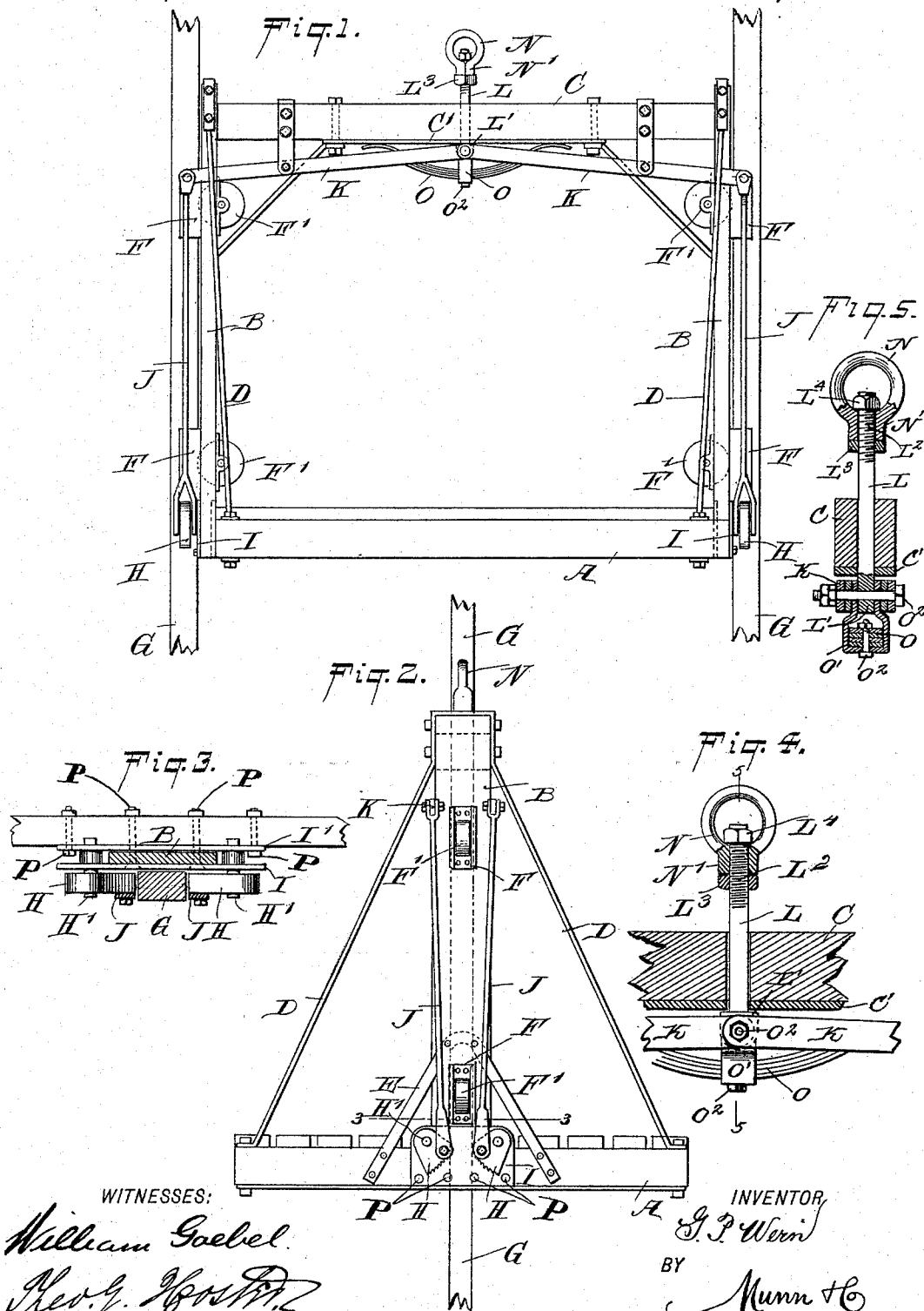


(No Model.)

G. P. WERN.
ELEVATOR PLATFORM.

No. 527,307.

Patented Oct. 9, 1894.



WITNESSES:

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GUSTAF PERSON WERN, OF BROOKLYN, ASSIGNOR TO THE PELHAM HOD
ELEVATING COMPANY, OF NEW YORK, N. Y.

ELEVATOR-PLATFORM.

SPECIFICATION forming part of Letters Patent No. 527,307, dated October 9, 1894.

Application filed April 19, 1894. Serial No. 508,145. (No model.)

To all whom it may concern:

Be it known that I, GUSTAF PERSON WERN, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Elevator-Platform, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved elevator platform, which is simple and durable in construction and more especially designed for use in elevators carrying wheelbarrows, hods and other vehicles and articles, passengers, &c.

The invention consists of certain parts and details, and combinations of the same, which will be hereinafter fully described and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement. Fig. 2 is an end elevation of the same. Fig. 3 is an enlarged sectional plan view of the same on the line 3—3 of Fig. 2. Fig. 4 is an enlarged sectional side elevation of the suspending rod and its bearings; and Fig. 5 is a cross sectional elevation of the suspending rod and its connections, taken on line 5—5 of Fig. 4.

The elevator platform is provided with the bottom or platform proper A, on which are erected, on opposite sides, posts B connected with each other at the top by a cross beam C, as is plainly shown in the drawings. The posts or standards B are securely held in place by braces D and E, as is plainly shown in Figs. 1 and 2.

On the outer faces of the posts or standards B, are secured the shoes or guide-ways F, in which are wheels F' adapted to engage the sides of the shaft posts G, secured in the building, and on which the elevator platform or cage is guided in its up-and-down movement in the building. The wheels F' project into the guide-ways F to engage the inner face of the corresponding shaft post G, to reduce the frictional contact of the elevator platform on the said posts to a minimum.

The sides of the post G are adapted to be engaged by the cams or clutches H, each pivoted on a transversely-extending shaft

H', journaled at its reduced ends in metallic plates I and I', secured on opposite sides of the side beams of the platform proper A, as is plainly illustrated in the drawings. The posts B pass between the plates I and I'. Bolts P serve to secure the plates I and I' relatively to the platform proper A and the posts B. The enlarged portion of each shaft H' extends between the metallic plates I, I', so as to hold the same at suitable distances apart, the said plates projecting at their upper ends above the side beams of the platform proper A, as will be readily understood by reference to Fig. 2, so that the shafts H' are supported only at their reduced ends in the said metallic plates, whereby a very strong and secure bearing is formed for the shafts to insure proper working of the safety clutches or cams H in case of danger or breaking of the cable.

The cams or clutches H are pivotally connected in the usual manner, by the links J with the levers K fulcrumed on the cross beam C and pivotally connected at L' with the suspending rod L, fitted to slide in bearings in the cross beam C and a metallic plate C' secured to the underside of the said beam, as is plainly shown in Figs. 1 and 4. The upper end of the suspending rod L is formed with a thread L², screwing in the threaded boss N' formed on the eye N, adapted to be connected with the cable or hoisting rope of the elevator. Two jam nuts L³ and L⁴ screw on the threaded end L² to abut against the under side and top of the boss N', to securely lock the eye N in place on the threaded end of the rod L. The latter is connected in the usual manner by means of a stirrup O' and bolts O² (see Figs. 4 and 5) with the spring O resting with its free ends on the under side of the plate C'.

Now, in case of breaking of the cable, the spring acts in the usual manner on the said rod L, the levers K and the links J, to move the safety clutches or cams H in contact with the sides of the shaft posts G, to lock the elevator platform in place, and consequently prevent accident or damage to the passengers, vehicles or materials supported on the said platform.

By the construction of the supporting rod

L and eye N above described, the cable can be readily secured in the said eye or removed therefrom whenever desired.

Having thus described my invention, I
5 claim as new and desire to secure by Letters Patent—

An elevator platform, comprising a platform proper and spaced metallic plates located at the sides thereof, posts arranged between the said plates, bolts passing through

the plates, posts, and platform to secure them in relation to each other, shafts provided with reduced ends journaled in the said plates, safety clutches secured on the outer ends of the said shafts, and means for actuating the
15 said clutches, substantially as described.

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Witnesses:

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C. SEDGWICK.