movements of said knuckle, means for cushioning the movements of the knuckle in both directions, and a locking device for said knuckle, substantially as set forth. 2nd. In a car coupling, the combination with a draw-head, of a movable jaw connected thereto in such