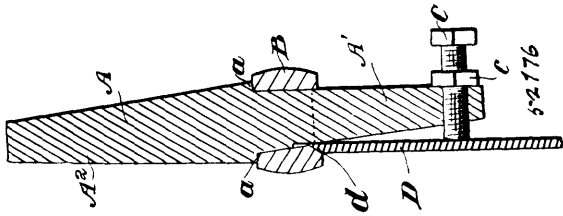


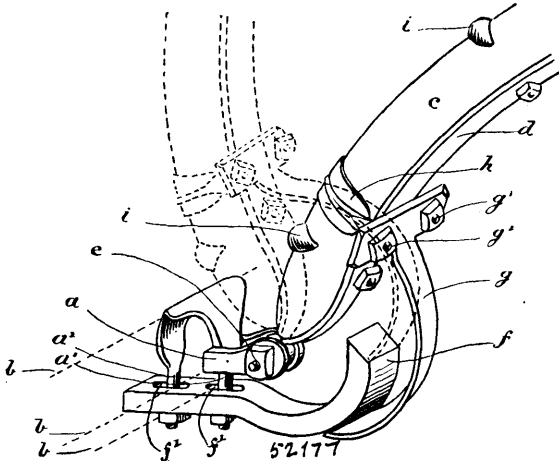
the lower edge of the angular recess, as and for the purpose specified. 2nd. In a saw set, the combination with the body A, having the lower



tapered portion A', and an angular recess in one of the tapered sides of the lower portion having the lower side or face at an obtuse angle to the inclined side, of the block B, provided with a notch b, and having the lower edge extending downwardly beyond the lower edge of the angular recess, and a set screw C extending through the tapered sides of the lower portion A', designed to abut the saw blade, as and for the purpose specified.

**No. 52,177. Anti-Rattler and Shaft-Holder.**

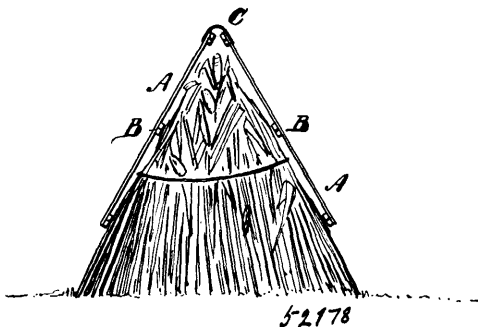
(*Tuteur de limonière et compensateur combinés.*)



Alexander M. Stewart, Winnipeg, Manitoba, 5th May, 1896; 6 years. (Filed 7th April, 1896.)

**Claim.**—1st. In an anti-rattler and shaft-holder, the slotted and curved bar f, and the curved spring g, substantially as and for the purpose above set forth. 2nd. In an anti-rattler and shaft-holder, the slotted curved bar f, and the curved spring g, in combination with the shackle a, shaft c, under plate d, hinged at e, substantially as and for the purpose above set forth.

**No. 52,178. Shock-Cover.** (*Couvercle pour tas de gerbes.*)



Hiram Walker, Isle aux Peches, Ontario, Canada, 5th May, 1896; 6 years. (Filed 7th April, 1896.)

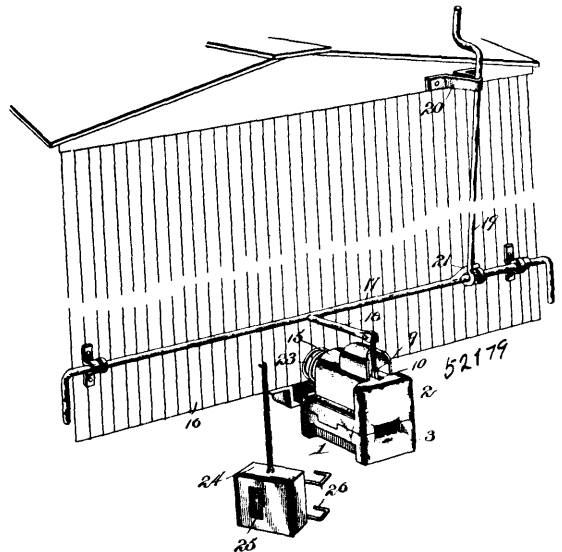
**Claim.**—The herein described shock-cover consisting of two sheets of wood veneer hinged together end to end, stiffened by battens transversely riveted thereto, and having projecting ends scarfed to interlock with similar projections on other covers, and the whole coated with a waterproof material, substantially as described.

**No. 52,179. Car-Coupling.** (*Attelage de chars.*)

Theodor Hagen, Tripoli, Iowa, U.S.A., 5th May, 1896; 6 years. (Filed 7th April, 1896.)

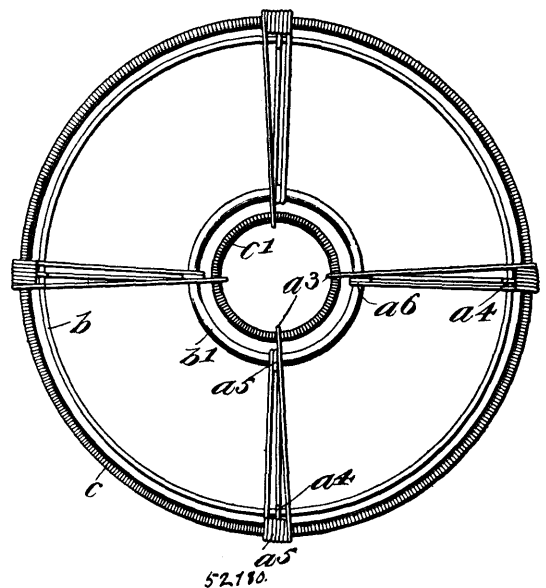
**Claim.**—1st. In a car-coupling, the combination of a draw-head, a link, means for engaging the link, and a pair of longitudinally-disposed link-holding bars located within the draw-head at opposite sides thereof, independently hinged at their inner ends to the same

and having their front ends curved upward, said link-holding bars being adapted to engage yieldingly the upper face of the link and capa-



ble of independent movement, substantially as described. 2nd. In a car-coupling, the combination of a draw-head means for engaging a link, longitudinally-disposed link-holding bars independently hinged at their inner ends to the draw-head, and having their outer ends curved upward, and provided at their sides with depending flanges, and springs for forcing the bars downward into engagement with the link, substantially as described. 3rd. In a car-coupling, the combination with a car, of a draw-head mounted on the car, and provided in advance of the same with a shoulder or enlargement, a spring arranged at the top of the draw-head, and interposed between the car and the enlargement, a vertically movable coupling pin, having a longitudinal slot, a pivot passing through the slot hinging the coupling-pin to the draw-head, a spring connected with the coupling-pin and the draw-head and arranged in rear of the former, and the casing mounted on the draw-head, and forming a housing for the said springs, substantially as described. 4th. In a car-coupling, the combination of a draw-head, an elongated link, and a spacing block arranged in advance of the draw-head, and provided with a link opening, and having supporting devices detachably engaging the draw-head, substantially as described. 5th. In a car-coupling, the combination with a draw-head, and an elongated link, of a spacing-bar arranged on the link in advance of the draw-head, shortening the same and provided at opposite sides with hooks detachably engaging the draw-head at the front thereof and suspending the block from the top of the same, substantially as and for the purpose described.

**No. 52,180. Cushion.** (*Coussin.*)



William Vagler, Somerville, Massachusetts, U.S.A., 1896; 6 years. (Filed 12th August, 1895.)