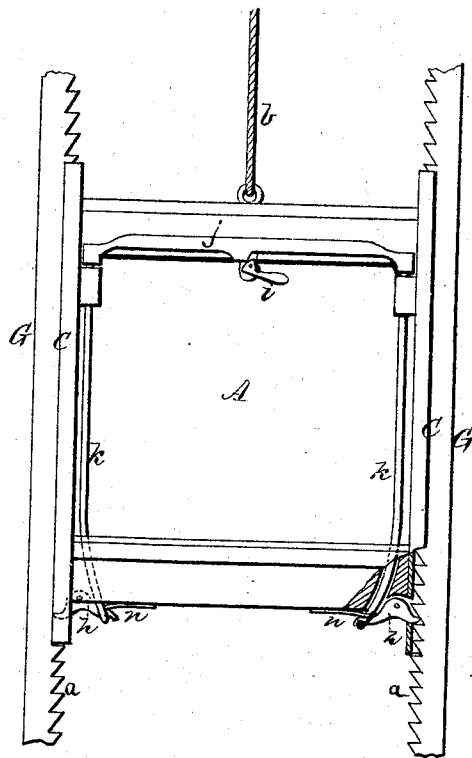


G. MÜLLER.

Elevators for Buildings, &c.

No. 144,350.

Patented Nov. 4, 1873.



Witnesses
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GAORG MÜLLAR, OF NEW YORK, N. Y.

IMPROVEMENT IN ELEVATORS FOR BUILDINGS, &c.

Specification forming part of Letters Patent No. **144,350**, dated November 4, 1873; application filed March 17, 1873.

To all whom it may concern:

Be it known that I, GAORG MÜLLAR, of the city, county, and State of New York, have made certain new and useful Improvements in Elevators for Buildings, &c., which are simple in construction, and effective and efficient in operation, and durable in use, having for its object to improve the device for stopping the car at any desired point, and to hold the car in case of accident; and it consists in the use of an eccentric lever in combination with pawls, rods, and racks, whereby the desired result is accomplished, as hereinafter more fully described; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, with letters of reference marked thereon, forming a part of this specification, in which the figure is an elevation, being partly in detail section, of a device embodying my invention.

A represents the platform or car, which is elevated or lowered by means of the rope *b*, which is to be connected to or with mechanism of any suitable or convenient construction for the purpose of operation. At opposite sides of the car A are vertical duplex cam-grooves C C, for the purpose of opening and closing the traps; but, not being a part of my invention, require no further description. G G represent vertical standards, having teeth or racks *a a*, and arranged on opposite sides of the car or platform, which is provided on its corresponding sides with grooves, in which

the rack rests, thus forming a guide to prevent any lateral movement of the car. *h h* represent safety-pawls, situated upon the under side of the car, and engage with the teeth of the rack, and thereby support the car against descent, excepting when the pawls are thrown out of the rack by means of the eccentric lever *i* acting against the cross-head *j*, to raise the connecting-rods *k k*, which are attached to the pawls. The pawls are held firmly in the rack, by means of the springs *nn*, when power is not applied to the lever *i* to release them. Under ordinary circumstances, the pawls remain or are held disengaged; but, in case of an accident to the hoisting mechanism, or for other cause, it is desired to prevent the descent of the car, or to support it at any desired point, a partial turn of the eccentric lever *i* releases the pawls, and they are thrown to engage with the racks by means of the springs *nn*.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

The spring-pawls *h h*, rods *k k*, cross-heads *j*, and eccentric lever *i*, attached to the car, in combination with the racks G *a*, arranged so that the operator may govern the downward movement of the car at any point by the lever, all arranged to operate as and for the purpose specified.

GAORG MÜLLAR.

Witnesses:

ARTHUR NEILL,
ABRAHAM LEVY.