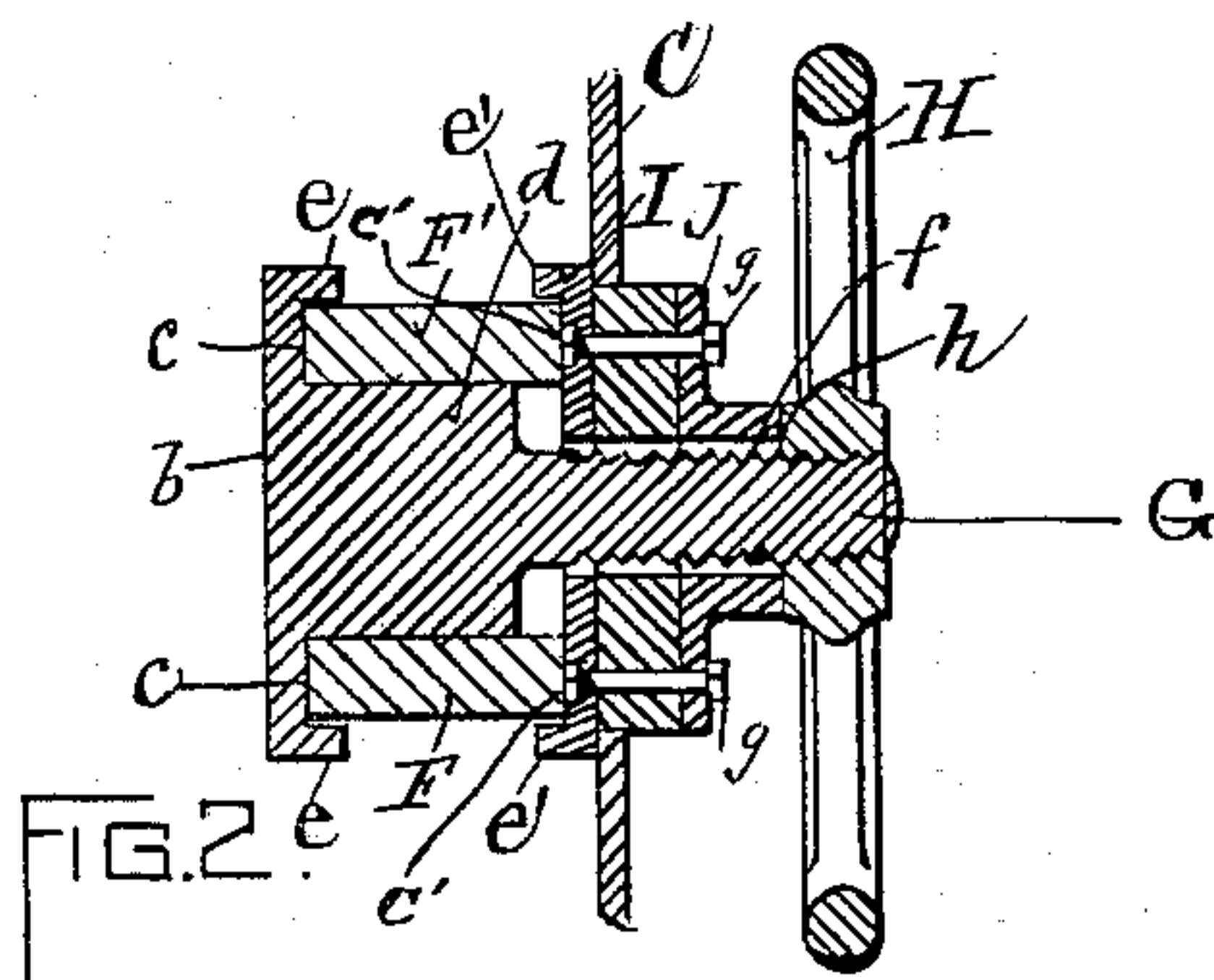
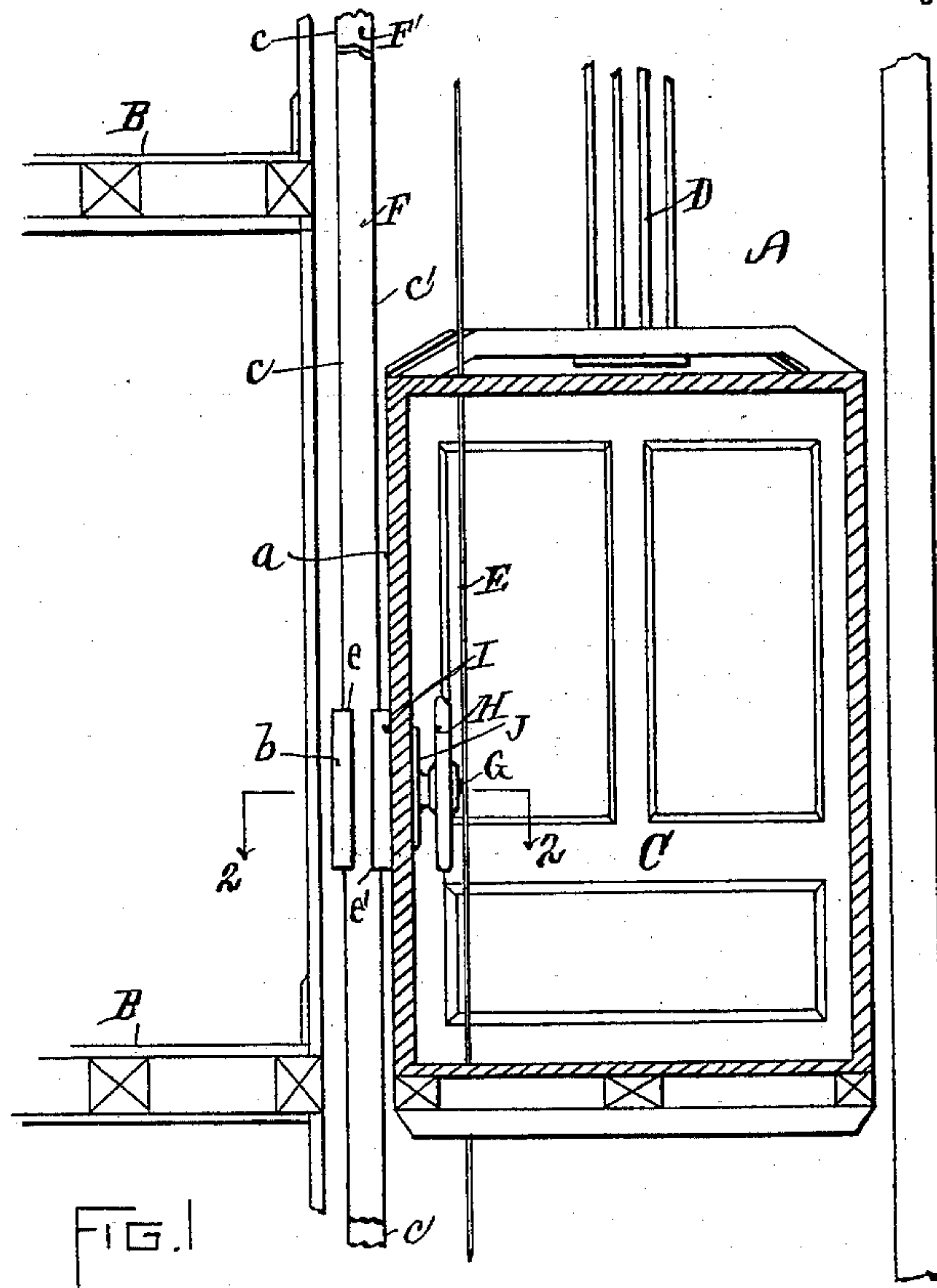


(No Model.)

G. HANCOCK.
SAFETY BRAKE FOR ELEVATORS.

No. 604,247.

Patented May 17, 1898.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE HANCOCK, OF PROVIDENCE, RHODE ISLAND.

SAFETY-BRAKE FOR ELEVATORS.

SPECIFICATION forming part of Letters Patent No. 604,247, dated May 17, 1898.

Application filed November 8, 1897. Serial No. 657,891. (No model.)

To all whom it may concern:

Be it known that I, GEORGE HANCOCK, a citizen of the United States, residing at Providence, in the State of Rhode Island, have invented a new and useful Improvement in Safety-Brakes for Elevators, of which the following is a specification.

The falling of the elevator-car upon the breaking of the hoisting-rope is quite a common occurrence; and it is the object of my invention to provide convenient means for instantly applying a brake to check the descent of the car, the brake to be operated by the attendant who runs the elevator; and my invention consists in the combination of the elevator-car with a clamping-track arranged outside of the car, a clamping-bolt provided with a head adapted to bear against the outer edges of the track, a hand-operated nut within the car, and a friction-plate interposed between the inner edges of the track and the side of the car, as hereinafter fully set forth.

In the accompanying drawings, Figure 1 represents a detail elevation showing a vertical section of the elevator-car. Fig. 2 represents a horizontal section taken in the line 2 2 of Fig. 1.

In the drawings, A represents the elevator-well. B B indicate two floors of the building; C, the elevator-car; D, the hoisting-ropes attached to the car, and E the guide-rope for starting, stopping, or reversing the movement of the hoisting mechanism.

At the side of the elevator-well A are arranged two parallel vertical bars F F', which serve to form a clamping-track for stopping the downward movement of the car C, the said bars F F' being made of uniform width and extending from the top to the bottom of the well A.

To the side *a* of the car C is secured the clamping-brake, which consists of the clamp-

ing-bolt G, provided with the head *b*, adapted to bear against the outer edges *cc* of the vertical bars F F', which form the clamping-track, the squared portion *d*, and the screw *f*, upon the inner end of which is placed the hand-wheel nut H, which serves to cause the required clamping action of the brake.

The friction-plate I, which is interposed between the inner edges *c' c'* of the bars F F' and the side of the car C, is secured to the side of the car by means of the bolts *g g*, a flanged piece J also being provided at the inner side of the car to form a proper bearing for the side *h* of the hand-wheel nut H.

The hand-wheel nut H is placed in convenient reach of the attendant of the elevator, and upon the occurrence of any derangement of the hoisting apparatus operating to cause a rapid descent of the car the attendant can instantly clamp the car to the clamping-track by turning the hand-wheel nut H in the proper direction. The head *b* of the clamping-bolt is provided with the guiding-flanges *ee*, which embrace the outer sides of the bars F F' and serve to prevent the said bars from spreading away from each other, and the friction-plate I is also provided with guiding-flanges *e' e'*.

I claim as my invention—

The combination of the elevator-car, with the clamping-track F, F', arranged outside of the car, the clamping-bolt G provided with the head *b*, adapted to bear against the outer edges of the track, the hand-operated nut H within the car, and the friction-plate I interposed between the inner edges of the track and the side of the car, substantially as described.

GEORGE HANCOCK.

Witnesses:

SOCRATES SCHOLFIELD,
JAMES W. BEWMAN.