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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,
29th January, 1904.

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. 4391.—PAUL HALLOT, of 79 Rue de Fontenay, Vincennes (Seine), Republic of France, Engineer, "*Improvements in Railway Brakes.*"—Dated 21st April, 1903.

Claims:—

1. A continuous action brake for railways, the power of which may be considerably increased according to the speed of the train, by the employment of a centrifugal device which automatically resists the skidding of the wheel, characterised by an impulsion pulley *n* enclosing two friction cones 4 and 5, which control the axles of the vehicle by means of a rope *q*; this pulley *n* being connected by a fork *f* with the controlling piston in such a manner that for an ordinary vacuum in the main pipe, it comes into contact only with the first cone 4 firmly attached to the axle which corresponds to the ordinary braking, whereas for a vacuum of a certain higher extent, it comes into contact with the second cone 5 firmly attached to a pulley 7, mounted loosely on the axle and carried along therewith at variable degrees through the action of centrifugal force, with the object of rendering the brake always capable of being moderated in its action at the will of the driver, and increasing in a considerable proportion the braking power at high rates of speed, without any wedging of the wheels occurring, whatever the grip of the rails or other circumstance likely to render the wheels stationary.
2. The modification of the brake as in claim 1, according to which each of the cones 4, 5, has a suitable operating pulley, *n*, n^2 controlled by a distinct fork f' f^2, each pulley acting moreover on the axle system by a special rope q' q^2.
3. In a brake according to claim 1, a regulator comprising a movable actuating pulley *n* mounted on the axle, a first coupling cone 4 connected to the coupling sleeve 3, keyed to the axle by flexible devices (flexible corrugated sheet metal discs 15 and springs 16) and a second cone 5, fixed on a loose pulley 7, which is firmly attached to the axle by variable degrees through the action of the centrifugal force acting on bodies 9, resting against the internal surface of its rim and actuated by the sleeve 3.
4. The method of applying the regulator according to claim 2 to vehicles already furnished with a brake of any kind, consisting in controlling the coupling fork f of the regulator by the motion of the brake actuating lever 23 itself, by means of a fixed connection 24, 25 and conversely, in increasing the power of this brake by the complementary effect of the regulator, by means of a flexible connection *y*, arranged between the traction lever of the regulator *v* and the lever 23 which acts on this axle arrangement.
5. The arrangement for automatically regulating the brake action according to the variable load of the vehicle, consisting in causing the clutch on which the traction rope acts to move along the lever *v*, and in controlling the movements of this clutch by means of a rope 34, connected with a flexibly joined device, which yields when the frame is lowered under the action of the loading of the vehicle.
6. The modified arrangement of the regulator according to claim 3, having two separate friction cones 4″ 5″ engaging with two separate operating pulleys connected to one another by means of a flexible gear box or curved connecting rods secured to the pulleys by means of studs, said pulleys engaging with a single intermediary pulley 8′ in form of a double coned ring and being suspended to the brake cylinder by means of an elastic device, substantially as set forth.
7. Means for operating the regulator according to claim 6, which consist of a fork (f^3) connected with the piston rod of the operating cylinder and engaging the hub of the first operating pulley, of a second fork (f^4), the lower end of which is connected with the lower end of the fork (f^3) by means of an extensible rod, said fork engaging the hub of the operating pulley (n^3), and being pivoted on an axle which is allowed to slide vertically in a suitable support.
8. The arrangement for operating two separate steering systems by means of a single coupling device, according to which the end of the rope (*q*), instead of being secured to a stationary point, is attached to the end of a lever keyed on the axle of one steering system, the other system being acted on from the pulley (*s*), lever (*v*), and connecting rod (*x*).

Specifications, £1 4s. Drawings on application.

Application No. 4758.—WILLIAM VICKERY, of Sand Street, Melverton, Somersetshire, England, Builder; GEORGE VICKERY, of Mill House, Norton Fitzwarren, Somersetshire, aforesaid, Builder; and TOM HARDING, of 2 The Square, Wivelscombe, Somersetshire, aforesaid, Ironmonger, "*Improvements in and relating to fastening and sealing boxes, cases, or the like.*"—Dated 5th January, 1904.

Claims:—

1. The improved sealing lock for boxes or cases comprising a suitable case or chamber, a latch pivotally supported at its lower end within the chamber and provided at its upper end with a tooth adapted to engage a suitable hasp, a slot in the latch for facilitating the unlocking of the latch by means of a lever implement such as is hereinbefore described, a spring for actuating the latch, a slot in the front plate of the case permitting access to the latch and furnishing a fulcrum upon which the lever turns in unlocking the latch and an outer plate in which is formed a recess for retaining a seal ng card or tablet and in which are formed openings serving respectively to permit access to the sealing card and the ready removal of foreign matter, all arranged constructed and operating substantially as herein described and illustrated by the accompanying drawings.
2. In a sealing lock the herein described method of constructing the front plate by bending it so as to form a cavity in front of the lock adapted to retain a sealing card.
3. In a sealing lock the herein described method of forming the ticket cavity substantially as described with reference to Figs. 10, 11, and 12.
4. In combination with a lock of the kind specified the use of a hasp shaped so as to fill the mouth of the lock and prevent midway and sideway movement by the box lid when locked substantially as hereinbefore described and shewn.

Specifications, 8s. Drawings on application.

Application No. 4766.—HIRAM WHEELER BLAISDELL, of No. 130 South Grand Avenue, in the City of Los Angeles, in the County of Los Angeles, and State of California, United States of America, Engineer, "*System of Handling Material.*"—Dated 12th January, 1904.

Claims:—

1. A system of handling material provided with receptacles having discharge openings therein, a rotary distributing and discharging apparatus having disks and means whereby said apparatus is adjustable in two directions to move the material in the receptacle toward or away from said openings therein.
2. A system of handling material provided with receptacles having discharge openings therein, a conveyer beneath such openings, a series of rotary discharging disks constructed to operate in such receptacles and means for revolving said series of rotary disks to move the material in the receptacle to said discharge openings therein.
3. A system for handling material provided with receptacles having discharge openings therein, a revoluable discharging apparatus having disks adapted to force the material through said discharge openings, means for revolving said apparatus in a horizontal plane, and means for bodily raising and lowering said apparatus.
4. A system of handling material provided with receptacles having discharge openings therein, a distributing and discharging apparatus having disks mounted to revolve in the receptacle operated upon, means for revolving said apparatus to draw the material toward said discharge openings and means for gradually raising or lowering said apparatus.
5. A system of handling material provided with receptacles having discharge openings, a distributing and discharging apparatus having disks mounted to rotate in the receptacle operated upon to force the material therein toward the discharge openings of such receptacle, driving mechanism for rotating said apparatus and means connected with said driving mechanism for automatically raising or lowering said distributing and discharging apparatus while rotating in such receptacle.
6. A system for handling material provided with circular receptacles having discharge openings therein, a distributing and discharging apparatus having disks mounted to rotate in the receptacle operated upon to force the material in the receptacle toward the discharge openings therein.

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