

No. 37,492. Truss. (*Bandage herniaire.*)

John Albert Marvin, Lansing, Michigan, U.S.A., 1st October, 1891; 5 years.

Claim.—1st. A truss provided with an abdominal band and a pad, in combination with a perineal elastic strap, permanently secured and pivoted to said pad, substantially as described. 2nd. In a truss the combination with an abdominal band and a pad, of pad straps secured at or near one end of the pad, and a perineal strap secured and pivoted to the pad over the ends of said straps and at or near the said end of the pad, and means for tightening the perineal band, whereby the greatest tightening pressure is produced at said end of the pad, substantially as described. 3rd. In a truss, the combination with an abdominal band, of a pad, pad straps, the lower ends of both of which are secured to the pad, and which extend at an angle from each other from said pad, and means of connecting and adjusting said straps in relation to the abdominal pad, independently of each other, substantially as described. 4th. In a truss, in combination with the abdominal band of a pad having a flat bearing surface, and one end made thicker than the other, elastic pad straps secured at or near the opposite lower edges of the pad, a perineal elastic band secured to and pivoted near the end of said pad, and means for tightening and adjusting said straps in relation to the abdominal band, substantially as described. 5th. In a truss, in combination with the abdominal band of the pad straps removably secured to the said band, and an elastic strap permanently attached at one end to said band, and adapted to cover and latch over the fastening ends of said pad straps, to hold the latter in place, substantially as described. 6th. In a truss, in combination with the abdominal band, the perineal elastic strap having its edges closed together at its lowest point, and the pad B, to which said strap is pivoted, substantially as described.

No. 37,493. Center Bearing Plates for Railway Cars. (*Plaques de frottement centrales pour chars de chemins de fer.*)

Charles Thomas Schoen, Pittsburg, Pennsylvania, U.S.A., 1st October, 1891; 5 years.

Claim.—1st. Center bearing plates of wrought metal, provided with integral bearings having flat contact surfaces, and a rim projection from one of the plates surrounding or circumscribing the bearing from the other, substantially as described. 2nd. Center bearing plates in which the upper plate is made with a depending bearing and the lower plate is made with a rising bearing having a seat for the depending bearing of the upper plate, and a rim projection above such seat to prevent the lateral escape of the upper bearing, the bearings in both plates being returned to the base line of the plates to afford central bearings for the plates to prevent crushing, and the plane of contact of the bearings of the two plates being parallel with the bases of said plates to prevent disturbance of the load when the cars are laterally inclined, substantially as described.

No. 37,494. Draw Bar Spring Pocket. (*Boîte à ressort de barre d'attelage.*)

Charles Thomas Schoen, Allegheny, Pennsylvania, U.S.A., 1st October, 1891; 5 years.

Claim.—1st. As an improved article of manufacture, a guide plate for draw bar spring pockets constructed for interchange with the castings and other parts forming the master car builder's standard and other common standards, and to be applied in the ordinary draft rigging, and comprising, essentially, a shouldered cavity to receive the ordinary spring follower plates, bolt holes to receive the ordinary bolts in the draft timbers, and longitudinal edge flanges, and struck up in a single piece from plate steel or like metal, substantially as described. 2nd. A guide plate for draw bar spring pockets, constructed of wrought metal, preferably steel plate, die shaped, and having a shouldered cavity to receive the spring follower plates, and ends provided with bolt holes and edge flanges, substantially as described. 3rd. A guide plate for draw bar spring pockets, constructed of wrought metal, preferably steel plate, die shaped, and having a shouldered cavity to receive the spring follower plates, ends provided with bolt holes and terminating in transverse flanges, and flanges along the longitudinal edges, substantially as described. 4th. A guide plate for draw bar spring pockets, constructed of wrought metal, preferably steel plate, die shaped, and having a shouldered cavity to receive the spring follower plates, a transverse rib at the bottom of the cavity, and ends provided with bolt holes and longitudinal edge flanges, substantially as described. 5th. A guide plate for draw bar spring pockets, constructed of wrought metal, preferably steel plate, die shaped, and having a shouldered cavity to receive the spring follower plates, a transverse rib at the bottom of the cavity, ends provided with bolt holes, transverse end flanges, and longitudinal edge flanges, substantially as described.

No. 37,495. Corner Band for Railway Cars. (*Ranfort pour les coins des chars de chemin de fer.*)

Charles Thomas Schoen, Allegheny, Pennsylvania, U.S.A., 1st October, 1891; 5 years.

Claim.—1st. Pressed steel corner bands for cars, constructed with central longitudinal side ribs and an angle or corner rib diverging from yet connecting the side ribs, substantially as described. 2nd. Pressed steel corner bands for cars, made in pairs, the outer band having outwardly projecting side ribs and an angle or corner rib diverging from yet connecting with the side ribs, and a complementary inner band having sunken side ribs and an angle or corner rib diverging from yet connecting with the side ribs, substantially as and for the purpose described.

No. 37,496. Center Bearing Plate for Railway Cars. (*Plaques de frottement centrales pour chars de chemin de fer.*)

Charles Thomas Schoen, Allegheny, Pennsylvania, U.S.A., 1st October, 1891; 5 years.

Claim.—1st. Center-bearing plates for railway cars, consisting of an upper or body plate having a flat-ended projection and a lower or truck plate having a flat-bottomed socket constructed with a surrounding annular rib to receive the flat-ended projection, said plates being constructed of plate metal, preferably steel, struck up or pressed to shape, substantially as described. 2nd. Center-bearing plates for railway cars, consisting of an upper or body plate having a flat-ended projection and laterally extended re-enforcing ribs, and a lower or truck plate, having a flat-bottomed socket constructed with a surrounding annular rib to receive the flat-ended projection, said plates being constructed of plate metal, preferably steel, struck up or pressed to shape, substantially as described. 3rd. Center-bearing plates for railway cars, one of which is constructed with a flat-ended projection and the other with a flat-bottomed socket constructed with a surrounding annular rib to receive the flat-ended projection, said plates being struck up or pressed from plate metal, preferably steel, substantially as described.

No. 37,497. Steam Heating Apparatus. (*Calorifère à vapeur.*)

James Finney McElroy, Albany, New York, U.S.A., 1st October, 1891; 5 years.

Claim.—1st. In a steam heating system, having a main steam supply pipe and a return pipe, of the return pipe connecting back into the supply pipe, substantially as described. 2nd. In a steam heating system, having a main steam supply pipe, and a main return pipe, the return pipe connecting back into the supply pipe, of a nozzle or injector at the junction, substantially as described. 3rd. In a steam heating system, having a main steam supply pipe, and a main return pipe connecting back into the supply pipe, of a nozzle or injector at the junction, and a water receptacle to receive the water of condensation, substantially as described. 4th. In a heating apparatus, a steam supply pipe, a nozzle or equivalent device in said pipe, an out-going supply pipe, heating pipes or radiators, a return pipe, a connection between said return pipe and the main steam supply pipe at or near said nozzle, whereby the returning steam is again distributed through the heating system, substantially as described. 5th. In a steam heating system, having a main steam supply pipe, and a main return pipe, and the main return pipe connecting back into the main supply pipe, of a nozzle or injector at the junction, a steam trap adapted to receive the water of condensation, and a connection from the steam trap to a water receptacle or tender, substantially as described. 6th. In a steam heating apparatus of the kind described, a main steam supply pipe and a main return pipe connecting to a valve on each car, from which the steam is distributed to the radiators, and from which it passes to the return pipe, substantially as described. 7th. In a steam heating apparatus of the kind described, a main steam supply pipe, and a main return pipe connecting to a valve on each car, from which the steam is distributed to the radiators, and from which it passes to the return pipe by means such as described, whereby either main may be used for return or supply, substantially as described.

No. 37,498. Steam Trap. (*Trappe de vapeur.*)

James Finney McElroy, Albany, New York, U.S.A., 1st October, 1891; 5 years.

Claim.—1st. In a return car heating apparatus, a steam trap located to receive the returned water of condensation from the main under pressure, and a float valve in said trap adapted to open and close the exit therefrom, substantially as described. 2nd. In a return system of car heating, in which the return main connects with the supply, an automatic steam trap connecting with the main and adapted to operate under the steam pressure therein, to receive the water of condensation therefrom, a connection between the valve-controlled exit of the trap, and the water supply tank, substantially as described. 3rd. In combination with a steam trap, a casing, a float valve in said trap adapted to open and close the exit therefrom, a connection between said trap and the water supply, a steam chamber provided with a diaphragm, and a valve located in the exit pipe controlled by said diaphragm, substantially as described. 4th. In a car heating apparatus, a steam trap connecting with the main, a float valve adapted to automatically open and close the exit opening, a connection between said trap and the water supply, a valve in said exit pipe normally open, a chamber connecting with said trap, a diaphragm in said chamber operating said valve, whereby it is closed under pressure, and a spring controlled drain valve in the lowest point of the casing, the parts being arranged to operate, substantially as and for the purpose described.

No. 37,499. Valve. (*Souppape.*)

James Finney McElroy, Albany, New York, U.S.A., 1st October, 1891; 5 years.

Claim.—1st. In combination with a system of distributing mains, a four-way valve located between the supply and return main, and connected therewith, of a supply and return pipe connected with said valve, of passages through said valve, connecting the two supply and the two return ports with each other, and of automatically operated discs in said valve whereby either main may be used to supply or return, substantially as described. 2nd. In a four-way valve connected with two mains, and with the supply and return pipes, of a system of distributing pipes, a casing having partitions forming inlet and outlet chambers, of supply and return chambers connected therewith by valves, adapted to automatically connect