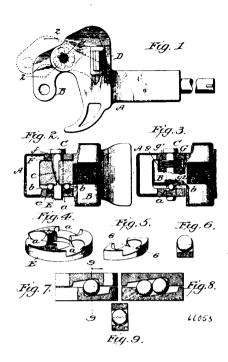
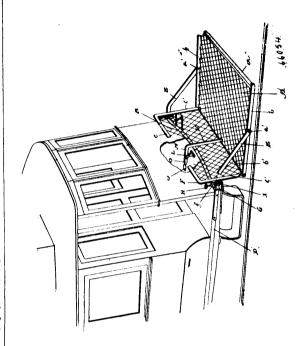
the jaw to the drawhead, a grooved block made in sections, arranged in a recess in the drawhead surrounding the pin, and



balls arranged in said grooves and bearing against the jaw, the pin and the lower walls of the gooves. 7th. A car coupling, compin and the lower walls of the gooves. 7th. A car coupling, comprising a drawhead, a jaw, a pin pivoting the jaw to the drawhead, a spring placed under tension when the jaw is closed and tending to open it, and balls arranged on different sides of the pin and interposed between the jaw and the draw head. 8th. A car coupling, comprising a drawhead, a jaw, a pin pivoting the jaw to the drawhead, a spring placed under tension when the jaw is closed and tending to open the jaw and balls arranged in the jaw is closed and tending to open the jaw and balls arranged in the law and tending to open the jaw and balls arranged in the law and balls arranged and the law and balls arranged arranged in the law and balls arranged arr the drawhead, a spring placed under tension when the jaw is closed and tending to open the jaw, and balls arranged in inclined grooves on different sides of the pin and interposed between the jaw and the drawhead. 9th. A car coupling a draw head, a jaw, a pin pivoting the jaw to the drawhead, a spring placed under tension when the jaw is closed and tending to open the jaw, and balls interposed between the jaw and the drawhead and arranged in inclined grooves on different sides of the pin and carted its four thinds. grooves on different sides of the pin and extending from the pin outwards so that the balls bear against the pin as well as against the jaw and drawhead. 10. A car coupling comprising a drawhead, a jaw, a pin extending through the pin holes in the drawhead and jaw, a ball interposed between the jaw and the drawhead and arranged in a groove in the drawhead which extends from the pin hole outwardly so that the ball may be inserted through the pin hole into the groove and may bear against the pin as well as against hole into the groove and may bear against the pin as well as against jaw and drawhead. Ith. A car coupling comprising a drawhead, a jaw, a pin extending through pin holes in the draw head and jaw, a ball interposed between the jaw and the drawhead and arranged in a groove in a drawhead and a groove in the jaw, both of which grooves are inclined both radially and tangentially and which extend from the pin hole of the jaw outwards, whereby the ball may be inserted through the pin hole into the grooves and may bear against the pin as well as against the drawhead and jaw. 12th. A against the pin as wen as against the drawhead and jaw. 12th. A car coupling comprising a drawhead, a jaw, a pin to which the jaw is secured and which is provided with an enlarged head, a ball arranged in a groove in the head of the pin, and in a groove below the pin head, substantially as described. 13th. A car coupling comprising a drawhead, a jaw, a pin secured to the jaw and having an enlarged head provided on its under side with a groove, the upper wall of which is arranged on an inclined plane, and a ball or roller arranged in said groove, and also in a groove having a reversely inclined plane below the head of the pin. 14th. A car reversely inclined plane below the head of the pin. 14th. A car coupling comprising a drawhead, a jaw, a pin secured to the jaw and having an enlarged head, a ballway in the head of the pin, a ballway in the disc or boss below the head, and a ball in said ballway. 15th. A car coupling comprising a drawhead, a jaw, a pin secured to the jaw and having an enlarged head, a ballway in the head of the pin having an inclined upper wall, a ballway in the disc or boss below the head and having an inclined husen will and a ballway. head of the pin having an inclined upper wall, a ballway in the lower end of said stude box having a sight recitate at the lower boss below the head and having an inclined lower wall, and a ball to said tank, the curved pipe connected with said vertical pipe in said ballway. 16th. A car coupling comprising a drawhead, a jaw, a pin secured to the jaw and having an enlarged head provided trough having a box connected with its upper end provided with a

with ballways having walls arranged on double inclined planes, a disc having ballways or grooves, with the walls arranged on double disc naving ballways of grooves, with the walls arranged on double inclined planes, removably secured to the draw head below the head of the pin, and balls arranged in said grooves. 17th. A car coupling comprising a draw head, a jaw, a pin to which the jaw is secured, and which is provided with an enlarged head provided on its under side with a groove, the upper wall of which is arranged on an inclined plane, and a ball or roller arranged in said groove, and an inclined plane, and a ball or roller arranged in said groove, and also in a groove, the lower wall of which is arranged on a plane which is inclined tangentially to the pin, and also is inclined from its outer end inwardly and downwardly towards the pin. 18th. A car coupling comprising a drawhead, a jaw, a pin to which the jaw is secured, and which is provided with an enlarged head, a ball arranged in a groove in the head and in a groove below the head, and a spring connected with the drawhead and with the jaw, substantially as described.

No. 66.054. Street Car Fender. (Defense de chars.)



James H. Clinkunbroomer, Toronto, Ontario, Canada, 1st February, 1900; 6 years. (Filed 17th January, 1900.)

Claim.-1st. A street car fender embracing in its construction a platform, a back pivotally connected to the platform rearwardly projecting lugs from the frame of the back straps connected to the platfrom of the car upwardly directed bolts connected to the straps projecting through the lugs springs mounted on the bolts between the lugs and straps and side braces pivotally connected to the sides of the fender platform and rigidly connected to the sides of the car, substantially as specified. 2nd. A street car fender embracing in its construction a platform, a back pivotally connected to the platform rearwardly projecting lugs from the frame of the back straps connected to the platform of the car, upwardly directed bolts connected to the straps projecting through the lugs springs, mounted on the bolts between the lugs and straps, side braces pivotally connected to the sides of the fender platform and rigidly connected to the sides of the car, a bracket connected to the under side of the car, a bracket connected to the under side of the car, a bracket platfrom of the car upwardly directed bolts connected to the straps of the car, a bracket connected to the under side of the car, a bell crank lever journalled in the bracket, one arm of the lever projecting upwardly through the bottom of the car and fitted with a pedal, the other arm of the lever connected to the back of the platform of the fender, substantially as specified.

## No. 66,055. Gold Separator. (Séparateur d'or.)

Franklin E. Jackson and Lucius R. Henley, both of Greentown, Indiana, U.S.A., 1st February, 1900; 6 years. (Filed 1st April, 1899.)

Claim. - In a concentrating machine, the combination with the elevated water tank, the inclined sluice box, and the perforated pipe located above said sluice box and extending from end to end thereof and connected with said tank, of the vertical pipe connected with the lower end of said sluice box having a sight recptacle at the