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Note.—Throughout this *Gazette* the names in *Italics* within parentheses are those of Communicators of Inventions.

Complete Specifications.

*Patent Office, Perth,
13th June, 1902.*

NOTICE is hereby given that the undermentioned Applications for the Grant of Letters Patent, and the complete Specifications annexed thereto, have been accepted, and are now open to public inspection at this Office.

Any person or persons intending to oppose such applications must leave particulars, in writing, in duplicate (on Form D), of his or their objections thereto, within two calendar months from the first appearance of this advertisement in the *Western Australian Government Gazette*. A fee of Ten shillings (10s.) is payable with such notice.

Application No. 3865.—WILLIAM HENRY SCHOFIELD, of Pueblo, in the County of Pueblo and State of Colorado, United States of America. Manufacturer, "*Improvements in Metal Wagons.*"—Dated 13th May, 1902.

Claims:—

1. A wagon having the sides and bottom portions of the body, together with the front end, formed of sheet metal plates secured together and to angle-bars, and having yokes embracing the sides and bottom, said yokes formed of angle or channel bars of iron bent into suitable shape.
 2. A wagon-body having sides formed of sheet-metal plates embossed in panels whereby they are stiffened, in the manner set forth.
 3. A wagon-body having sides formed of sheet-metal plates embossed in panels to stiffen same, and having a backing of wood or of other metal plates, or both wood and metal plates.
 4. In a wagon, a body having a bottom formed of two sheet-metal plates secured together with a space there between, and a suitable stiffening material placed between said plates.
 5. In a wagon, a body having a bottom formed of two sheet-metal plates secured together, one of said plates being corrugated for the purpose of stiffening same.
 6. A wagon having a body composed chiefly of sheet-metal plates, with metal yokes embracing its sides and bottom, and a bolster supporting said body, said bolster composed of two complementary iron channel-bars secured together, of iron standards secured to said bars, and metal stools supporting said bolster.
 7. In a metal wagon, tubular axles composed of two flanged metal semi-cylindrical bars secured together, said flanges being cut away at the end portions of the axles, and spindles or sleeves placed over such portions.
 8. In a wagon, a gear or supporting frame for the wagon-body, composed of a metal bolster formed of channel-bars, of metal standards secured to said bolster.
 9. In a wagon, a tongue formed of two flanged metal bars secured together, said flanges bent or curved for a portion of their length, and left square or straight for the rest of their length, whereby the rear portion of the tongue is square in cross-section and the middle and forward portions are rounded or round in cross-section.
 10. In a wagon, a body composed of sheet-metal sides ends and bottom secured to suitable iron flanged bars, and the sides and bottom embraced by iron yokes, in combination with bolsters composed of flanged metal bars secured together, metal standards secured to said bolsters at each end thereof, metal stools supporting said bolsters, tubular axles supporting said stools, said axles composed of two semi-cylindrical flanged metal bars secured together at their flanges, and a tubular tongue composed of two flanged metal bars secured together with a gradually diminishing space there between, the rear portion of said tongue being square in cross-section, and the front portion rounded or round, all substantially as set forth.
- Specification, 8s. Drawings on application.

Application No. 3870.—The Honourable CHARLES ALGERNON PARSONS, of Heaton Works, Newcastle-on-Tyne, in the County of Northumberland, England, Engineer, "*Improvements in and relating to Steam Turbine Blades.*"—Dated 15th May, 1902.

Claims:—

1. In steam turbines, rings of blades formed by the staving up of the blade tops into heads which, in conjunction produce the effect of a continuous shrouding adapted to prevent steam leakage, substantially as described.
 2. In steam turbine rings of blades, the combination of blades similarly headed, joggled to overlap, and co-acting to produce a practically continuous shrouding on both sides of the blade ring, substantially as described.
 3. In steam turbine rings of blades, the combination of blades similarly headed to project on one side, joggled to overlap, and co-acting to produce a practically continuous shrouding on the inlet sides of the blade ring, substantially as described.
 4. In steam turbine rings of blades, the combination of blades similarly headed to project on one side, joggled to overlap, and co-acting to produce a practically continuous shrouding on the exit side of the blade ring, substantially as described.
 5. In steam turbines, in combination, a set of blades supported on a rotatable drum, and headed to form a shrouding ring, said ring co-acting with rubbing rings formed by the root stops of a fixed ring of blades, substantially as described.
 6. In steam turbines, a process of forming rings of blades, consisting in milling out grooves to receive the individual blades folding over the interleaving teeth, and then turning off the resulting irregular edge to produce a shrouding to prevent steam leakage, substantially as described.
 7. In steam turbines, a ring of blades having heads adapted to produce continuous shrouding, combined with a second ring of blades having their roots secured by means of a caulking strip adapted to give a continuous abutting surface to prevent steam leakage, substantially as described.
 8. In steam turbines, a ring of blades provided with a shrouding formed of a perforated strip secured to the blades, substantially as described.
 9. In steam turbines, a ring of blades provided with a shrouding formed by a set of overlapping segments of perforated strip secured to the blades, substantially as described.
 10. In steam turbines, a shroud ring adapted to prevent steam leakage, secured to the blades by notching and binding, substantially as described.
 11. A method of securing steam turbine blades in the drum and casing grooves, consisting in employing two complementary notched rings between which the blades are fastened by caulking, substantially as described.
 12. A method of securing steam turbine blades, in the drum and casing grooves, consisting in slitting the blade roots, and bending one or both of the parts at angles to correspond with those of grooves in the gripping faces of two notched rings which clamp the blades in position when caulked up, substantially as described.
 13. A method of securing steam turbine blades in the drum and casing grooves, consisting in employing a grooved strip within which the blades are packed and secured by means of dovetailing or locking, then securing this strip with its blades into the drum, and casing grooves by caulking, as set forth.
 14. A method of securing steam turbine blades, consisting in employing one or more perforated slips, into which the blades project, said blades and strips being both fastened in position by caulking, substantially as described.
 15. A method of securing steam turbine blades, consisting in employing one or more perforated strips into which the blades project, said blades and strips being both fastened by means of a caulking strip, substantially as described.
- Specification, 17s. 6d. Drawings on application.



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