

on said table, of a rotating saw, an ear on the frame below and at one side of the saw, a strap on the frame at the other side of the saw, a set screw in said strap, and a guide pivoted at one end to said ear and having its other end bent at an angle marked with a scale and passed through said strap, as and for the purpose hereinbefore set forth. 4th. In a machine of the class described, the combination with the frame, a vertically-movable table therein, a pedal and connections for raising and lowering the same, a laterally-movable carriage on said table, a screw for moving the carriage laterally, and clamping devices carried by the carriage, of a rotating saw located transversely of the frame at one end of the carriage, as and for the purpose set forth.

No. 38,275. Cushioned Car Wheel.

(*Coussinet de roue de char.*)

Benjamin F. Haugh, Indianapolis, Indiana, U.S.A., 12th February, 1892; 5 years.

Claim.—1st. In a cushioned car wheel, the combination with the tire 6, and the wheel centre thereof consisting of a rigid or fixed plate 1, a hub 4, formed centrally thereon and integral therewith, and an outer removable plate 8, of the inner and outer thrust flanges 19 and 20, the inner and outer peripheral safety shoulders 21 and 22, an inwardly projecting flange 7, formed on said tire and having its sides parallel, the elastic cushions 17 and 18 interposed between said tire and bearing peripheries of said centre plates, and suitable securing bolts 11 and 15 for removably securing said centre plates and tire, all substantially as and for the purpose set forth. 2nd. In a cushioned car wheel, the combination with the tire 6 and the wheel centre thereof consisting of a rigid or fixed plate 1, a hub 4, formed centrally thereon and integral therewith, and an outer removable plate 8, of the inner and outer thrust flanges 19 and 20, the inner and outer peripheral safety shoulders 21 and 22, an inwardly projecting flange 7, formed on said tire and having its sides parallel, annular safety flanges 23 and 24 formed on the inner faces of said plates and adapted to contact with the flange of said tire, the elastic cushions 17 and 18 interposed between said tire and bearing peripheries of said centre plates and suitable securing bolts 11 and 15 for removably securing said tire and centre plates, all substantially as described. 3rd. In a cushioned car wheel, the combination with the tire 6, and the centre thereof consisting of a fixed or rigid plate 1, a removable plate 8, of the flanges 19 and 20, the safety shoulders 21, 22, the tire flange 7, between said plates the safety flanges 23 and 24, the cushions 17 and having the outer shields 17¹ and 18¹, and suitable peripheral and hub connecting bolts 11 and 15, for securing said tire and removable plate to said centre, all substantially as set forth. 4th. In a cushioned car wheel, the combination with the tire and the centre thereof consisting of a fixed or rigid plate 1, a hub 4, formed centrally thereon and integral therewith, a flange 16 formed on said hub, a removable plate 8, of the flanges 19 and 20, the safety shoulders 21 and 22, the tire flange 7, between said plates, the safety flanges 23 and 24, the cushions 17 and 18, having the shields 17¹ and 18¹, and suitable peripheral and hub connecting bolts 11 and 15 for securing said tire and removable plate to said centre and hub, all substantially as set forth. 5th. In a cushioned car wheel, the combination with the main or inner flange plate 1, having the integral hub 4 formed thereon, the channel re-enforcing ribs 2 and 3, extending radially along the radial lines of the securing bolts 11, the collar or outwardly projecting flange 16, formed on said hub, and a removable outer flange plate 8 secured centrally to said hub flange and at its periphery to said rigid plate, and adapted to clamp the flange of said tire, substantially as and for the purpose set forth.

No. 38,276. Machine for Reducing Bituminous Rock. (*Machine pour réduire la roche bitumineuse.*)

William Meakin, San Francisco, California, U.S.A., 13th February, 1892; 5 years.

Claim. 1st. A bituminous rock disintegrating machine comprising a double walled steam heated trough, and a similarly shaped double walled steam heated upper shell or inverted trough, which when united with the lower trough forms two intersecting cylinders corresponding in size and shape with the cylinders described by the revolving mixing blades upon the inclosed shafts, suitable inlet and outlet openings being provided through said trough-shaped casings, all substantially as shown and described.

No. 38,277. Dormant Warehouse Scales.

(*Balances de magasin commutatoires.*)

John Milne, Hamilton, Ontario, Canada, 13th February, 1892; 5 years.

Claim. 1st. In a dormant warehouse scales, in connection with the leverage under the platform L, the combination and arrangement of the hollow single pillar K, set at one side of the head of the platform L, (instead of in the centre) said hollow pillar K, containing the short ends of the cut off lever F, extension rod I, scale beam C, and the connections for the drop lever A, said hollow pillar K thus bearing the load and strain of the leverage as set forth, and dispensing with a heavier cap B, and two pillars for that purpose, as described. 2nd. In a platform counter scales the combination and arrangement of the cut off lever F, connected by the steelyard

H, with a straight central lever under the platform L, in connection with the extension rod I, beam C, drop lever A, and the hollow pillar K, substantially as herein set forth.

No. 38,278. System of Connecting Railway Cars.

(*Attelage de chars.*)

Thomas Baril, Arthabaskaville, Quebec, Canada, 13th February, 1892; 5 years.

Claim. 1st. A draw-bar having one end pivoted to the central point of the frame of a railway car and having its other end extending to the end of the car and provided with means of coupling it to other, substantially as set forth. 2nd. The combination with a railway car A, of a central support A', a bolt C in the center of said support, two draw-bars B, each having an eye at one end engaged by the pivot bolt and extending with its other end to the end of the car and provided at that end with suitable means of coupling, and means of supporting said bars such as brackets D, D', or slots allowing lateral deviation, substantially as set forth.

No. 38,279. Swimming Equipment.

(*Équipement pour nager.*)

Patrick Curran, Hoquiam, Washington, U. S. A., 13th February, 1892; 5 years.

Claim. 1st. In a swimmer's equipment, a pair of similar paddle blades attachable to the hands, and that feather in one direction of movement, and project as lateral wings from the hands when moved oppositely, substantially as described. 2nd. In a swimming equipment, an appliance for each hand, comprising a blade hinged with a rule joint to a base plate, and removably secured to the wrist and hand, substantially as described. 3rd. In a swimming equipment, an attachment for each hand, comprising a wrist-band, looped straps secured by their ends to the wrist-band, encircling bands on the looped straps, a base-plate thereon, and a paddle blade secured to the base-plate by a rule jointed hinged connection that will allow the blade to feather when moved in one direction, and project as a wing from the hand when oppositely moved, substantially as described. 4th. In a swimming equipment, a pair of similar attachments for the lower limbs, each having a series of folding blades that lie flat when the limb is retracted, and project when the limb is forcibly extended, substantially as described. 5th. In a swimming equipment, an attachment for each lower limb, comprising two base blocks, float strips thereon, a loop band loosely joined to the lower ends of the base blocks, securing straps for the blocks, and a set of feathering paddle blades for each base block that are rule jointed in series thereon, substantially as described.

No. 38,280. Replacer for Cars. (*Lève-char.*)

John Maxwell Donnelly, Neihart, Montana, U.S.A., 13th February, 1892; 5 years.

Claim. 1st. In a car replacer, a plate B, provided at its front end with a pivoted block and adjacent thereto a clamp for securing the front end to a rail, an arm secured near the rear end of the plate for engagement with the opposite rail, and the plate B, having side flanges and ways for the car wheel, substantially as set forth. 2nd. The combination in a car replacer, of a plate B, having means for securing the same to the rails, said plate having side flanges *b*, *b*, and raised portions *C*, *C*, forming guideways at the front end of the plate, a removable bar H, inclined at each end, and a triangular reversible block D, substantially as set forth. 3rd. In a car replacer, the combination of the plate B, tapered and provided with a base E, side flanges, as shown, blocks C, C, adjacent to the front ends of said flanges, pivoted blocks *d*, *d*, rests *c*, *c*, through which a sliding bar passes, a reversible plate D secured to the plate B, and a removable bar H, having inclined ends, the parts being constructed substantially as set forth.

No. 38,281. Joint Coupling. (*Embrayage de joint.*)

Thomas William Moran, Louisville, Kentucky, U.S.A., 13th February, 1892; 5 years.

Claim. The self-adjusting flexible joint for steam pipes, consisting of the hollow ball section, the annular coupling section having an inner spherically beveled surface fitting said ball section steam tight, an internally screw threaded offset portion, and the socket section offset inward, providing a steam space or way thereat, and provided with an external screw thread, engaging said screw threaded portion of said coupling section, said socket section also having a circular stop shoulder engaging the outer edge of the offset portion of the coupling section, substantially as specified.

No. 38,282. Road Cart. (*Désobligeante.*)

Robert Day Scott, Pontiac, Michigan, U.S.A., 13th February, 1892; 5 years.

Claim. 1st. In a road cart, the combination of the spring upon which the body rests, the springs E and the links H at the forward end of the body, substantially as described. 2nd. In a road cart, the combination of the body, the coil springs F at each side of the body, and links E suspending said springs from the shafts, substantially as described. 3rd. In a road cart, the combination of the body, the links H supporting the forward end, the bracket J, in which said link is adjustably supported, and the spring F and links F, supporting the rear end, substantially as described.