No. 839,294. PATENTED DEC. 25, 1906.

F. JANSSEN & W. BARLOW.

ELEVATOR GUARD.

APPLICATION FILED JULY 23, 1906.

Fig. 2.

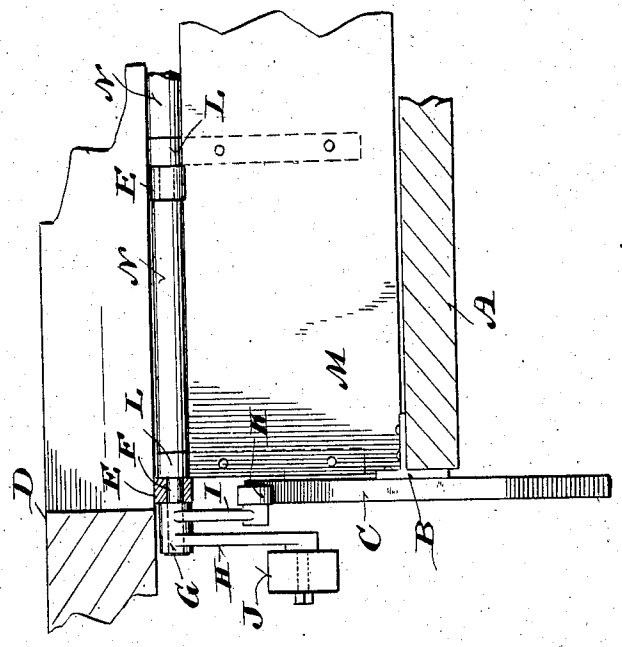
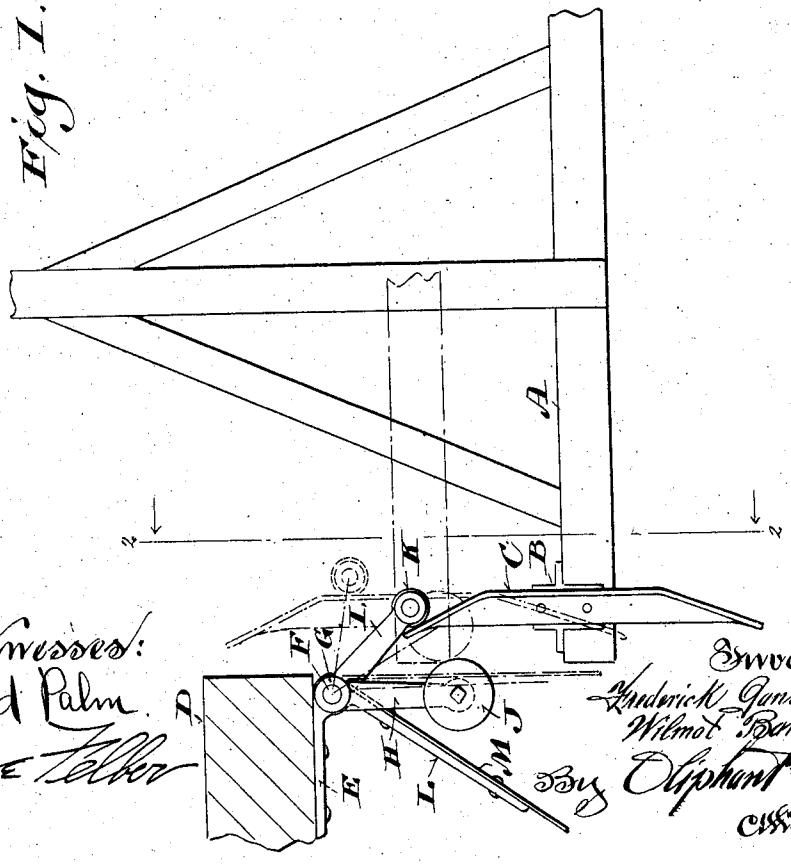


Fig. 1.



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ELEVATOR-GUARD.

No. 839,294. Specification of Letters Patent. Patented Dec. 25, 1906.

Application filed July 23, 1906. Serial No. 327,460.

To all whom it may concern:

Be it known that we, FREDERICK JANSSEN and WILMOT BARLOW, citizens of the United States, and residents of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Elevator-Guards; and we do hereby declare that the following is a full, clear, and exact description thereof.

Our invention consists in what is herein shown, described, and claimed, its object being to prevent catching a foot of a person between the platform of an elevator and a floor of the building in which the elevator is operative, said invention being particularly applicable in connection with freight-elevators.

Figure 1 of the accompanying drawings represents a side elevation of a fragment of an elevator provided with an attachment for actuating a counterweighted swing-shield in suspension from a floor at an entrance to said elevator; and Fig. 2 of said drawings represents a view, partly in section, on the plane indicated by line 2 2 in Fig. 1.

Referring by letter to the drawings, A indicates the platform of an elevator, to which a bracket B is bolted or otherwise rigidly secured. Likewise secured to the bracket to project above and below the elevator-platform is a vertically-disposed cam-rail C, the contour of the working portion of this rail being inclines at opposite ends and a vertical stretch between the inclines.

Fastened to the ceiling side of a floor D are bearing-brackets E for a rod F, and fast on the rod is a hub G, provided with an arm H and crank I at a suitable angle to each other. A weight J is supported in connection with the arm H, and the free end of the crank I or an antifriction-roller K, in connection therewith, is normally in the path of the cam-rail C, attached to the elevator-platform, whether the same be ascending or descending.

Fast on the rod F are hangers L, attached to a shield M, that is overbalanced by the weighted arm H aforesaid. Spacing-sleeves N are arranged on the rod F between the bearing-brackets E for the same and the hangers L, attached to the shield, the length of this shield being equal to the width of the elevator-platform.

In practice a shield and parts above specified in connection therewith are arranged, as shown and described, in connection with the ceiling side of each floor that is passed by the elevator-platform in its ascent or descent, said shield, its counterweight-arm H, and crank I being normally in the positions shown by full lines in Fig. 1. On the ascent or descent of the elevator the cam-rail attachment C of its platform coming into opposition to the crank I or antifriction-roller K therewith causes rocking of the rod F to swing the weighted arm H and shield M to the position indicated by dotted lines in Fig. 1, and during the time the vertical stretch between the inclines of said cam-rail is opposing said crank or antifriction-roller, as is also indicated by dotted lines in said Fig. 1, the aforesaid shield is vertical to prevent a foot of a person on the elevator-platform from being caught between said platform and an adjacent floor. The cam-rail having cleared the crank I, the weighted arm H, in rigid connection with the rod F, swings back to vertical position, and thus the shield M is automatically returned to its normal position. (Shown by full lines in Fig. 1.)

We claim—

1. The combination of a vertically-disposed suitably-contoured cam-rail in connection with an elevator-platform, a counterweighted shield in rocking suspension from a floor, and a shield-controlling crank arranged in the path of the cam-rail.

2. The combination of a vertically-disposed suitably-contoured cam-rail attachment on an elevator-platform, a rod, bearings for the rod arranged on the ceiling side of a floor, a counterweight-arm and a crank in rigid connection with the rod, the crank being arranged to be actuated by the cam-rail; hangers fast on said rod, a shield attached to the hangers, and spacing-sleeves on the aforesaid rod between said bearing-brackets and hangers.

3. The combination of a vertically-disposed suitably-contoured cam-rail attachment on an elevator-platform, a counterweighted shield in rocking suspension from a floor, and a shield-controlling crank carrying an antifriction-roller in the path of the cam-rail.

In testimony that we claim the foregoing we have hereunto set our hands, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

F. JANSSEN.
W. BARLOW.

Witnesses:
N. E. OLIPHANT,
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