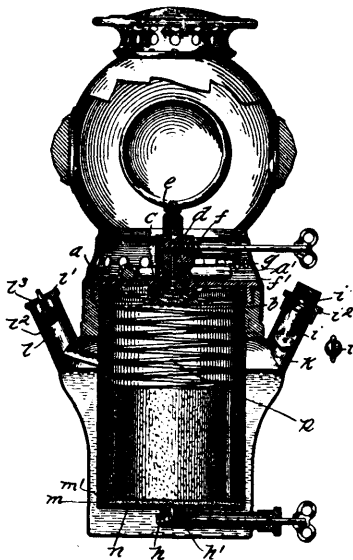


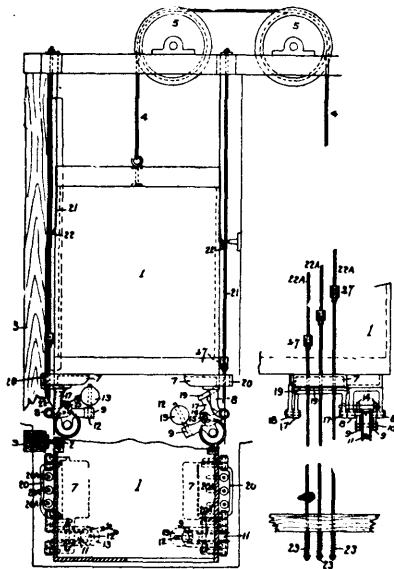
absorbent serves to limit and distribute said liquid to said solid, substantially as described. 3rd. In a generator adapted to generate



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gas from a liquid and a solid gas-producing substance, a chamber to contain the solid, and a liquid reservoir, a body of absorbent material adapted to be saturated with the liquid gas-producing substance, and having direct and extended contact with the solid gas-producing substance, a controllable liquid inlet for supplying a regulated quantity of liquid to said absorbent material, whereby the said absorbent serves to limit and distribute said liquid to said solid, and a valve for the liquid inlet, substantially as described.

No. 62,485. Elevator. (Elevateur.)



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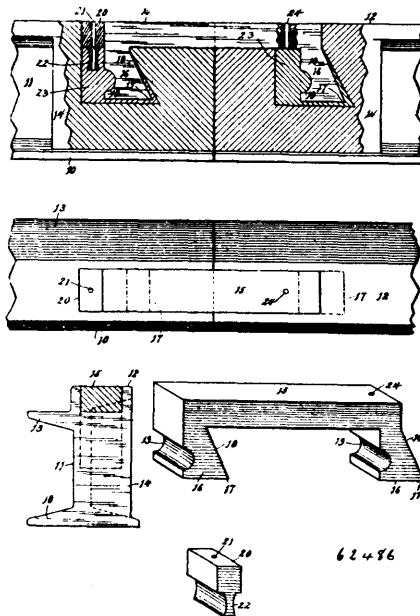
Rudolph Charles Smith and James Cruickshank, Yonkers, New York, U.S.A., 1st February, 1899; 6 years. (Filed 19th January, 1899.)

Claim.—1st. The car having a projecting part, combined with a vertical slideway in the elevator shaft, a sliding stop on said slideway and normally stationary therewith and in the path of said projecting part, and lever mechanism for automatically withdrawing said projecting part from the path of said stop, to pass the latter, when the car is travelling at a safe speed, substantially as set forth. 2nd. The car having a projecting part, combined with a series of suspended wire slideways in the elevator shaft, the stops on said slideways and normally stationary therewith and in the path of said projecting part, the weighted frame connected with said projecting part and the tramway for maintaining said frame and projecting part in their normal running position except when arriving, at a safe

speed, adjacent to said stops, and then under such safe condition releasing said frame sufficiently to temporarily withdraw the said projecting part from the path of said stop, substantially as set forth. 3rd. In an elevator, the flexible wire suspended slideway, and the stop thereon and normally stationary therewith, combined with the car having a part to contact with said stop in case of accident to gradually arrest the car, substantially as set forth. 4th. The car having a projecting part, combined with the series of slideway wires, the stops normally stationary therewith and in the path of said projecting part, the tilting frame connected with and controlling said projecting part, the trolley wheel carried by said tilting frame, and trolley wire or tramway engaging said wheel and having the curvature adjacent to said stop, substantially as set forth. 5th. The car having the movable plate whose outer portion is slitted, the movable frame carrying said plate, the weighted frame connected with and controlling said movable frame, and the tramway for maintaining said weighted frame in normal running position but permitting it to tilt downward to operate said plate at the proper time, combined with the series of wire slideways straddled by said plate, and the series of stops normally stationary on said slideways and adapted in case of accident to be engaged by said plate, substantially as set forth. 6th. The car having the slitted plate, combined with the suspended slideway wires adapted to freely pass through the slits in said plate, and the stops on said wires and normally stationary thereon and in the path of the slitted portion of said plate, substantially as set forth. 7th. In an elevator, the vertical slideway in the elevator shaft, and the stop thereon and normally stationary therewith, combined with the car having a movable part normally in the path of said stop, the movable frame carrying said movable part, the weighted frame loosely connected with said movable frame, and the tramway controlling the action of said weighted frame, substantially as set forth. 8th. The car having a projecting part, combined with the wire slideway in the elevator shaft and suspended by a yielding means of resistance, as described, and the stop on said slideway and in the path of said projecting part, substantially as set forth. 9th. In an elevator, the suspended slideways composed of the multiplicity of flexible wires, and the stops on said slideways and normally stationary therewith, combined with the car having a part to contact with said stops in case of accident to gradually arrest the car, substantially as set forth.

No. 62,486. Railway Rail Bond.

(Lien de rail de chemin de fer.)



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Frederick Hachmann and Elizabeth Maria Francis Baasen, both of Milwaukee, Wisconsin, U.S.A., 1st February, 1899; 6 years. (Filed 18th January, 1899.)

Claim.—1st. The combination with abutting railway rails having a recess in the tread of each rail at the abutting ends thereof and sockets each with an overhanging wall in the rails at the inner ends of the recesses, of a bonding device having a bar-like body fitted in said recesses and terminal legs with toes projecting laterally in the same direction inserted in the said socket, the toes being under the overhanging walls of the sockets, and means for locking said bonding device in place in the rails. 2nd. The combination with the abutting ends of two railway rails provided with registering recesses in the treads of the rails and sockets having undercut walls in the rails at the inner extremities of the recesses, of a bar-like bonding device fitted in said recesses, and legs on the extremities of said bar