

H. J. CASWELL.

SCAFFOLDING.

No. 194,802.

Patented Sept. 4, 1877.

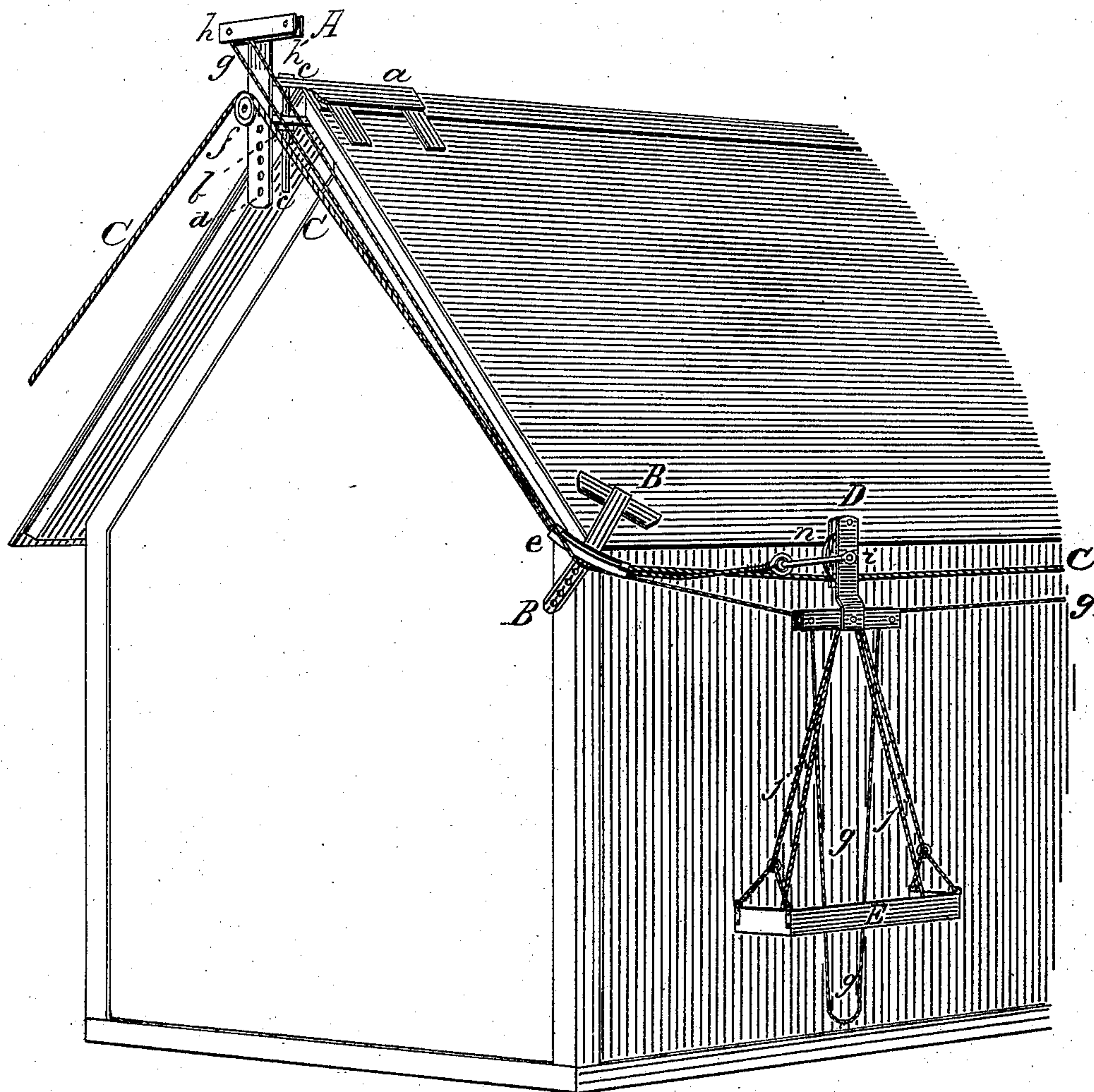


FIG. 1.

WITNESSES:

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E. C. Aldrich.

INVENTOR:

Henry James Caswell.

per

Edson Bros. & F. H. Wiswell,
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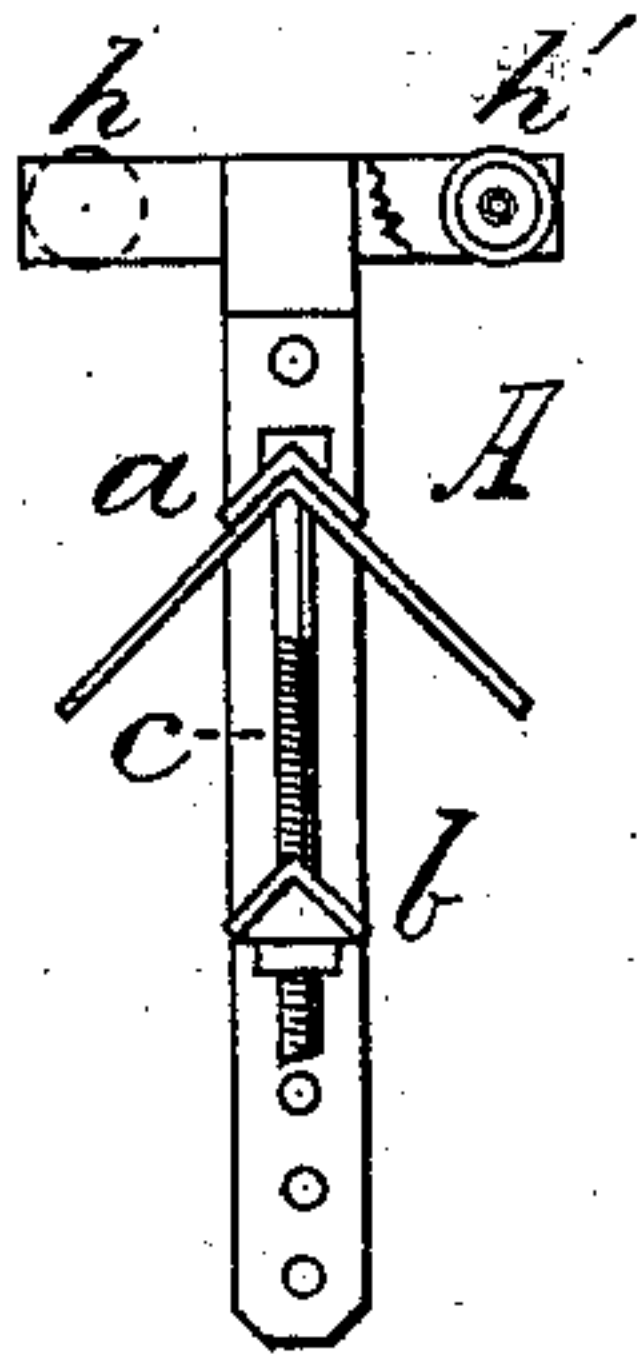


FIG. 2.

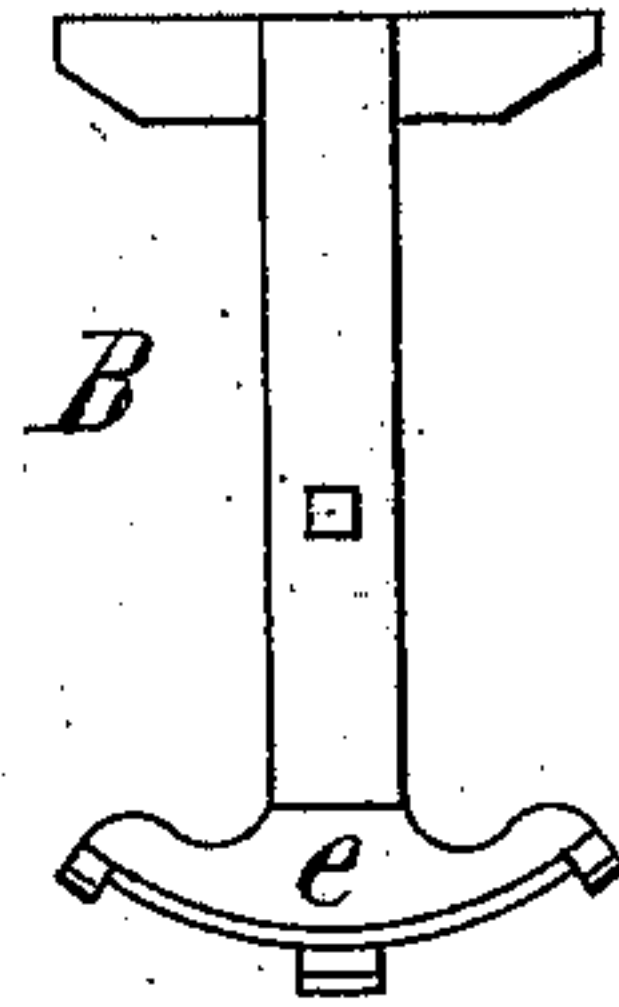


FIG. 3.

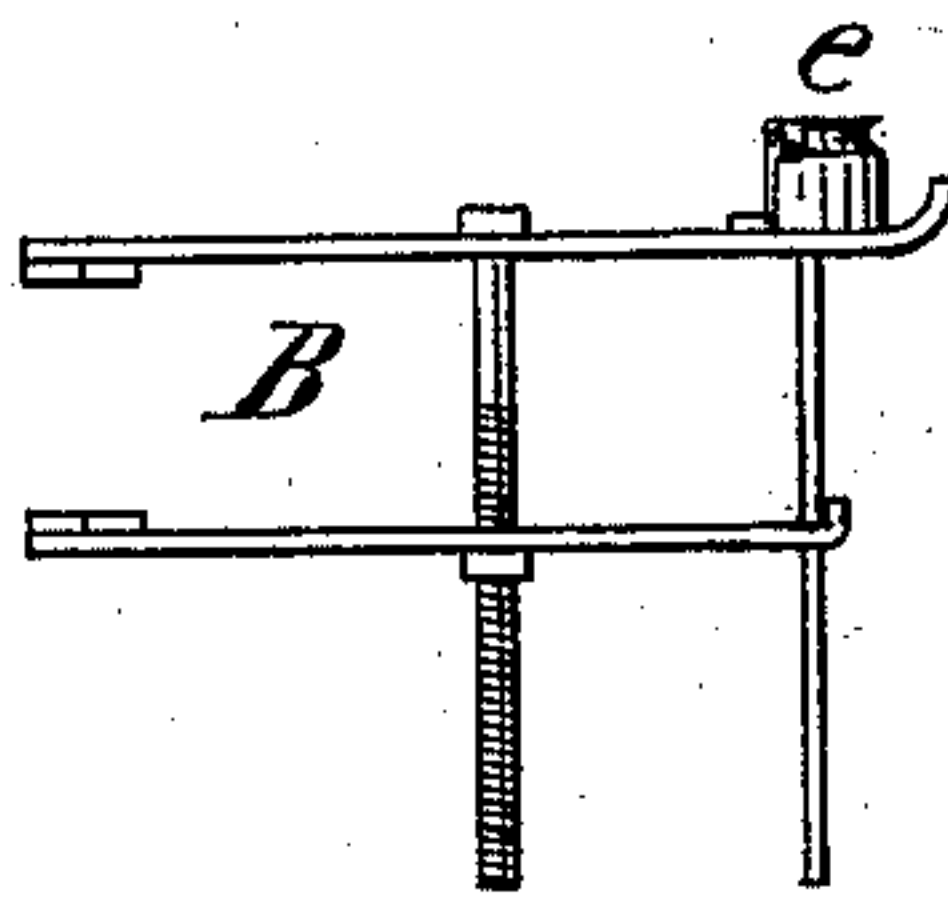


FIG. 4.

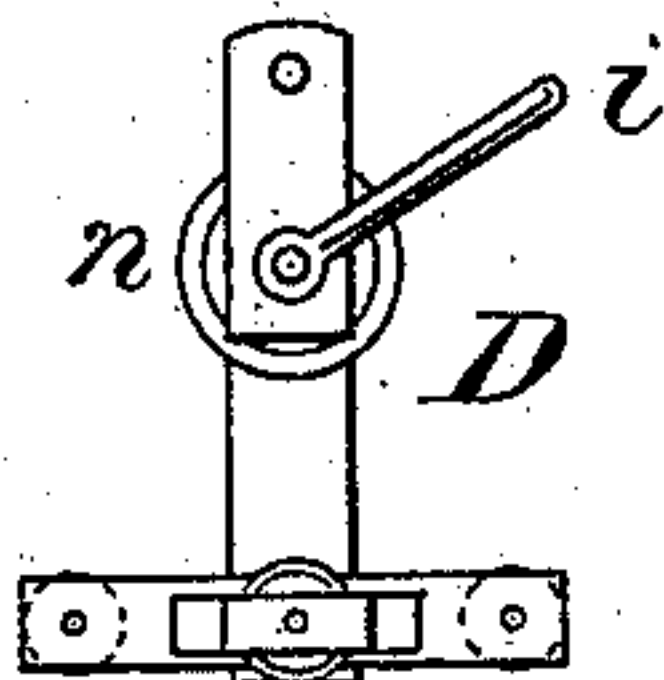


FIG. 5.

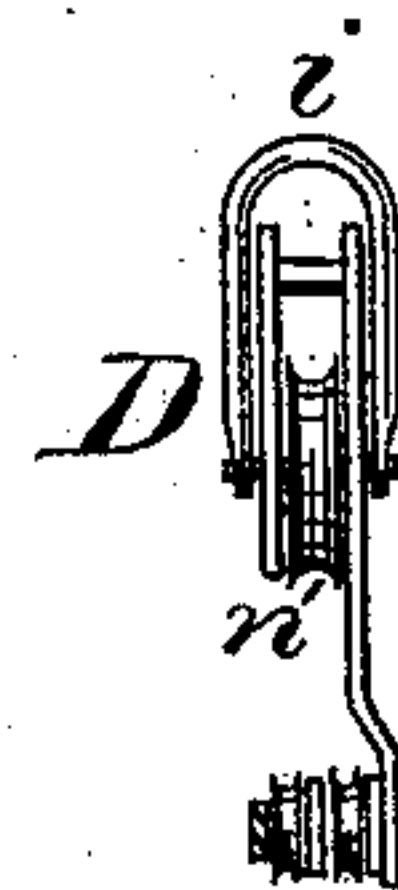


FIG. 6.

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UNITED STATES PATENT OFFICE.

HENRY JAMES CASWELL, OF DUDSWELL, QUEBEC, CANADA.

IMPROVEMENT IN SCAFFOLDING.

Specification forming part of Letters Patent No. **194,802**, dated September 4, 1877; application filed July 12, 1877.

To all whom it may concern:

Be it known that I, HENRY JAMES CASWELL, of Dudswell, in the county of Wolfe and Province of Quebec, have invented certain new and useful Improvements in Stagings for Carpenters' and Painters' Use; 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 drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide a system of adjustable brackets which can be attached to the roof of a building, and which are connected by and support a rope, upon which runs a traveling carrier having suspended beneath a chariot or car, in which the operator can sit while at work, or when moving the chariot in a vertical or horizontal position, to enable him to reach any desired spot on the walls or jet of the building.

The invention consists, first, in the combination of grooved pulleys, adjustable brackets and bolts, in such a manner that the said brackets can be readily attached to the roofs of buildings of whatever form.

The invention also consists in the use of a chariot which can be raised or lowered or moved in a horizontal direction by means of ropes working through a compound pulley-block or traveling carrier, as hereinafter more fully described.

A is the gable-bracket, B the eaves-bracket, and C the track upon which the traveling carrier D travels, carrying with it, and suspended from it, the car E.

The gable-bracket A is secured to the building by means of two arms, *a* and *b*, the upper arm, *a*, resting upon, and provided with, an arm approximately conforming to the shape of the roof, and the lower arm *b* reaching beneath the projecting end of the roof, while both *a* and *b* are made to clamp the portion of roof embraced by the said arms by means of a bolt, *c*. For adjusting this bracket to other forms and thicknesses of roofs, holes *d* are provided, in which a tongue, formed upon one

end of the arm *b*, fits. The threaded portion of the bolt *c* is of sufficient length to enable the nut to be screwed against the lower surface of the arm *b* with any adjustment of the said bracket.

The eaves-bracket B is made to clamp the lower corner of the gable in the same manner as the gable-bracket A; but, owing to the shape of this part of the roof, the projecting arms are modified to suit such shape, as shown in Figs. 3 and 4. This bracket carries at its outer portion a quarter-circle, *e*, with rings or eyes at each upper corner, through which the track C passes.

The object of this quarter-circle is to enable the grooved pulley *n*, within the upper part of the traveling carrier D, to pass around, while the rings serve to keep the track C in place, and at the same time allow it to render freely through when necessary.

To the vertical part of the gable-bracket A, near the top, is rigidly attached a stud, upon which is mounted a pulley, *f*, over which the track C passes, as shown in Fig. 1.

The car E is suspended by ropes *j* passing over grooved pulleys near the middle of the horizontal portion of the traveling carrier D. The ends of these ropes the operator can secure to the car after having raised or lowered it to the desired height.

The cord *g* enables the operator to move the car to the right or left on the track C, and is rove through and over pulleys in either end of the horizontal portion of the traveling carrier D; then, nearly parallel with the track C, to the pulley *h* in the upper horizontal part of the gable-bracket A; then back to the bail *i* on the traveling carrier. By drawing on the right-hand cord *g* the car will be moved to the right, and vice versa. When the traveling carrier has been drawn to the apex of the gable, and is about to pass to the other side, the cord *g* is thrown over the pulley *h'* with the object of making the draft of the cord *g* approach more nearly to a horizontal position, to enable the traveling carrier, with its load, to be drawn back over the pulley *f* to its original position, when desired, the bail *i* swinging over automatically to the proper line of draft.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination of the brackets A and B with the track C, pulleys *f h*, and quarter-circle *e*, substantially as described.

2. The combination, with the carrier D, supporting-car E, and track C, the cord *g*, substantially as and for the purpose set forth.

3. In combination with a traveling carrier,

D, a supporting-car, E, ropes *j*, and cord *g*, substantially as and for the purpose hereinbefore set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

HENRY JAMES CASWELL.

Witnesses:

GEORGE CADE,

F. A. WISWELL.