H. SNOWDEN.

Brake for Hand Operated Elevators.

No. 215,302. Patented May 13, 1879.

Fig. 1.

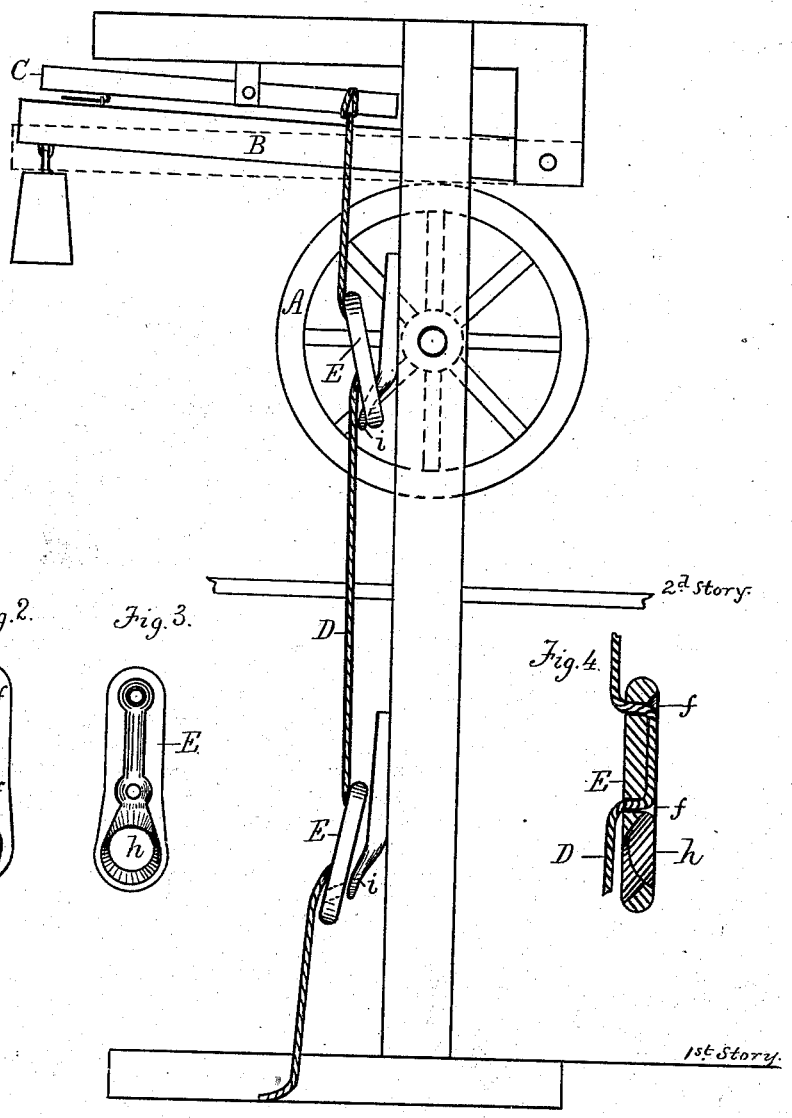


Fig. 2.

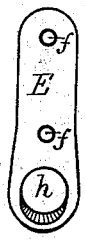
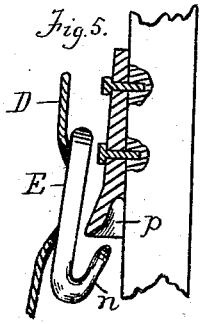


Fig. 3.

Fig. 4.

Fig. 5.



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HENRY SNOWDEN, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN BRAKES FOR HAND-OPERATED ELEVATORS.

Specification forming part of Letters Patent No. **215,302**, dated May 13, 1879; application filed April 16, 1879.

To all whom it may concern:

Be it known that I, HENRY SNOWDEN, of the city of Baltimore and State of Maryland, have invented a new and useful Improvement in Brakes for Hand-Operated Elevators, of which the following is a specification.

My invention relates to an improvement in means for holding the brake-lever off the brake-wheel in that class of elevators operated by hand-power.

The brake mechanism is upon the uppermost loft or floor of the building. The check-rope which lifts the brake-lever from the wheel passes through all the floors. The desideratum is a clutch device for attachment to the check-rope at each floor, adapted to be engaged with a stationary hitching-pin or its equivalent, so that a person on any floor of the building may, by drawing on the check-rope, disengage the device and apply the brake.

Figure 1 is a side view of the brake mechanism. Fig. 2 is a front view of the clutch for brake-rope. Fig. 3 is a view of the reverse side of same. Fig. 4 is a vertical section of same. Fig. 5 illustrates a modification.

The letter A represents the brake-wheel; B, the weighted brake-lever, which bears on the wheel. C is another lever, connected to the brake-lever at one end and at the other has attached the check-rope D, which, when drawn upon, removes the brake. The foregoing-described parts represent the ordinary brake mechanism of an elevator; but these may be of any other construction than that shown.

E is a metal clutch, provided, in the present example, at one end with a hole or eye, *h*, for attachment to the stationary hitching-pin *i*, which is secured to the elevator guide-post or other convenient position. The clutch has two holes, *f*, of size suited for the check-rope, which passes through one hole and returns through the other, forming a loop, which rests close to clutch-plate. I deem the holes *f* and the method of looping the rope through them as a most convenient and satisfactory method of attaching the device to the rope, as thereby it may be readily adjusted up or down on the rope; nevertheless I do not limit my invention in other respects to this mode of attachment.

The device shown in Fig. 5 illustrates a modification of my improvement, which operates in substantially the same manner.

One of these clutches is attached to the rope at each floor, and a hitching-pin or its equivalent is provided. It will be seen that a clutch in engagement with a pin on any floor will, by holding the rope, keep the brake off the wheel, and a person at any other floor may readily disengage the clutch and apply the brake by simply drawing on the rope, as the relaxing of the latter unhooks the clutch.

Having described my invention, I claim—

1. The combination, with the check-rope of an elevator-brake, of a clutch attached to the rope above each floor, and adapted, by means substantially as described, to engage with a suitable stationary hitching device, whereby upon relaxing the rope the clutch will disengage.

2. A clutch device adapted, substantially as described, to engage with a stationary hitching device, and provided with holes for attachment to the check-rope of an elevator-brake by passing the rope through one hole and returning it through the other, as set forth.

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