(No Model.)

P. SCHEELER.

ELEVATOR DOOR.

No. 347,519. Patented Aug. 17, 1886.

Fig. 1.

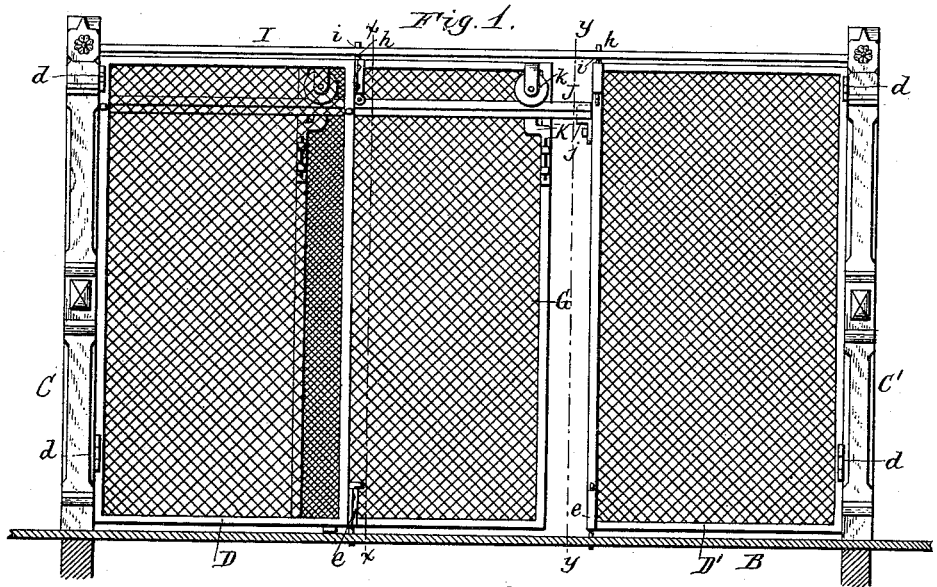


Fig. 2.

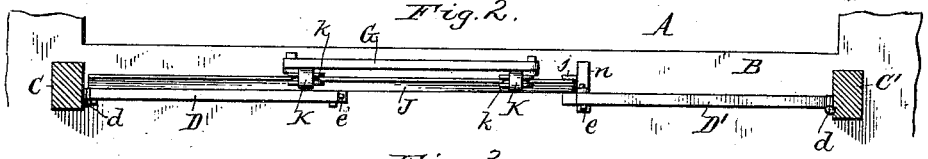


Fig. 3.

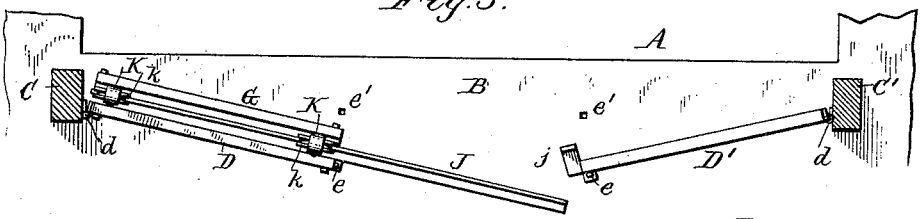


Fig. 4.

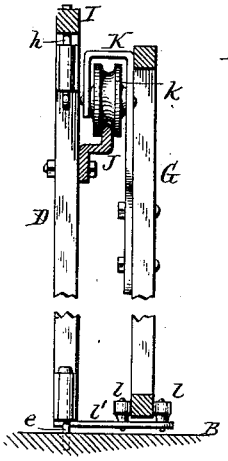


Fig. 6.

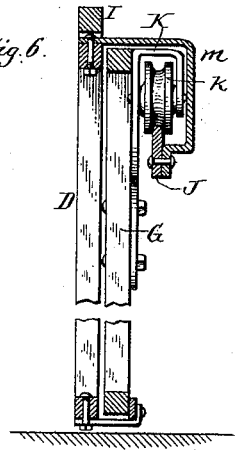
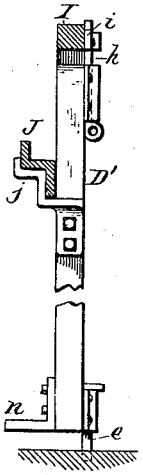


Fig. 5.



Witnesses:
Theodore L. Popp.
Geo. J. Buchheit Jr.

P. Scheeler Inventor.
By Wilhelm Bonner.
Attorneys.

UNITED STATES PATENT OFFICE.

PHILIP SCHEELER, OF BUFFALO, NEW YORK, ASSIGNOR TO SCHEELER & SONS, OF SAME PLACE.

ELEVATOR-DOOR.

SPECIFICATION forming part of Letters Patent No. 347,519, dated August 17, 1886.

Application filed April 24, 1886. Serial No. 200,027. (No model.)

To all whom it may concern:

Be it known that I, PHILIP SCHEELER, of the city of Buffalo, in the county of Erie and State of New York, have invented a new and useful Improvement in Elevator-Doors, of which the following is a specification.

This invention relates more particularly to an improvement in the doors or gates which close the entrance to passenger and other elevators in hotels and other buildings, and has for its object to provide means for increasing the width of the opening through which access is had to the elevator beyond the opening which is provided by the ordinary sliding door, whereby baggage and other bulky articles can be passed through the entrance to and from the elevator-car.

The invention consists to this end of the improvement, which will be hereinafter fully set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a front elevation of an elevator door or entrance provided with my improvement. Fig. 2 is a sectional top plan view showing the entrance closed. Fig. 3 is a similar view with the doors partly opened. Fig. 4 is a vertical cross-section in line *x x*, Fig. 1. Fig. 5 is a vertical section in line *y y*, Fig. 1. Fig. 6 is a vertical cross-section showing a modification of my improvement.

Like letters of reference refer to like parts in the several figures.

A represents the hatchway through which the elevator-car moves, the latter not being shown in the drawings.

B represents one of the floors or landings, and C C′ two posts secured to the floor or landing B on the front side of the hatchway.

D D′ represent movable side walls or frames, hinged, respectively, to the inner sides of the posts C and C′, so that the side frames can be placed in line with each other, in which position they partly close the opening between the posts, as represented in Figs. 1 and 2.

e e represent sliding bolts secured to the inner lower corners of the frames D D′, and engaging in holes or openings *e′*, formed in the floor B, when the frames are closed, as shown in Figs. 1 and 2; and *h h* represent similar bolts secured to the inner top corners of the frames D D′, and engaging in holes or recesses *i*, formed in a cross-piece, I, arranged above the frames and extending across the same between the posts C C′. When the bolts *e* and *h* are engaged in the holes *e′* and *i*, the frames D and D′ are held perfectly rigid and prevented from swinging outward on their hinges *d d*.

G represents the sliding door, which is attached to the side frame D in such manner that it can be run out to close the opening between the side frames, D and D′.

J represents a rail or track secured to the side frame D, near its upper end, and extending from the outer or hinged end of the frame D to the inner end of the frame D′, where it is supported upon a bracket or support, *j*, secured to the frame D′.

K represents hangers secured to the sliding door B, near its upper end, and provided with rollers *k*, which rest upon the track J, whereby the door G is supported on the frame D. Upon sliding the door G backward and forward upon the rail J the opening between the frames D D′ is opened and closed when the elevator is used for transporting passengers. When it is desired to carry baggage or other articles upon the elevator-car which are too large or bulky to be passed through the opening between the side frames, D D′, the bolts *e* and *h* are withdrawn, and the frames D and D′ are swung outward on their hinges *d d*, so as to enlarge or widen the entrance to the elevator-car. The sliding door G, being supported on the rail J, is carried by the frame D, and its lower end is guided between stay or guide rollers *l*, which are secured to a bar, *l′*, projecting from the bottom of the frame D.

n represents a stop secured to the frame D′, whereby the door G is held from running off the rail J when the frames D D′ are closed.

Instead of fastening the hangers K to the front side of the door, as shown in Fig. 4, the hangers K may be fastened to the rear side of the door G, as shown in Fig. 6, and in this construction the rail J is supported by means of a hanger or bracket, *m*, secured to the top of the frame D.

It is obvious that the side frame D′ may be rigidly secured in place, or may be omitted altogether, when the opening covered by the side

frame D and the sliding door G is wide enough for the purposes of the elevator.

My improvement can be readily applied to ordinary elevator-doors now in use, and dispenses with the use of an extra elevator, which is now required for carrying baggage and other bulky articles.

I claim as my invention—

1. An elevator-door composed of a hinged frame, D, and a sliding door, G, attached to said hinged frame, substantially as set forth.

2. The combination, with the supports C C′, of the hinged frames D D′ and a sliding door, G, attached to one of said hinged frames, substantially as set forth.

3. The combination, with the support C, of the hinged frame D, provided with the locking-bolt, a rail secured to said hinged frame D, and a sliding door, G, provided with hangers, whereby the door is supported on said rail, substantially as set forth.

4. The combination, with the supports C C′, of the frames D D′, hinged to the same, a rail, J, secured to one of said hinged frames, a rail-support, *j*, secured to the other hinged frame, and a sliding door provided with hangers, whereby the door is supported upon said rail, substantially as set forth.

Witness my hand this 19th day of April, 1886.

P. SCHEELER.

Witnesses:
OSCAR SCHAUB,
CARL F. GEYER.