

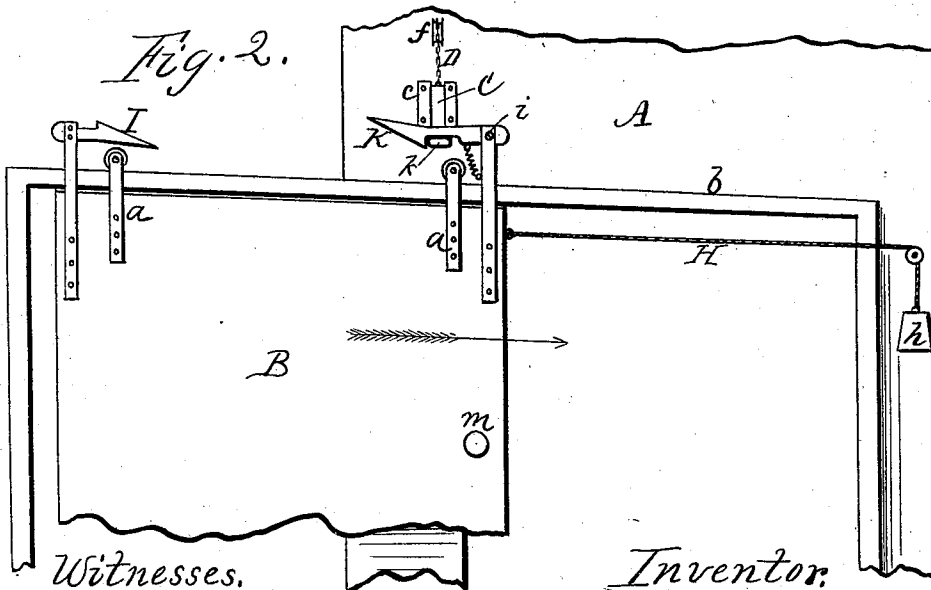
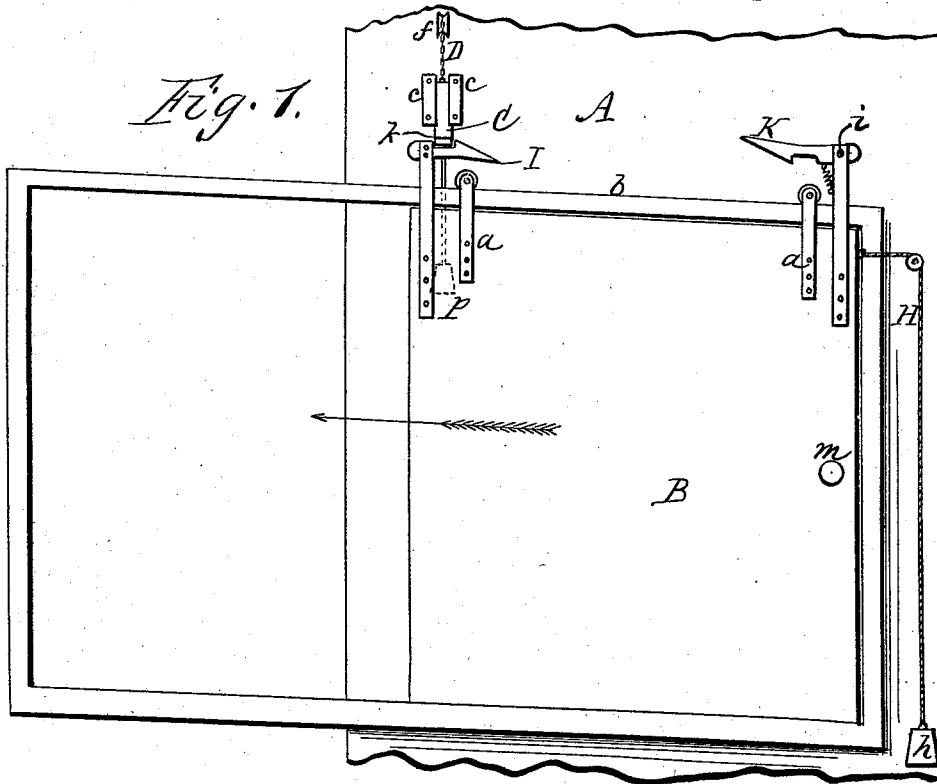
(No Model.)

2 Sheets—Sheet 1.

H. WALBAUM, Jr.
ELEVATOR GUARD.

No. 537,324.

Patented Apr. 9, 1895.



Witnesses.
J. Z. Culver
J. Culver

Inventor.
Henry Walbaum Jr.
per R. F. Osgood,
Att'y.

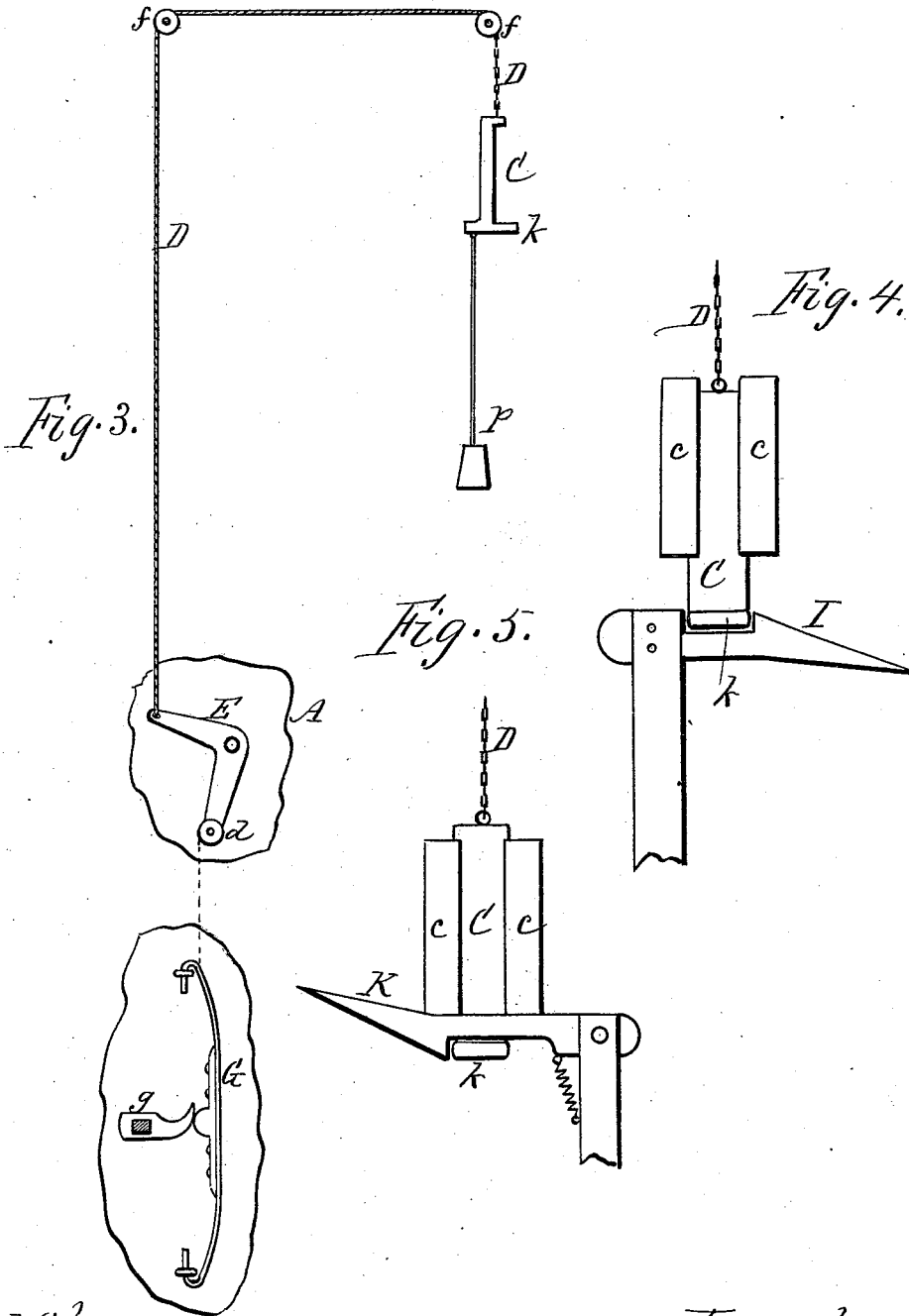
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per *R. F. Osgood,*
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UNITED STATES PATENT OFFICE.

HENRY WALBAUM, JR., OF ROCHESTER, NEW YORK, ASSIGNOR OF TWO-THIRDS TO EDWARD W. GOHR AND GUSTAVE O. FELSKEY, OF SAME PLACE.

ELEVATOR-GUARD.

SPECIFICATION forming part of Letters Patent No. 537,324, dated April 9, 1895.

Application filed June 20, 1894. Serial No. 518,120. (No model.)

To all whom it may concern:

Be it known that I, HENRY WALBAUM, Jr., of Rochester, in the county of Monroe and State of New York, have invented a certain new and useful Improvement in Elevator-Guards; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the drawings accompanying this specification.

My improvement relates to an elevator door which runs down an incline to close, and is opened by hand.

The invention consists in the combination and arrangement of parts hereinafter described and claimed.

In the drawings—Figure 1 is an elevation of a portion of an elevator well and one of the doors in the closed position. Fig. 2 is a similar view with the door open. Fig. 3 is a diagram showing the apparatus inside the well for disengaging the door to allow it to close. Figs. 4 and 5 are enlarged elevations of the two locking hooks.

A indicates the well and B one of the doors. The door is provided with hangers *a a* which run down an inclined track *b* to close the door.

C is a slide movable up and down in ways *c c*. This slide is connected by a chain or cable D with a crank arm E pivoted on the inside of the well and provided with a friction roller *d* on one of its ends. The chain or cable passes over pulleys *f f*.

G is a cam attached to the side of the car, the same being in the form of a spring. It is forced out by a cam *g*. In the rising and falling motion of the car the cam G strikes the friction roller and throws the crank arm, thereby raising the slide C in its ways. Any other suitable arrangement for operating the slide may be employed.

H is a cord provided with a weight *h* at its outer end for drawing the door closed.

I and K are two hooks attached to the door at opposite ends, projecting above the door, and standing in reverse directions, both pointing inward. The ends are wedge shaped as shown. The hook I is fixed or stationary, while hook K is pivoted at *i* so that it can turn vertically to a limited extent. When

the door is closed, as in Fig. 1, hook I strikes under a projecting lug *k* of the slide C, raises the same, and falls behind the lug, thus locking the door closed. When the car comes to the opening, either in rising or falling, the slide is raised so that the lug *k* is free of the hook, and the door can then be drawn open by seizing the knob *m* and operating it by hand. The slide remains elevated so long as the car stands at the opening. At the end of the opening movement of the door the other hook K strikes over the top of lug *k* and engages therewith and holds the door open so long as the car remains at the opening. When the car leaves the opening the slide C is released and falls, and the lug *k* disengages from the hook K, and the door runs closed as before described. By this means the door closes automatically by the action of the car, and is opened by hand.

The single slide C serves the purpose, in connection with the reverse hooks I K, of locking the door in both the open and closed positions. The slide is drawn down by a weight *p* attached to its under side.

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

1. The combination with the door, of the slide, means for operating it by the rise and fall of the car, and the reverse hooks attached at opposite ends of the door and engaging on opposite sides of the lug of the slide, as described.

2. The combination of the door, the wedge shaped hooks attached to the door, the weight for closing the door, the slide provided with a lug with which the hooks engage, the crank arm inside the well, the cord connecting the slide with the crank arm, and the cam on the car, arranged to operate in the manner for the purpose specified.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

HENRY WALBAUM, JR.

Witnesses:

R. F. OSGOOD,
CHAS. A. WIDENER.