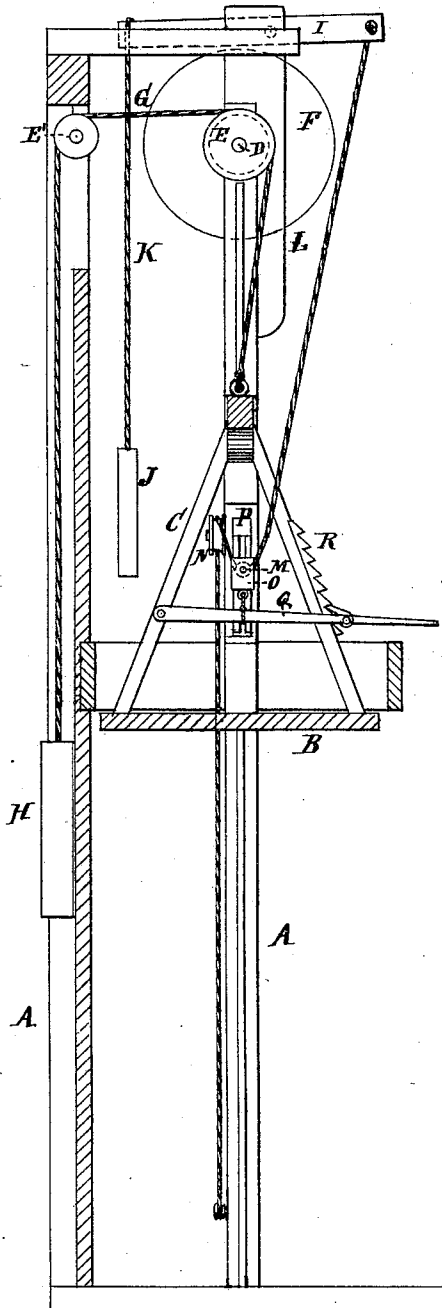


M. G. GILL & C. L. GILL.  
 Improvement in Brakes for Elevators.

No. 129,546.

Patented July 16, 1872.



Witnesses:  
 G. Mathys.  
 John Kemou

Inventor:  
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# UNITED STATES PATENT OFFICE.

MARTIN G. GILL AND CLAUDE L. GILL, OF BALTIMORE, MARYLAND.

## IMPROVEMENT IN BRAKES FOR ELEVATORS.

Specification forming part of Letters Patent No. 129,546, dated July 16, 1872.

Specification describing Brake for Warehouse Elevators, invented by MARTIN G. GILL and CLAUDE L. GILL, of Baltimore, in the county of Baltimore and State of Maryland.

The invention consists in a peculiar mode of connecting the brake-lever with a hand-lever that is pivoted to the platform-frame of an elevator, whereby a person standing thereon can apply it readily at any story or distance from the first floor.

The drawing is a side elevation of an elevator, showing my brake-mechanism arranged thereon.

A represents the ordinary frame of an elevator; B, the platform; and C, the frame to which the latter is attached. D is a shaft, provided with pulley E and brake-wheel F. G is the flexible connection between the frame C and the counterbalance-weight H, and passing over the pulleys E E. I is a brake-lever, fulcrumed to side of elevator-frame, and above the brake-wheel F. To the end of the long arm of this brake-lever is attached, by a cord, K, the weight J, whereby the friction necessary to arrest the descent of platform is always in action until the lever is lifted by some superior force. To the end of the short arm of this lever is attached a cord, L, that passes

down to and over the movable pulley M; then over a fixed pulley, N, and is then made fast to some part of frame. The pulley M is placed in a sliding block, O, that travels in the guide-plate, P, which is fastened to side of platform-frame C. To this block is attached the hand-lever Q, which is held in any position desired by the rack R.

The operation is as follows: If a person ascending with goods from the lower story desires to arrest the platform at the next story which he reaches, or at any other point, he lifts the lever Q out of its rack. The weight then carries the lever I upon the brake-wheel and produces the necessary friction.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The brake-wheel F and a brake-lever, I, weighted at the long end, combined with the cord L, movable pulley M, fixed pulley N, and hand-lever Q, all attached to platform-frame, as and for the purpose described.

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