

(No Model.)

W. DUTEMPLE.
ELEVATOR.

No. 287,012.

Patented Oct. 23, 1883.

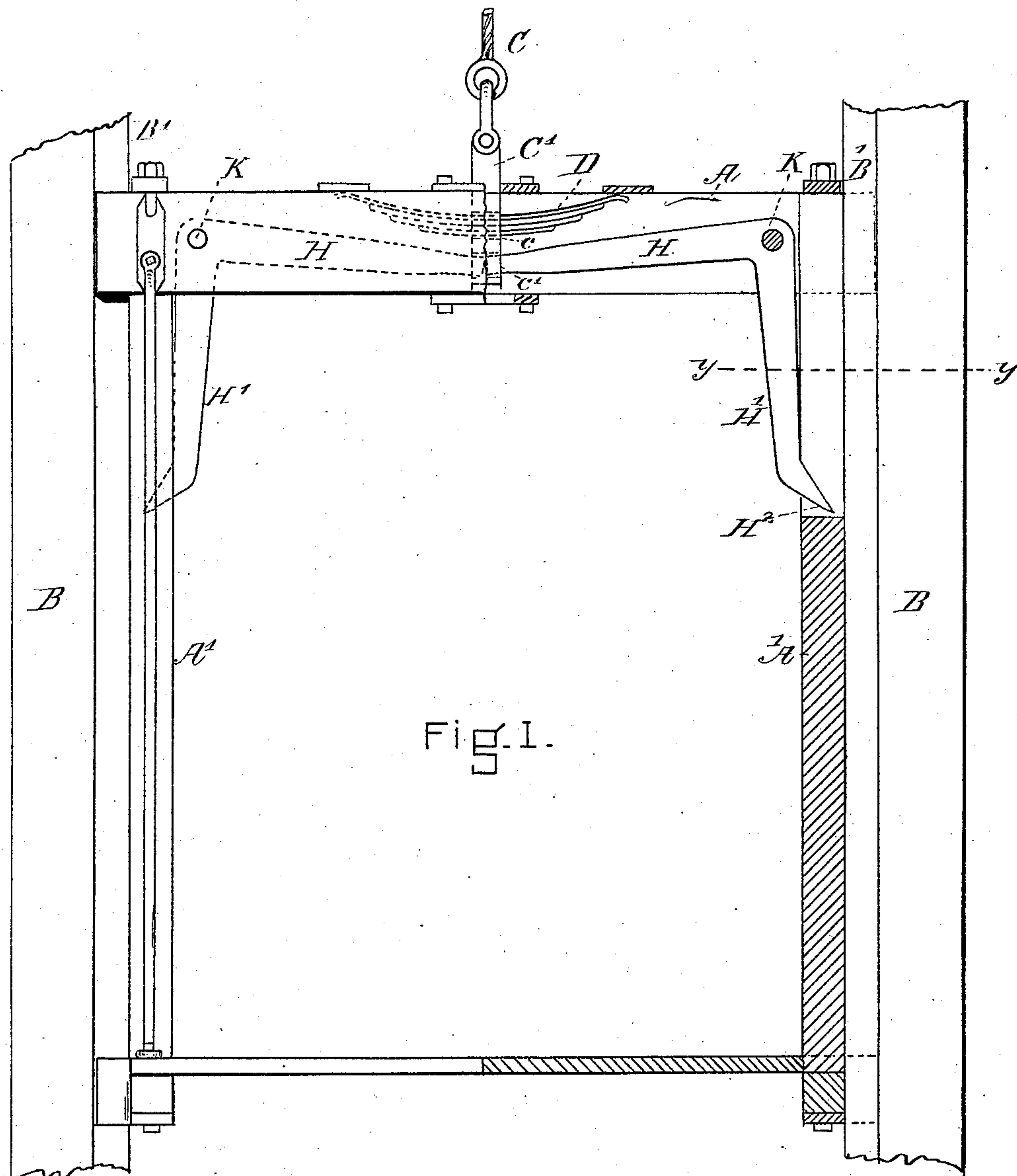


Fig-1.

WITNESSES

Frank G. Parker

Chas. Spaulding.

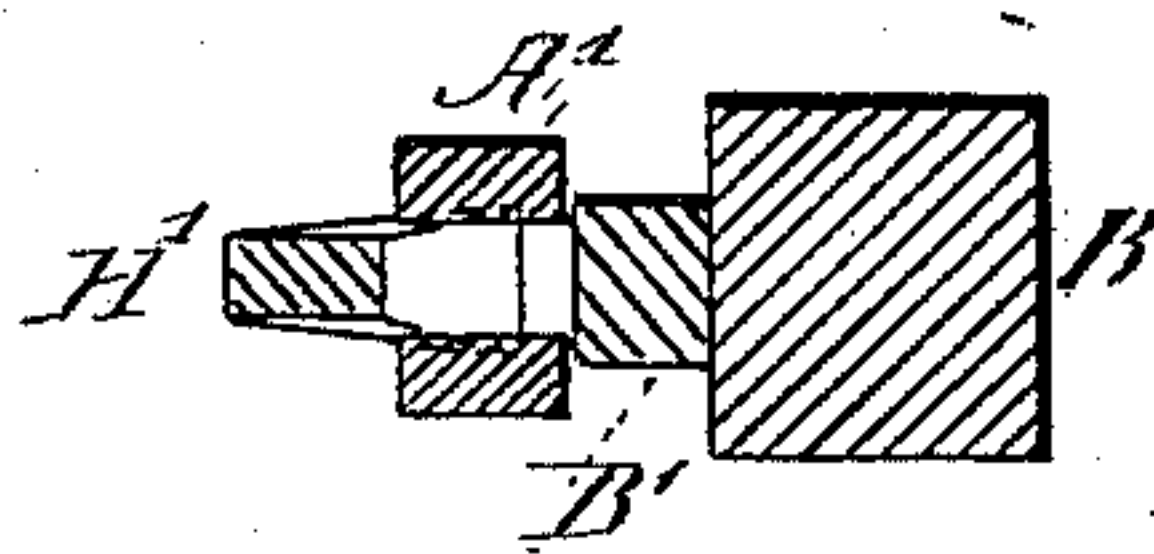


Fig. 2

INVENTOR

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UNITED STATES PATENT OFFICE.

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ELEVATOR.

SPECIFICATION forming part of Letters Patent No. 287,012, dated October 23, 1883.

Application filed December 16, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DUTEMPLE, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Elevators, of which the following is a specification.

This invention has relation to improvements in elevators; and it consists in the construction and novel arrangement of parts, as will be hereinafter described, and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a view showing my device as applied to an elevator, one half of the elevator-carriage being shown in elevation and the other half in vertical section. Fig. 2 is a horizontal section on line *y y*, Fig. 1.

The letters B B represent the vertical posts to which the ways B' B' are attached. A A' designate the elevator-carriage, and C the hoisting rope or ropes. All of the above parts may be constructed in the usual manner. I wish it to be understood that the ways B' B' are made of wood.

C is the draw-bar connected to the central portion of the carriage A, and it is provided with openings *c c'*, the upper one of which receives the central part of the leaf-spring D, while the lower one receives the ends of the bell-crank levers H H, as shown in Fig. 1. These bell-crank levers are pivoted to the frame of the elevator-carriage at their knee portions K, and are provided at their vertical portions H' H' with feet terminating in chisel-shape edges H². These bell-crank levers are of the shape approximating the leg and foot of a human being.

My device operates as follows: When the

normal strain upon the hoisting-rope C and the draw-bar C' is exerted, then the draw-bar C', the leaf-spring D, and the bell-crank levers H H' are all in the position indicated in Fig. 1 and the elevator-carriage can traverse freely; but in case strain is withdrawn from the draw-bar C', either by the breakage of the rope or from any other cause, then the leaf-spring D, by its resilience, throws the draw-bar downward, which action will cause the bell-crank levers H H' to swing on their knee portions K, and thus force the chisel-edges H² of the feet into the ways B' B', and thus prevent the fall of the elevator-carriage. As this action takes place it is evident that the chisel-edges H² of the feet will be forced deeper and deeper into the wooden ways B' B', until they obtain a hold sufficiently firm to sustain the weight of the elevator-carriage.

Having described my invention, what I claim is—

In an elevator, the combination, with the posts B B, having wooden ways B' B', of the carriage having the draw-bar C', provided with openings *c c'*, the leaf-spring D, centrally arranged in the opening *c*, the bell-crank levers H H, connected at their inner ends in the opening *c*, and pivoted at their knee portions K to the carriage-frame, and the vertical portions H' of said bell-crank levers, having feet provided with chisel-edges H², which are adapted to be forced into the wooden ways B' B' of the posts B B, when required, by the resilience of the leaf-spring D, as shown and described.

WILLIAM DUTEMPLE.

Witnesses:

CHAS. SPAULDING,
FRANK G. PARKER.