

(No Model.)

G. C. TEWKSBURY.  
ELEVATOR.

No. 260,254.

Patented June 27, 1882.

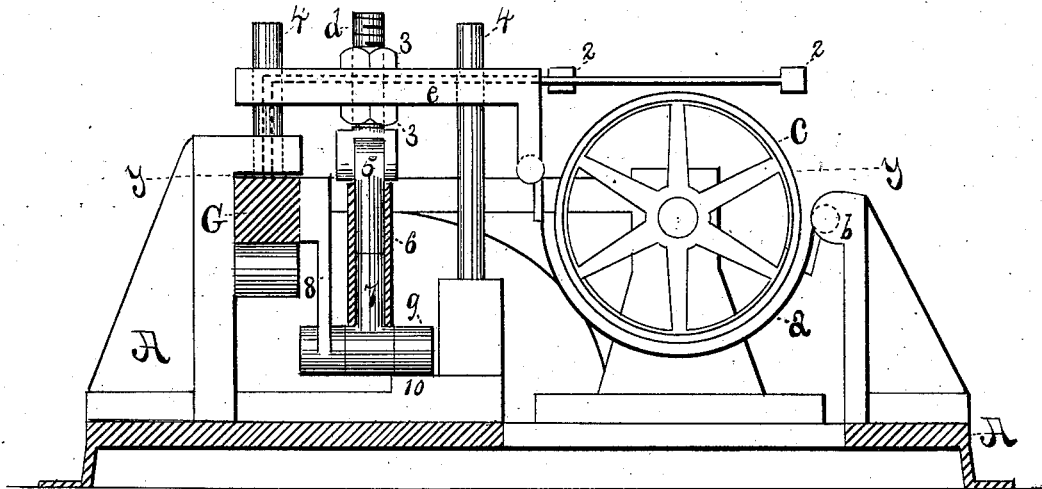


Fig. 1

Fig. 3

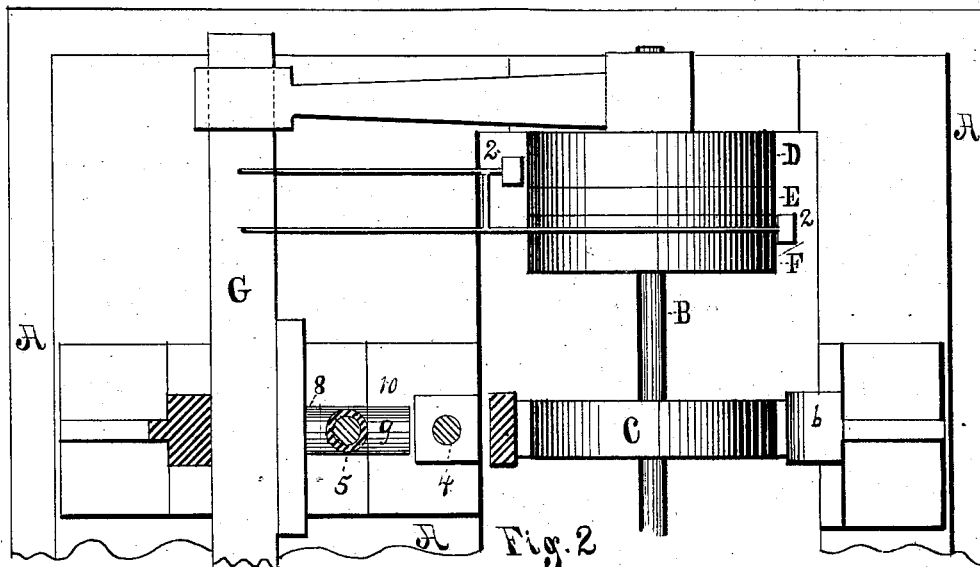
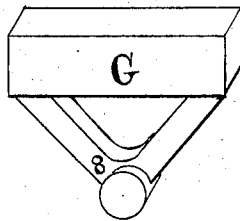


Fig. 2

Witnesses  
Hollis C. Paine  
Frank Pease.

Inventor  
George C. Tewksbury  
by C. B. Guttie  
Attorney

# UNITED STATES PATENT OFFICE.

GEORGE C. TEWKSBURY, OF EAST ORANGE, NEW JERSEY.

## ELEVATOR.

SPECIFICATION forming part of Letters Patent No. 260,254, dated June 27, 1882.

Application filed April 27, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE C. TEWKSBURY, of East Orange, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Elevators, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to an improvement in that class of elevators commonly used in buildings for hoisting merchandise from one story thereof to another, and is specially adapted to be used in connection with the elevator for which Letters Patent of the United States Nos. 255,049, 255,050, 255,051 have already been granted to me, and to which reference may be had.

The invention consists in combining with the driving mechanism a suitable brake device for taking up the momentum of the elevator whenever it is desired to stop or change the direction of the car. It also relates to certain peculiarities of construction and combination of the operative parts, all of which are fully described hereinafter.

In the drawings, Figure 1 is a side elevation of sufficient of the mechanism to illustrate my invention. Fig. 2 is a plan of a section of Fig. 1, the cutting-plane being made to pass through dotted line *yy* in said Fig. 1. Fig. 3 is a detached view of a portion of the operating-lever.

The construction and operation of the elevating mechanism are fully set forth in the Letters Patent referred to above, and will not be repeated here.

In the accompanying drawings, the framework for upholding the operative parts is represented in part and designated by the letter A placed upon different parts thereof. The shaft B is arranged to turn in suitable bearings attached to the frame A, and carries brake-pulley C and speed-pulleys D E F. Motion is imparted to the shaft by means of belts, which travel upon the pulleys D E F. Said belts are arranged to pass through guides 2 2, that connect with horizontal bar G, which bar G permits endwise movement for the purpose of shipping the belts about on the pulleys D E F in order to either start, stop, or change the direction of the elevator-car.

The brake-shoe *a* has one end attached to the standard *b*, and is connected at its opposite end with the cross-head *e*, which cross-

head *e* is provided with screw-rod *d*, on which it is arranged between two nuts, 3 3, and is vertically adjustable thereon in an obvious manner. Said cross-head is arranged to slide vertically up and down on the rods 4 4, whereby the cross-head is kept in proper horizontal position and prevented from cramping. Said rod *d* has its bottom end connected with rod 5, which rod 5 has its opposite end in the tube 6 and contiguous to the rod 7, which rod 7 is likewise inclosed in the tube 6 and has its opposite end connected by pin-joint with the arm 8, which arm 8 is rigidly secured to the shipper-bar G.

The cross-head should be adjusted upon the rod *d* in such manner as to bring the shoe *a* to bear against the wheel C as the cross-head reaches its complete upward movement—that is, while the rods *d*, 5, and 7 are in direct vertical line with each other, which should be the position of said rods while the driving-belts are on the loose pulleys—that is, while the elevator-car is at rest. From this it will be evident that when the shipper-bar G is moved in either direction in order to change the belts and set the elevator in motion it throws the rods *d*, 5, and 7 out of line, thereby allowing the cross-head *e* to move down sufficiently to remove the brake-shoe *a* away from the wheel C and give free movement to the shaft B, while a reverse of this movement to stop the elevator brings the brake onto the wheel again, as before.

The rods *d*, 5, and 7 are prevented from getting cramped, and the movement of the shipper-rod G is greatly relieved by means of the wheel 9, which travels upon the ledge-plate 10 in an obvious manner.

What I claim, and desire to secure by Letters Patent, is—

In an elevator, the combination of the driving-shaft brake and driving-pulleys mounted thereon, the shipper-rod connected to a sliding cross-head, and a brake-shoe connected to said cross-head, whereby the brake is operated by the movement of the shipper-rod in shifting the belt.

In testimony whereof I have signed this specification in presence of two witnesses.

GEO. C. TEWKSBURY.

Witnesses:

HENRY H. BOWMAN,  
ARTEMAS B. SMITH.