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**SINCLAIR'S METALLIC GUARD FOR PANTALOONS.**

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Fig. 2

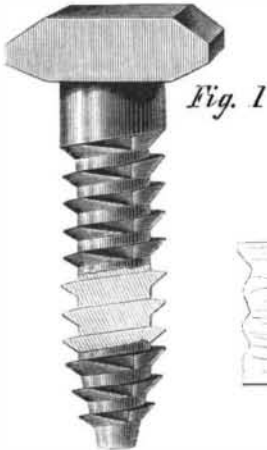
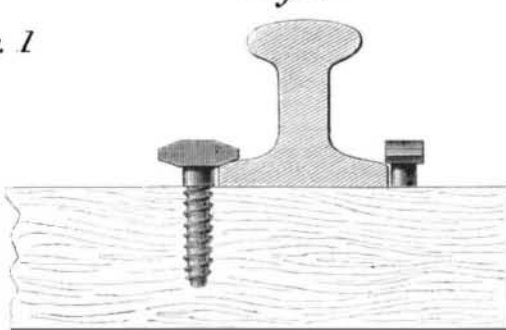


Fig. 3

**MONTIGNANI'S SCREW SPIKE.**

that they are also rapidly loosened by the repeated jars and concussions to which they are subjected from the passage of trains. This fastening obviates these difficulties, it may be made with a quick pitch so that it can be driven by a sledge, or it can be constructed as shown in the several engravings. Fig. 1 is an elevation and section, and Figs. 2 and 3 end views. The head is formed so as to be embraced by a wrench, and turned by it as other screws are. In Fig. 2, a portion of the thread is shown cut away, which represents one of the forms used by the inventor in his investigations. One side of the head is beveled so as to fit the base of the rail, and when it is necessary to replace a rail, from any cause, the screw spike can be turned to one side so as to clear the bottom; in this way the operation can be done in half

the San Francisco *Bulletin* says:—"From Mr. Ryan, one of the contractors, and under whose personal supervision the cleaning up of the material is being done, we learn that the greatest danger to be apprehended is that the ribs of the *Comanche* may be injured by breaking or bending in getting up from the *Aquila*. The shapes of these ribs are peculiar, scarcely more than two of each being alike, and in case many of them should be broken or bent in recovering them, it would be very difficult to detect the change so as to admit of remedy. To add to the trouble the molds from which the *Comanche* was built have been destroyed by a fire in Jersey City, so that it would be almost impossible to rebuild her, as the rivet holes would scarcely admit of coming in their right places."

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