Supplement to Government Gazette

OF

WESTERN AUSTRALIA.

[Published by Authority.]

No. 80. P.O. No. 50. PERTH: FRIDAY, DECEMBER 12. [1902.

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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,
12th December, 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 date of this *Gazette*. A fee of Ten shillings (10s.) is payable with such notice.

Application No. 4083.—EDGAR HOGAN TAYLOR, Metallurgist, of Lakeside, Kalgoorlie, in the State of Western Australia, "*A Battery Shank Weight for increasing the dropping weight of Stampers.*"—Dated 13th October, 1902.

Claims:—

1. In a weight for increasing the dropping weight of stamp batteries, two semi-cylindrical castings made in the form of clamps with recesses and bolt holes to enable them to be securely fastened to the battery shanks in any desired position, and to be of such dimensions as are required to increase the stamp to the desired weight, as particularly described and illustrated in the accompanying drawings.
2. In a weight for increasing the dropping weight of stamp batteries, two half cylinders made in the form of clamps having square recesses to receive the heads of the bolts and a rectangular recess to receive the nuts of the bolts so that the heads of the bolts may be held securely from turning when the nuts are being screwed up, as particularly described and illustrated in the accompanying drawings.
3. In a weight for increasing the dropping weight of stamp batteries, two half cylinders with recesses and bolt holes to enable them to be secured to battery shanks in any desired position, and made thus in halves so that they may be placed in the required position or removed as occasion demands without removing the shank from its position in battery and being slightly less than half cylinders, so that they may be clamped tightly to the shank without the inner faces coming in contact with each other, as particularly described and illustrated in the accompanying drawings.
4. In a weight for increasing the dropping weight of stamp batteries, two half cylinders made in the form of clamps and having square recesses to receive the heads of the bolts and rectangular recesses to receive the nuts of the bolts, and bolt holes to receive the bolts, and both halves being made from the same pattern with the bolt holes equi-distant from the top and bottom, and the centre so that they may coincide with each other when one half is turned up end for end and the bolts on either side driven in from opposite directions, as particularly described and illustrated in the accompanying drawings.
5. In a weight for increasing the dropping weight of stamp batteries two half cylinders made in the form of clamps with bolt holes and recesses for the heads and nuts, and the application of these weights to any portion of the shank of a stamp battery for increasing their crushing efficiency, as particularly described and illustrated in the accompanying drawings.

Specification, 9s. Drawings on application.

Application No. 4102.—EDWARD WATERS, JUNIOR, a member of the firm of Edward Waters & Son, Patent Agents, of Nos. 414-418 Collins Street, Melbourne, in the State of Victoria and Commonwealth of Australia *(Ingersoll Sergeant Drill Company)*, "*Improvements in Regulators for Air Compressors.*"—Dated 29th October, 1902.

Claims:—

1. The combination with a valve for closing or choking the inlet to a compressor, of a stationary cylinder to which there is an inlet from the receiver to which the compressor delivers, a movable outer cylinder fitted to the exterior of said stationary cylinder, connections between said outer cylinder and the valve, and a double-acting liquid dash-pot the cylinder of which is carried by said movable cylinder and the piston of which has a stationary support, substantially as herein described.
2. The combination with a valve for closing or choking a compressor inlet, of a stationary cylinder for receiving air delivered by the compressor, a second cylinder fitted to the exterior of said stationary cylinder and having a closed outer end, rods outside of said stationary and second cylinders connecting said second cylinder with the valve, and a double-acting liquid dash-pot the cylinder of which is carried by said second cylinder and the piston of which has a stationary support, substantially as herein described
3. The combination with a valve for closing or choking a compressor inlet, of a stationary cylinder for receiving air delivered by the compressor, a second cylinder fitted to the exterior of said stationary cylinder and having a closed outer end and to which said valve is attached, a liquid-containing cylinder connected with said second cylinder and containing also a stationary piston between opposite sides of which within its containing cylinder there is a contracted communication, and means for adjusting said piston to stop the opening movement of the valve, substantially as herein described.

Specification, 10s. 6d. Drawings on application.

Application No. 4103.—HARRY SMITH WAINWRIGHT, of Alfred House, Ashford, in the County of Kent, England, Locomotive Engineer, "*Improvements in the construction and arrangement, in Locomotive Engines, of draught-promoting and spark-arresting devices.*"—Dated 31st October, 1902.

Claims:—

1. In a locomotive engine, a tube-like spark-arrester so arranged that without being dismounted it can, according to requirement, be caused to occupy either its normal position in which it extends upward from the blast pipe towards the chimney, or an out-of-use position in which it will not prevent free access to the ends of fire tubes.
2. In a locomotive engine a spark-arrester such as referred to in Claim 1 composed wholly or partly of sections that are telescopically arranged in relation to one another.
3. In a locomotive engine, a spark-arrester such as referred to in claim 1, composed of sections that are telescopically arranged in relation to one another, in combination with means for securing them in position for use and means whereby, when released, the lower sections or section will be in an automatic manner caused to enter the uppermost section so as to afford access to fire tubes, substantially as described.
4. In a locomotive engine, a spark-arrester such as referred to in Claim 1, mounted so that it can be turned, either as a whole or in parts, about an axis, so as to afford free access to fire tubes, substantially as described.
5. In a locomotive engine, a spark-arrester such as referred to in claim 1, comprising two concentric parts so constructed and mounted to turn about a common axis in such a manner that they can be caused to assume relative positions in which one part will be within the other, so as to afford free access to fire tubes, substantially as described.
6. In a locomotive engine, a spark-arrester such as referred to in claim 1, made collapsible so as to afford free access to fire tubes, and comprising either (*a*) a number of hoops connected together by open links; or (*b*) upper and lower rings connected together by interwoven open links, intermediately contracted to keep them mutually in place; or (*c*) upper and lower rings connected together by short solid links and joint pins, substantially as severally described with reference to drawings.
7. In a locomotive engine, a spark-arrester constructed with a frame or frames comprising top and bottom rings connected by notched bars and a rod or rods or a bar or bars wound spirally around the said frame or frames and placed in the notches of their connecting bars, whether or not the arrester extends to and surrounds or meets the base of the chimney, substantially as described and shown.

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