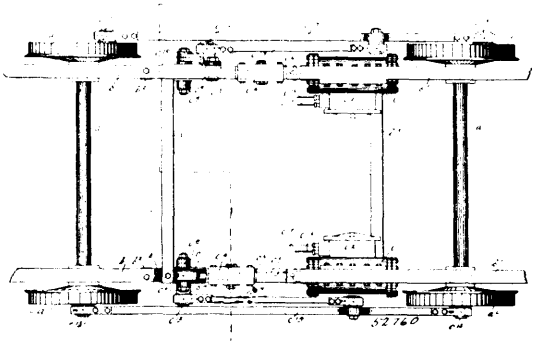
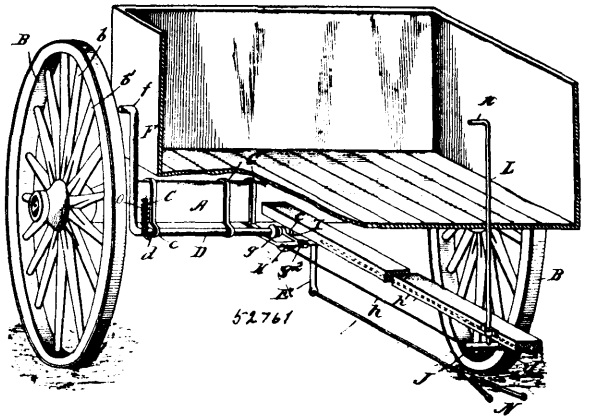
No. 52,760. Tramway Locomotive. (*Locomotive.*)



Robert Hardie, Rome, New York, U.S.A., 25th June, 1896; 6 years. (Filed 3rd June, 1896.)

Claim.—1st. The combination with the front and rear truck wheels of an engine located between the truck axles and inside the wheel line, an outside rod connecting said wheels, a rocker receiving motion from the engine piston, and a main rod connecting said rocker to said outside rod, substantially as and for the purposes set forth. 2nd. The combination with front and rear truck wheels of an engine located between the truck axles and inside the wheel lines, an outside rod connecting the truck wheels, a cross-head mounted on a part of the truck frame as a guide, a rocker journalled on the truck frame, an inside rod connecting said rocker with said cross-head, and a main rod connecting said rocker with the outside rod, substantially as and for the purpose set forth. 3rd. The combination with the front and rear truck wheels and axles of the pair of engines between the truck axles inside the wheel lines with the cylinder castings forming parts of the sides of the truck frame, the cross-heads working on the top side bars of the frame as guides, the rockers c^{10}, the inside rods c^{7} connecting said rockers with said cross-heads, the outside rods c^{14} connecting the truck wheels and the main rods c^{15}, connecting said rockers with said outside rods, all substantially as and for the purposes set forth. 4th. In a locomotive, the combination with the truck side frames formed with vertically spaced longitudinal bars of the pair of engines having their cylinders rigidly clamped between the upper and lower members of said side frames, whereby said side frames form supports for said cylinders, and said cylinders in turn form reinforcing braces for said frames, substantially as described. 5th. In a locomotive, the combination with the truck side frames formed with a longitudinal cross-head guide of the engine located between the truck axles and inside of the wheel lines, a cross-head mounted on the guide portion of said frame, a rocker journalled on the truck frame, an inside rod connecting said rocker with said cross-head, and outside connections from said rocker to the drive wheels, involving an outside main rod and an outside connecting rod, substantially as described.

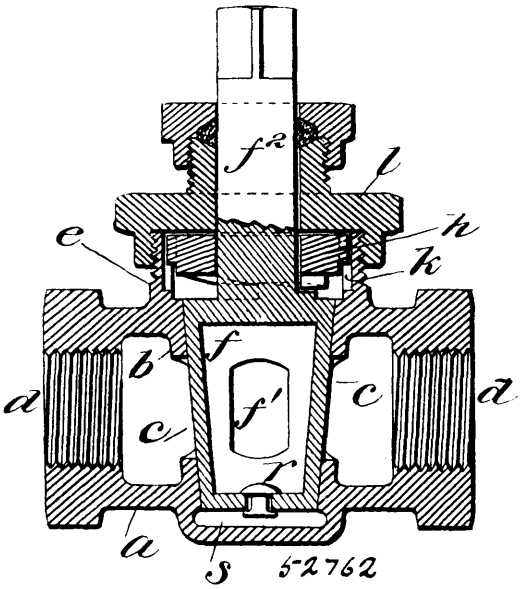
No. 52,761. Device for Stopping Horses.
(*Appareil pour empêcher les chevaux de prendre le mors aux dents.*)



James Gordon Casey, Lehigh, Indiana Territory, U.S.A., 25th June, 1896; 6 years. (Filed 28th September, 1895.)

Claim. 1st. In a device for checking runaway horses, the combination with the rock shaft having at one end a downward projecting crank, and at the opposite end an upward projecting wheel crank and means for moving the wheel crank into engagement with the wheel, substantially as set forth. 2nd. In a device for checking runaway horses, the combination with a rock shaft having two oppositely projecting cranks, of which one is disposed in close proximity to the axle, of means for moving the wheel crank into engagement with the wheel, whereby as the wheel rotates forward a crank is moved from the axle and when the wheel rotates backward the said crank engages with the axle and serves as a stop to resist backward movement of the vehicle, substantially as set forth. 3rd. In a device for checking runaway horses, the combination with a rock shaft having two oppositely projecting cranks, of a spring for rotating the shaft backward, and a stop for resisting the backward rotation of the shaft beyond its normal position, substantially as set forth. 4th. In a device for checking runaway horses, the combination with the rear axle, of the rock shaft having at one end the wheel crank arranged vertically in front of the axle, a downward rein-crank, and means for moving one crank into engagement with the wheel, whereby as the reins are pulled upon the said vertical crank is moved from the axle and when the rein crank is moved forward the said vertical crank engages with the axle and serves as a stop to resist backward movement of the vehicle, substantially as set forth.

No. 52,762. Cock, Faucet and Valves.
(*Robinets et autres soupapes.*)



The Homestead Manufacturing Company, assignee of William Heston, both of Homestead, Pennsylvania, U.S.A., 26th June, 1896; 6 years. (Filed 30th May, 1896.)

Claim. 1st. In a device of the character described, the combination of a valve casing, a plug, a non-rotating locking device, and inclines or cam-faces interposed between the plug and locking device and forming part of each, and co-operating to forcibly seat the plug, and to arrest its undue movement in opening the valve, substantially as described. 2nd. In a device of the character described, the combination of a valve casing, a seat therein, a plug or valve arranged to turn in said seat, and provided upon its head with a suitable number of inclines terminating in vertical abutments, a non-rotating locking device connected with or forming part of the valve casing, and supplied with complemental inclines and abutments, the inclines of which co-operate with the inclines on the plug or valve to ease off the plug from its seat, and the abutments interlocking positively to restrain the undue movement of the plug or valve in the act of opening, the inclines themselves serving also to force the plug or valve to its seat and restraining undue movement thereof in closing, substantially as described.

No. 52,763. Pneumatic Tire. (*Bandage pneumatique.*)

The Fleuss Pneumatic Tire Syndicate, 6 Jeffrey's Square, London, assignee of Henry Albert Fleuss, 5 Brampton Terrace, Heathfield, South Twickenham, Middlesex, both in England, 26th June, 1896; 6 years. (Filed 3rd June, 1896.)

Claim.—1st. A pneumatic tire composed of a rigid wheel rim having a trough or hollow groove around it, a tubular flexible ring surrounding the rim having a radial division around its inner circumference and solid external projections on each side of the division to fit to the trough or groove when a narrow space is left between the two projections, a free escape for air from this space and a stretched elastic band, not only covering over the division on the inside of the tubular ring and bearing by its elasticity against the inside of this ring, but also extending beyond one side of the rigid rim, substantially as described. 2nd. A pneumatic tire composed of a rigid wheel rim having a trough or hollow groove around it, a tubular flexible ring surrounding the rim and having a radial division around its inner circumference and solid external projections on each side of the division to fit to the trough or groove when a narrow space is left between the two projections, a free escape for air from this space and a stretched elastic band covering over the division on the inside