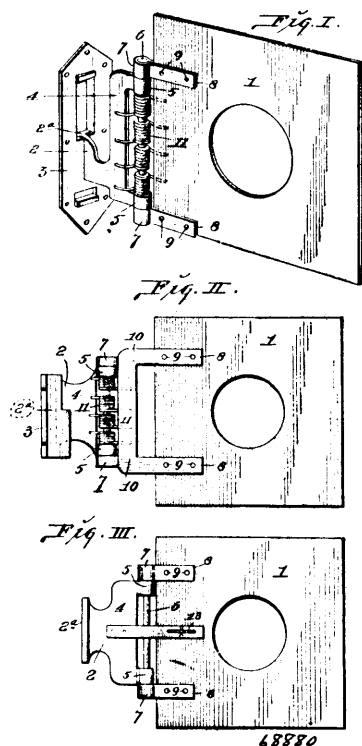


receptacle and communicating therewith by an opening 16, an outlet pipe from compartment 15 communicating with cup 9, a valve controlling this communication, provided on the outside with a knob 14 for manipulation and a vent opening 17 below this knob, the operation being such, that manipulation of this latter for the purpose of operating the valve, controls at once the aforesaid communication as well as passage through opening 17.

No. 68,880. Railway Signal Flag. (*Signal de chemin de fer.*)



Alexander Hamilton Handlan, St. Louis, Missouri, U.S.A., 2nd October, 1900; 6 years. (Filed 12th September, 1900.)

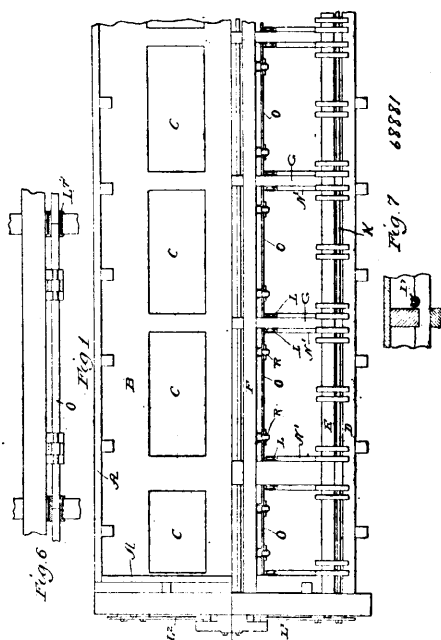
Claim.—1st. A railway signal, comprising a bracket having a T-head and a shank formed with perforated ears, a flag, straps having perforated ears and secured to the flag, a pin passing through the perforated ears to provide a hinged joint between the shank and the flag, and a spring bearing on the shank at one end and bracing the flag at the other end, substantially as described. 2nd. The combination of a metallic flag provided with perforated ears, a bracket, a socket adapted to receive the bracket, a shank on the bracket provided with perforated ears, a pin passing through said perforated ears and serving to connect the flag to the shank of the bracket, and springs surrounding said pin and having extended ears bearing against said shank and flag respectively, substantially as set forth.

No. 68,881. Dumping Car. (*Char à bascule.*)

William A. Caswell, Chicago, Illinois, U.S.A., 2nd October, 1900; 6 years. (Filed 14th September, 1900.)

Claim.—1st. The car having a dumping door in its bottom supported at one side by hinges and at the other side by latches mounted on a support located outside of the path of the door and below the bottom of the car, said latches setting under the free edge of the door and having a short movement past said edge in a direction away from both the free and the hinged edges of the door so that they are enabled to move instantly out from under the door and thereby avoid interference with it, substantially as specified. 2nd. The car having a dumping door in its bottom supported at one side by hinges and at the other side by latches mounted on a support located outside the path of the door and below the bottom of the car, both the hinges and the support being directly sustained by the floor sills of the car, said latches setting under the free edge of the door and having a short movement past said edge in a direction away from both the free and hinged edges of the door so that they are enabled to move instantly out from under the door and thereby avoid interference with it, substantially as specified. 3rd. The combination with the hinged dumping doors, of devices for supporting the doors in their closed position, and a shaft for operating said supporting devices, said shaft being made in sections coupled together, substantially as specified. 4th. The combination with the hinged dumping doors, of devices for supporting the doors in their

closed position, and a shaft for operating said supporting devices, said shaft being made in separately removable sections detachably



coupled together, substantially as specified. 5th. The combination with the rock shaft for operating the door supporting devices of a dumping car, said shaft being made in sections detachably coupled together, of bearings for the shaft open at the top and headers made in two parts, substantially as specified. 6th. The combination with the rock shaft for operating the door supporting devices, said shaft being made in sections, of coupling devices for uniting the sections and made open at the top, headers supporting said coupling devices and made in two parts and bearings for the shaft intermediate of the headers and open at the top, substantially as specified. 7th. The combination with a trap door and with its supporting latch or arm N, of a movable lifter R interposed between the latch and the door, substantially as specified. 8th. The combination with a trap door and a supporting arm or latch N movable under the door and supported upon the car sill, and a lifter R pivoted to the sill and swinging with said arm, substantially as specified. 9th. The combination with the trap door and its supporting latch or arm N, of a lifter R pivoted stationarily and swinging into position between the arm and the door, substantially as specified. 10th. The combination with the trap door and its supporting arm N, of a pivoted lifter controlled by the arm and movable into position between the arm and door, substantially as specified. 11th. The combination with the trap door, of swinging latches setting under the swinging edge of the door, and lifters moved into position by the latches and serving to raise the door to its proper normal level, substantially as specified. 12th. The combination with the trap door, of a swinging latch setting under the swinging edge of the door, and a lifter pivoted stationarily and having an inclined surface R' in contact with which the latch moves and whereby it is enabled to raise the door to its proper position, substantially as specified. 13th. The combination with the trap door, of a swinging latch setting under the swinging edge of the door, and a lifter pivoted stationarily and having an inclined surface R' and hook W, substantially as specified. 14th. The combination of the latches N made U-shaped with lifters R swinging into the open spaces of the latches, substantially as specified. 15th. The trap door having a bottom plate 6, in combination with the lifter R and the latch arms operating said lifter, substantially as specified. 16th. The trap door for dumping cars having the inserted projecting rubber 9, and the metal flanged bottom plate 6, the flange of the plate supporting the rubber, substantially as specified. 17th. The dump car provided with a trap door hinged to its floor by hinges, the leaves of which are provided with barrels enclosing the pintle, and risers 14 countering the barrels, both the barrels and risers coming flush with the car floor, substantially as specified.

No. 68,882. Ventilated Shoe. (*Chaussure ventilée.*)

John Tourigny, Windsor Mills, Quebec, Canada, 2nd October, 1900; 6 years. (Filed 14th September, 1900.)

Claim.—1st. A ventilated shoe, provided with a two part inner sole having matching grooves formed in their opposing surfaces and forming a continuous air circulation channel, substantially as and for the purposes described. 2nd. In a ventilated shoe, provided with a two part cork shoe, the members of said sole having