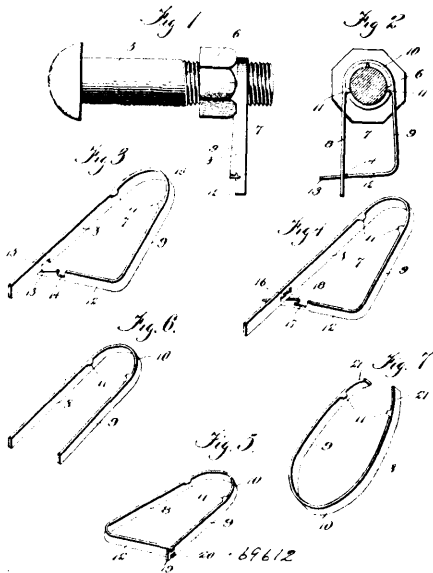


support a flexible photographic film. 27th. In a portable developing apparatus for flexible photographic films, the combination of a suitable box or receptacle closed against actinic rays, means contained therein for supporting a flexible photographic film, and means for admitting the necessary re-agents for the development of the film and permitting the escape of air from the box, substantially as described, whereby the film and the re-agents employed are practically out of contact with the atmosphere. 28th. In a portable developing apparatus for flexible photographic films, the combination of a suitable box or receptacle closed against actinic rays, means for supporting a flexible photographic film, an air vent for said box, and means for introducing into said closed box the necessary re-agents for carrying out the development of the film, whereby the air contained within the box or receptacle will be driven out, and the process of development will be carried on in the absence of air. 29th. In a portable developing apparatus for flexible photographic films, the combination of a suitable box or receptacle closed against actinic rays, means for admitting the necessary re-agents for the development of the flexible film and permitting the escape of air from said box or receptacle, and means for supporting and moving the flexible film through the re-agents within said closed receptacle. 30th. In a portable apparatus for developing flexible photographic films, the combination of a suitable box or receptacle closed against actinic rays, and having an inspection opening formed therein, and means substantially such as described contained within said box for supporting and holding a flexible photographic film. 31st. In a portable apparatus for developing flexible photographic films, the combination of a suitable box or receptacle closed against admission of actinic rays, and means actuated from without the box for exposing a flexible photographic film placed therein to the action of re-agents for its development, substantially as described.

No. 69,612. Nut Lock. (Arrêt-écrou.)

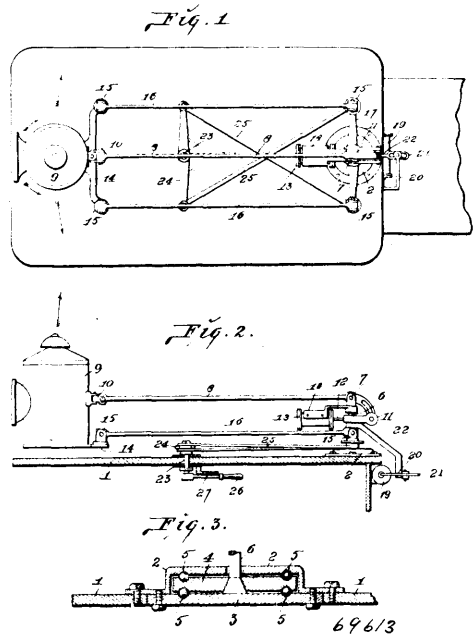


Robert Pinkerton McNutt, Pugwash, Nova Scotia, Canada, 6th December, 1900; 6 years. (Filed 16th November, 1900.)

Claim.—1st. A nut lock comprising a spring metal retainer having the members united by a bight or loop and provided with inwardly extending spurs, whereby the bight may snugly hug a bolt and the spurs are adapted to have interlocking engagement with a bolt thread, as set forth. 2nd. A nut lock comprising a retainer bent from a single length of metal to produce the yieldable members which are united by a bight or loop, said members being provided with inwardly extending spurs which are arranged practically in the plane of an edge of the members and are adapted to have interlocking engagement with a bolt thread, as set forth. 3rd. A nut lock comprising a retainer having the members united by a bight and provided with inwardly extending spurs, one member having an arm which extends toward the other member and is constructed to have interlocking engagement therewith, as set forth. 4th. A nut lock comprising a retainer bent from a single length of metal to form the yieldable members which are united at one end by a bight and provided with the inwardly extending spurs, one of said retainer members having an inwardly extending notched arm and the other retainer member constructed for interlocking engagement with said arm, as set forth. 5th. The combination with a bolt, and a nut, of an elastic retainer comprising the members united by a curved bight which closely hugs the bolt at a point adjacent to the nut, said members provided with spurs which are interlocked with a bolt thread and the members being furthermore locked one with the other, for the purpose described, substantially as set forth.

No. 69,613. Night Signal for Railway Trains.

(Signal de nuits pour trains de chemin de fer.)



Edwin B. Pope, Shrewsbury Park, Missouri, U.S.A., 6th December, 1900; 6 years. (Filed 8th October, 1900.)

Claim.—1st. A railway signal comprising a signal lamp, and means co-operatively connected thereto for bodily moving or projecting the same laterally to a point adjacent to the side of the car, whereby the light rays may be visible from the rear or front or either side of the train, substantially as set forth. 2nd. A railway signal, comprising a lamp from which rays of light are adapted to issue, and means attached thereto for raising and lowering the same and bodily moving the lamp to either side of the train, whereby the light is visible from a point directly in rear on either side of the train, substantially as described. 3rd. A railway signal, comprising a lamp, means for raising, lowering and bodily moving the same to either side of the train, whereby the light issuing from the lamp is visible from the point directly in the rear or on either side of the train, and suitable mechanism for operating said lamp independently of the first-named movements, as and for the purpose described. 4th. A railway signal, comprising a movable post, a lever hinged to the upper end of the same, a lamp, a universal connection for attaching one end of said lever to said lamp, means co-operating with the short end of the said lever, whereby the long end thereof is elevated, parallel connecting bars having one of their ends attached to said lamp below the said lever by universal connections, a movable bar located about said post, to the ends of which the opposite ends of the said parallel bars are attached by universal connections, and means for turning said post, as and for the purpose described. 5th. A railway signal comprising a lamp, parallel bars, one end of each of which is secured to the lamp, a pivoted transverse bar to which the opposite ends of the parallel bars are secured, whereby the lamp is bodily moved to either side of the train, a lever, one end of which is attached to said lamp, and means for operating said lever, whereby the lamp is raised and lowered, substantially as described. 6th. A railway signal, comprising a cap secured to the roof of the locomotive, a plate secured to the same, a disc located between said cap and plate and mounted upon balls, a post secured to said plate and freely passing through the cap, a fork forming the upper end of said post, a lever hinged to said fork, the long end of which is attached to a suitable lamp by universal connections, the short arm of said lever extending downwardly, means attached to said short arm for elevating the opposite end of the lever, a transverse bar movable upon said post, parallel bars, one end of which is attached to the end of the said bars, and having their opposite ends movably attached to the lamp on either side of the lever, an arm, one end of which is secured to said post, means co-operating with the lower end of said arm for turning said post, a shaft journaled in the roof of the cab of the locomotive, a lever secured to the upper end of the same, a hand lever fixed to the lower end of said shaft, suitable mechanism for holding the said shaft in any position, cross bars, one end of each of which is movably attached to the ends of the last-named lever, and having their opposite ends movably attached to the transverse bars to which the parallel bars are attached, as and for the purpose described.