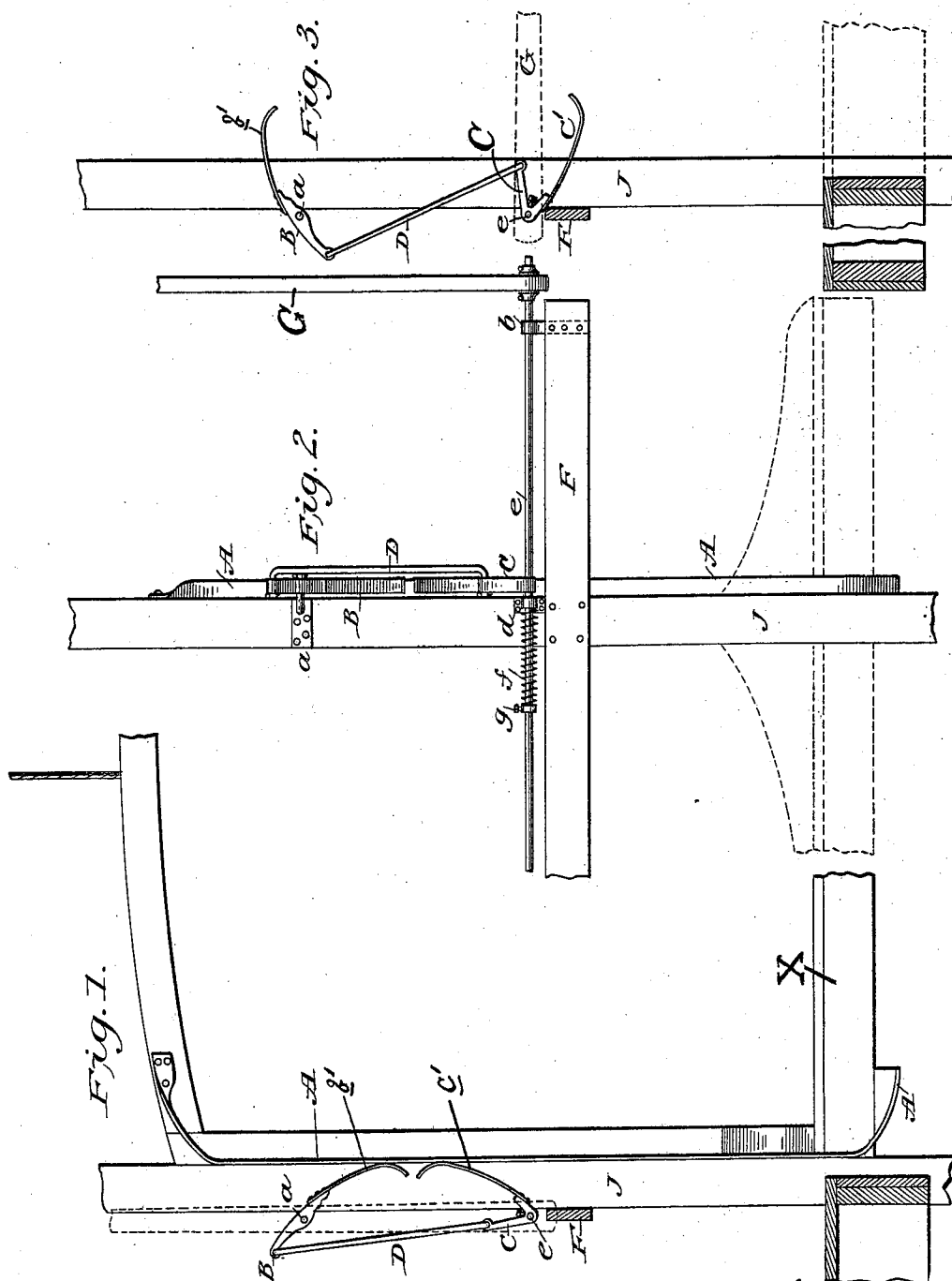


(No Model.)

L. WILLIAMS.
GUARD GATE FOR ELEVATOR WELLS.

No. 567,183.

Patented Sept. 8, 1896.



Witnesses.

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LOUIS WILLIAMS, OF ROME, NEW YORK, ASSIGNOR OF ONE-HALF TO JAMES A. OWENS, OF SAME PLACE.

GUARD-GATE FOR ELEVATOR-WELLS.

SPECIFICATION forming part of Letters Patent No. 567,183, dated September 8, 1896.

Application filed July 8, 1895. Serial No. 555,294. (No model.)

To all whom it may concern:

Be it known that I, LOUIS WILLIAMS, of Rome, in the county of Oneida and State of New York, have invented certain new and useful Improvements in Automatic Guard-Gates for Elevator-Wells; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

In the drawings, Figure 1 shows a portion of an elevator, one of the ways therefor, and details of my automatic gate mechanism in the position it assumes while the elevator is passing. Fig. 2 shows, from a position at right angles to Fig. 1, the elevator guide or way, one of the gates and the shaft, and other mechanism by which the gate is operated. In this figure the position of parts corresponds to that shown in Fig. 1. Fig. 3 shows the same parts shown in Fig. 1 in the position they assume after the elevator has passed.

Referring to the reference-characters in a more particular description, J is one of the vertical guards or ways in which the elevator-car X travels. The elevator is provided with a fender A, extending along the side of the elevator and located adjacent to the elevator-way. Upon the elevator-way or any other suitable and convenient support are pivoted at *a* and *e*, respectively, the two gate-operator parts or rockers B and C. These two parts are provided with spring-arm portions *b'* and *c'*, respectively, which arms are curved toward each other and adapted to engage with the fender A. The part B with its arm is nearly straight, while the part C is formed with an angle or bell-crank, and these parts are connected by a rod D, which crosses the line between the pivots, and the arrangement is such that as one of the parts is moved or swung on its pivot in one direction the other part simultaneously moves in the other direction.

For supporting the gates and protecting the elevator-well on that side there is provided a bar F, secured to the elevator-way J and carrying the bearings *b* for the rock-shaft *e*, which is the extended pivot of the rocker C. This shaft *e* also has a bearing *d* secured on the guide or way. The gates G may be secured to one or both ends of the shaft *e*, as the circumstances and situation of the elevator-well may require. A collar *g* is secured to the shaft *e*, and to the collar is secured one end of the spiral gate-closing spring *f*, the other end being secured to the bearing *d*.

In operation, as the elevator-car ascends, the fender A strikes the spring-arm *c'* and moves it and all the connecting parts, including the gate G, from the position shown in Fig. 3 to the position shown in Fig. 1. In this movement the spring *f* is placed under tension. As the car passes along the fender A rubs on the ends of the spring-arms *b'* and *c'*, and as it is about passing and leaving them the gate closes by reason of the action of spring *f*, and the arm *b'* follows around the curved lower end of the fender A and the gates are eased into a closed position. As the elevator-car descends the operation is the same reversed. The spring rocker-arms *b'* and *c'* obviate any jar or shock to the car or gates as well as take up any lost motion and cause the gates to move evenly and steadily without swaying or vibration.

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

The elevator guard-fender, the pivoted rockers B C having curved spring-arms *b'* *c'*, adapted to be engaged by the fender on the car and movable toward and from each other, the connecting-link between the rockers, the rock-shaft on which one of the rockers is secured and the gate mounted on the rock-shaft combined, substantially as set forth.

LOUIS WILLIAMS.

Witnesses:

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