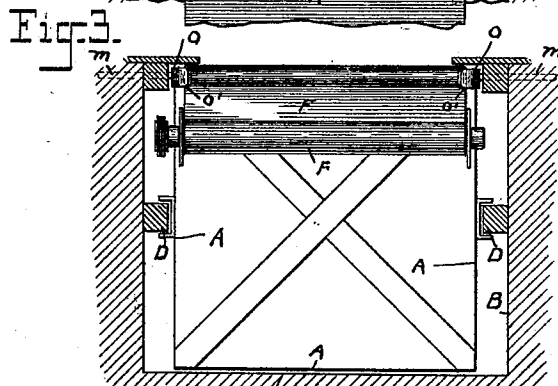
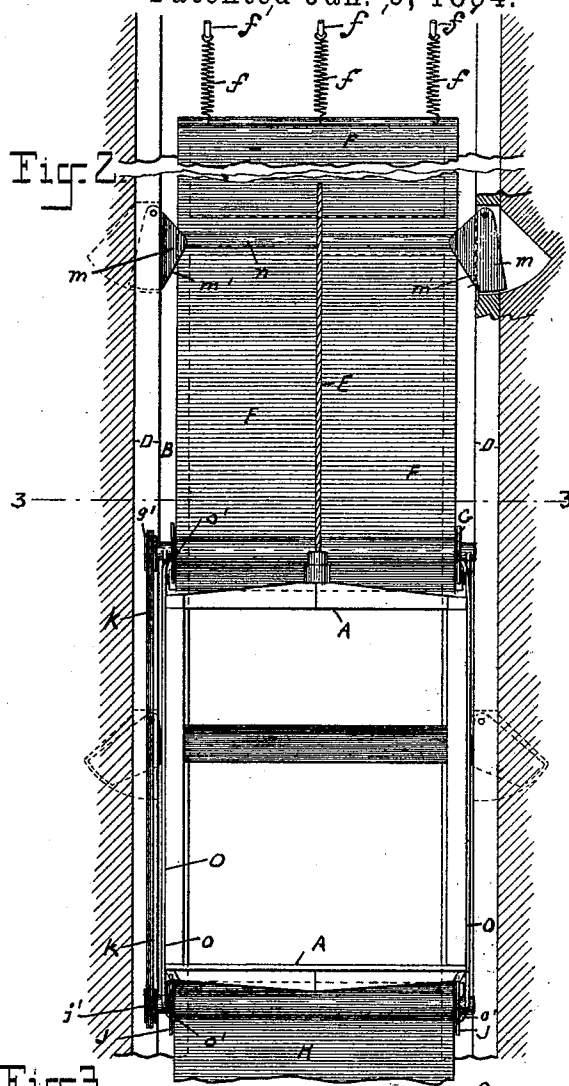
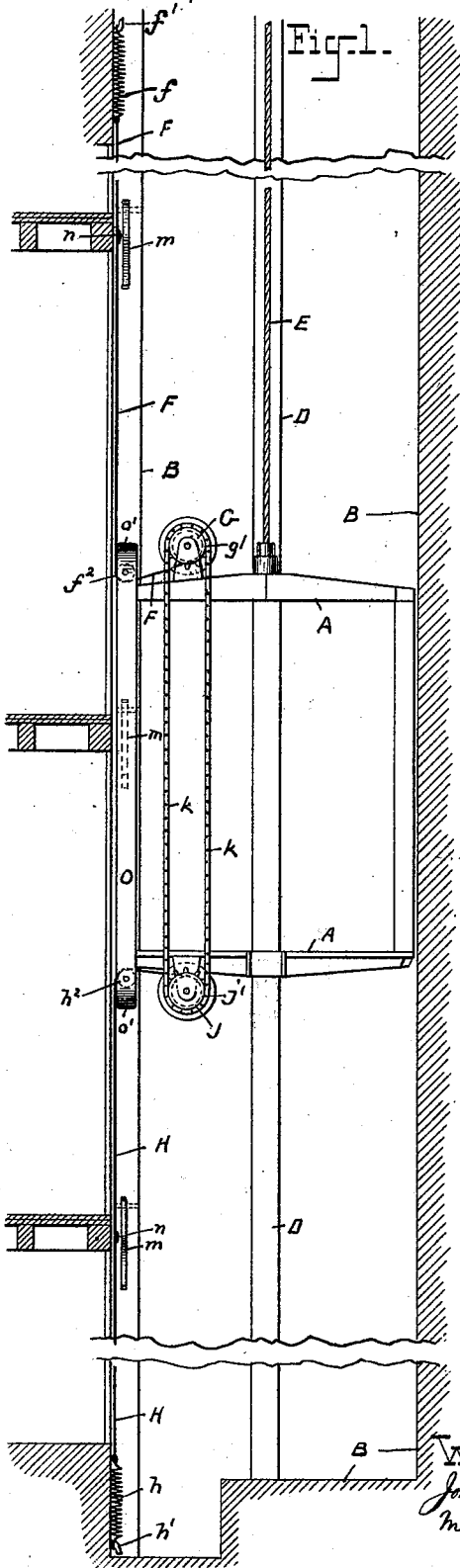


(No Model.)

T. BARTON.
ELEVATOR HATCHWAY.

No. 512,532.

Patented Jan. 9, 1894.



Witnesses.
John F. Nelson.
Marion E. Brown.

Inventor.
Thomas Barton
by his Attorneys
Brown Bros.

UNITED STATES PATENT OFFICE.

THOMAS BARTON, OF BOSTON, MASSACHUSETTS.

ELEVATOR-HATCHWAY.

SPECIFICATION forming part of Letters Patent No. 512,532, dated January 9, 1894.

Application filed February 2, 1893. Serial No. 460,774. (No model.)

To all whom it may concern:

Be it known that I, THOMAS BARTON, a citizen of the United States of America, and a resident of the city of 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 full, clear, and exact description.

My invention has reference to an improved closure by which the landings in an elevator shall be closed above and below the car but always open in front of the car, and has for its object to provide devices which shall be extremely simple in construction, positive in action and non-likely to be deranged in use.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation partly in section, showing my invention. Fig. 2 is a rear view, and Fig. 3 is a horizontal section, line 3—3, Fig. 2.

The car A, well B, landings C, guides D, and hoisting cable E are too well known to require description.

Curtain F is provided with springs *f* by which it is hung upon suitable fixed supports *f'* over the top landing and so as to hang close to the landings. On the upper portion of car A is a roll *f*² under which curtain F is carried with its lower end secured upon reel G. The lower curtain H is similarly arranged with its lower end secured by springs *h* to fixtures *h'* and carried over roll *h*² to reel J suitably hung upon the lower portion of the car. It is essential that the upper and lower curtains be let out and taken in with uniformity as the car travels, and to accomplish this, I provide end reel G and J with sprocket-wheels *g'*, *j'* connected by chain *k*, although it will be obvious that I may use various mechanical means to accomplish this result.

For the purpose of retaining the curtains against the landings I provide a number of latches *m* pivoted suitably within the well and engaged to drop by their own weight behind the curtain and thus prevent the curtains from displacement otherwise. If desired, stiffeners *n* can be provided to be engaged by the latches *m*, which are desirable where curtains of light material are employed.

Upon the sides of car A are secured plates O running the height of the car with their ends inclined inwardly as at *o'* to engage the inclined surfaces *m'* of the latches *m* and thus force the latches out of engagement with the curtains as the car approaches.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The improvements described which comprise a well, a car, two curtains secured at their remote ends in the well above and below the car, yielding connections between the remote ends of the curtains and their points of attachment in the well, take-ups upon the upper and lower portions of the car engaging the adjacent ends of the curtains, means for equalizing the action of the take-ups, detents to engage the curtains, and adapted to be engaged by the car, to free the curtains, substantially as and for the purposes described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

THOMAS BARTON.

Witnesses:

ALBERT W. BROWN,
ALFRED BARTON.