



# **Elevators: A Practical Treatise on the Development and Design of Hand, Belt, Steam, Hydraulic, and Electric Elevators (Classic Reprint)**

*John H Jallings*

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Excerpt from Elevators: A Practical Treatise on the Development and Design of Hand, Belt, Steam, Hydraulic, and Electric Elevators

When the hoisting belt was shipped on to the tight pulley, the drum or the winding machine commenced to wind up the cable connected to the upper drum which, being already wound on that one, would in the process of unreeling cause it to revolve. It in turn wound up the cable attached to the car, thus hoisting it up the hatchway, and 'vice versa. If, when the motion was changed for lowering, the cable between the upper and lower drum should break, the quick descent of the car would cause the upper drum to revolve fast enough to make the governor trip the bolt and let the lever drop and apply the brake.

This safety device, however, had the defect of being incomplete, inasmuch as it was operative only in case of a rundown owing to a broken or imperfectly shipped belt, or when the cable between the drums parted, but not when the cable from the drum to the car broke. This latter contingency was provided for by the use of safety dogs on the car, which were actuated by a spring.

This safety device has been described in detail because it was at one time considered one of the best in use, 'and because it was the forerunner of the modern type of governor safety. This form of safety was introduced somewhere around 1864 or 1866, when power elevators were in their infancy.

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