

J. B. ROLLINS.
Elevator.

No. 215,244.

Patented May 13, 1879.

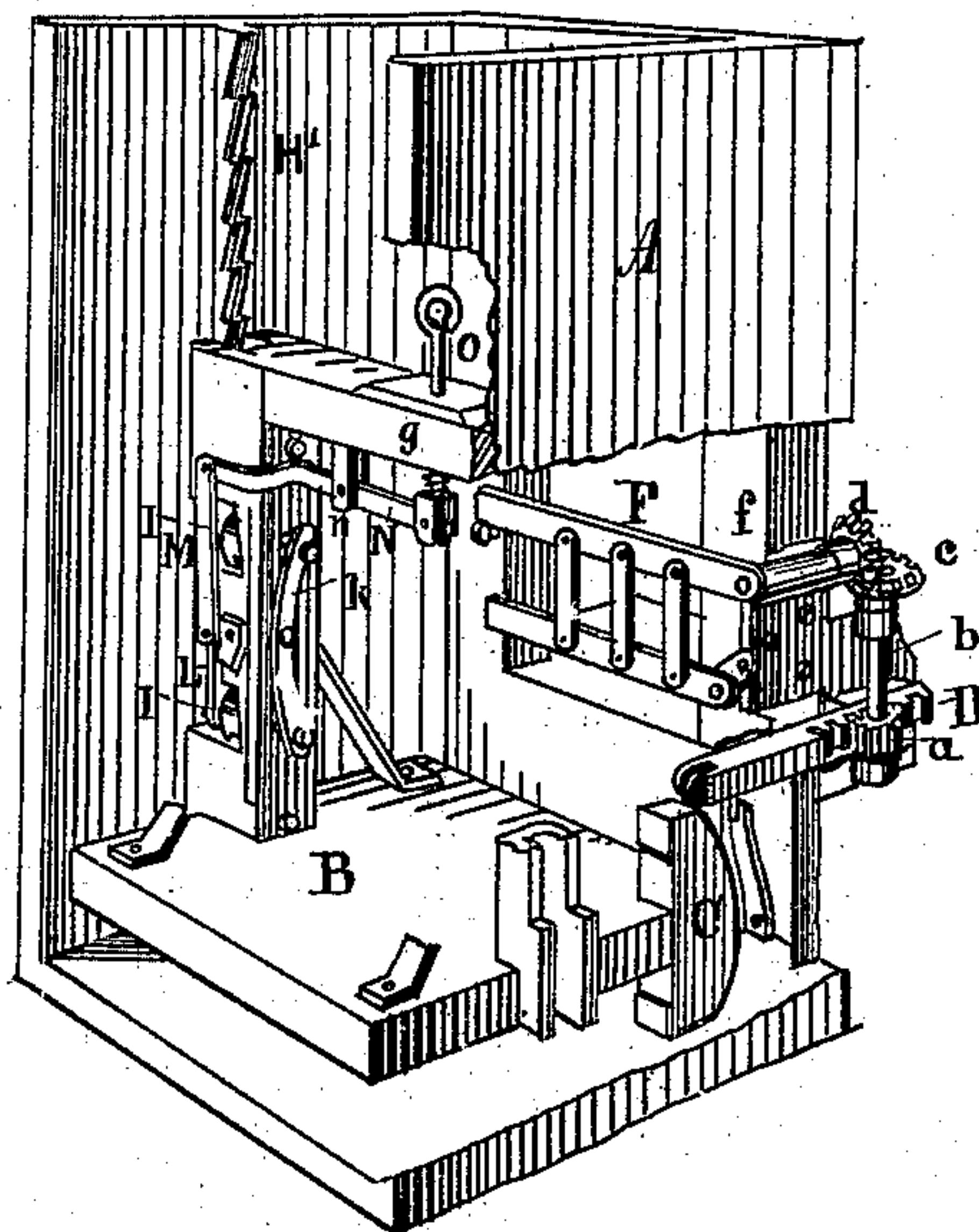


FIG. 1.

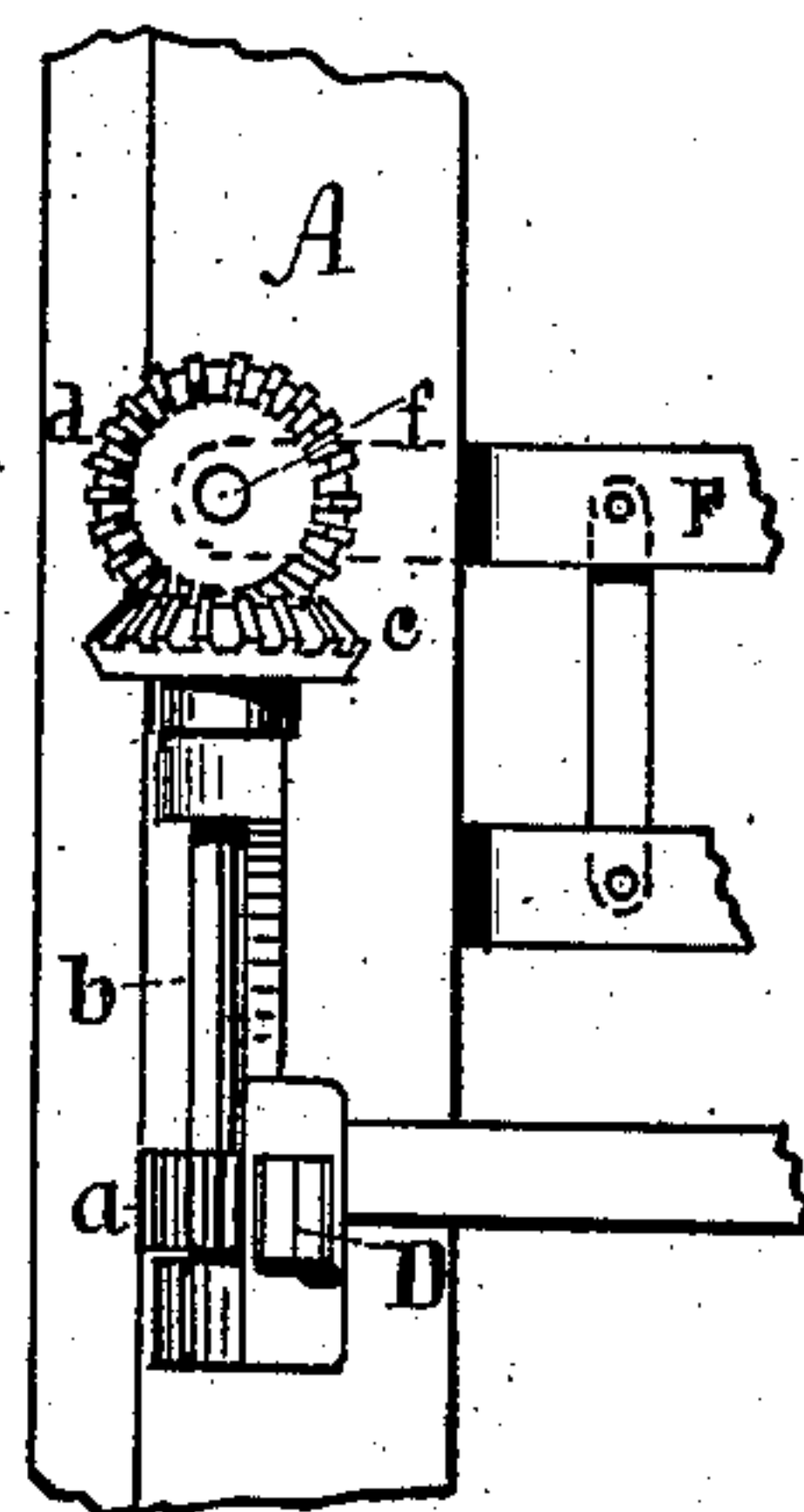


FIG. 5.

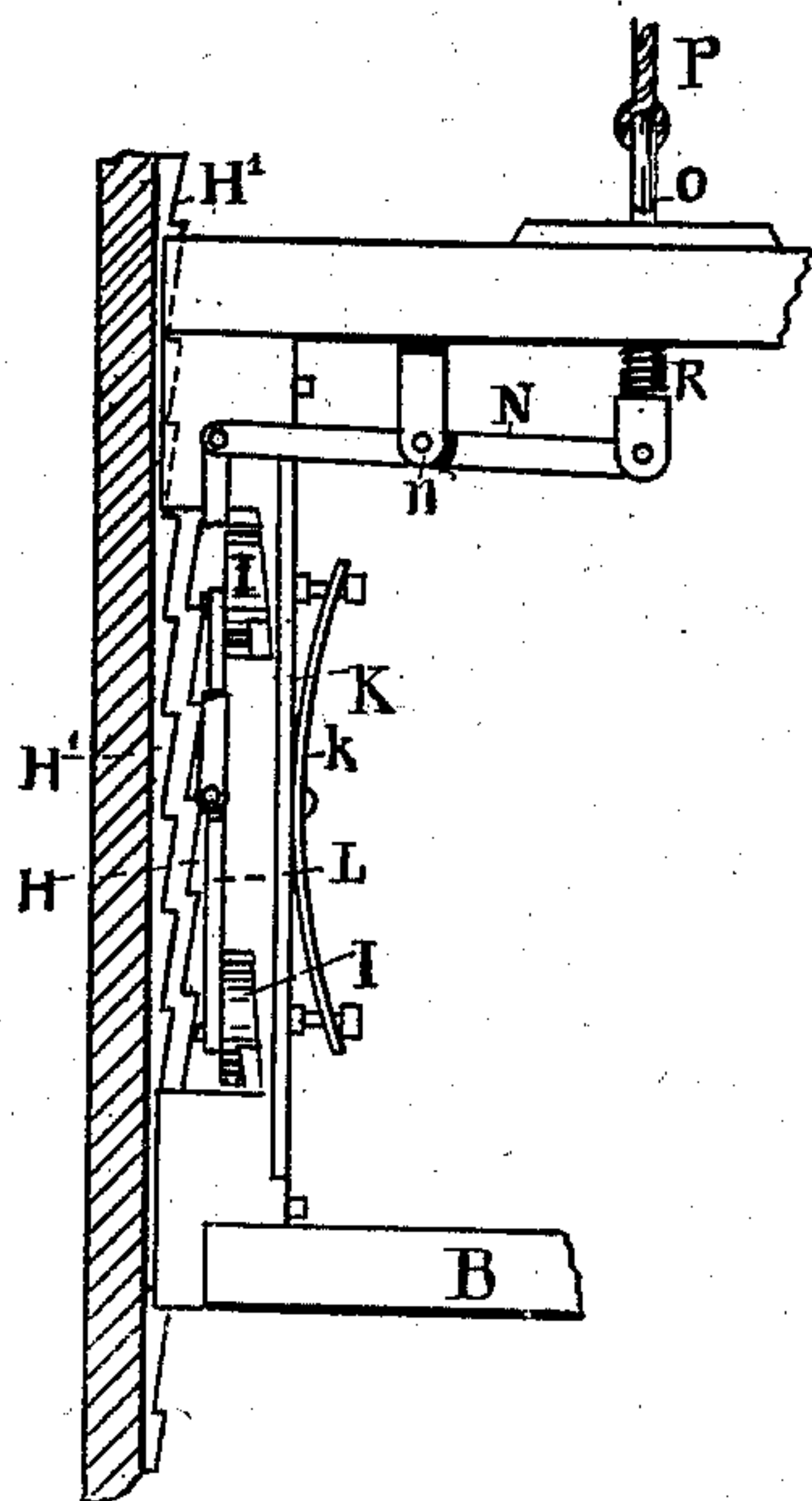


FIG. 2.

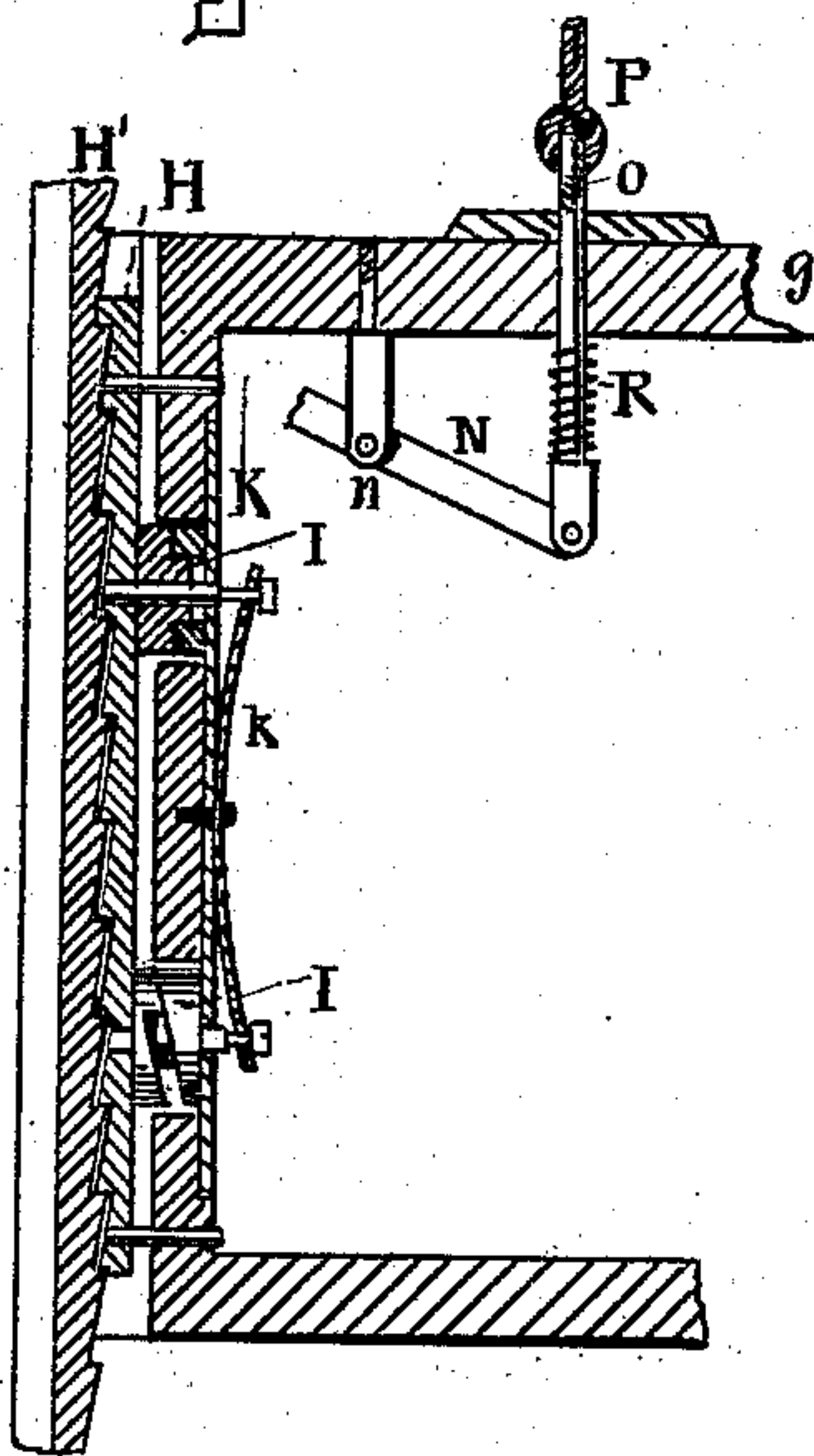


FIG. 3.

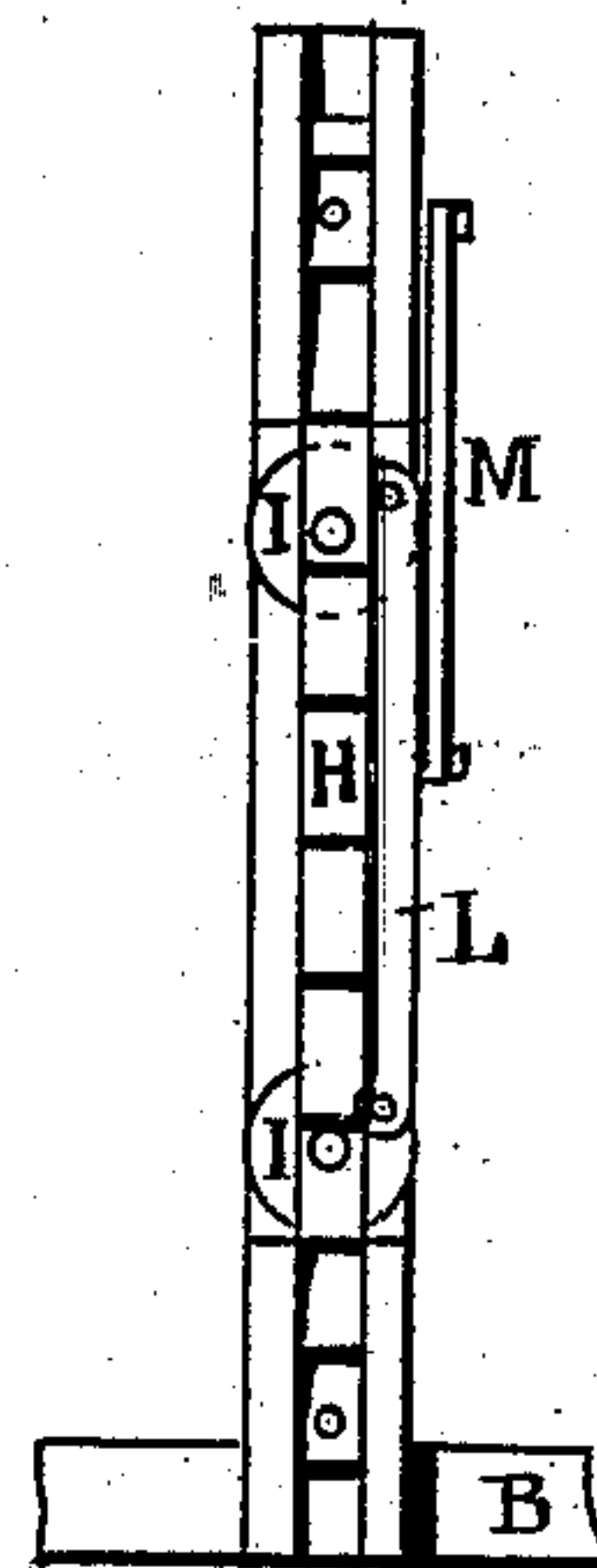


FIG. 4.

Witnesses:

George O. G. Coale
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UNITED STATES PATENT OFFICE.

JOHN B. ROLLINS, OF LYNN, MASSACHUSETTS.

IMPROVEMENT IN ELEVATORS.

Specification forming part of Letters Patent No. **215,244**, dated May 13, 1879; application filed April 17, 1877.

To all whom it may concern:

Be it known that I, JOHN B. ROLLINS, of Lynn, in the county of Essex and State of Massachusetts, have invented a certain new and useful Improvement in Elevators, of which the following is a full, clear, concise, and exact description, reference being had to the accompanying drawings, making a part hereof, in which—

Figure 1 is a perspective view, partly in section. Fig. 5 shows a detail. Figs. 2, 3, and 4 show details of a safety attachment, also shown in Fig. 1, which will be made the subject-matter of a new application, and is therefore not described here.

My invention consists in the combination of a gate or barrier with the hatchway, elevator, and certain mechanism now to be more fully described, for the purpose of insuring the closing of the entrance to the hatchway at all times except when the carriage of the elevator is to be entered.

In the drawings, A represents the framing, and B the carriage. Upon this carriage B is a cam, C, which acts upon the rack D as the carriage is raised or lowered. The outward motion of this rack D raises the gate F by means of the pinion *a*, shaft *b*, beveled pinions *c* *d*, and shaft *f*, and the inward motion of this rack D, caused by a spring or other suitable device, lowers the gate by means of the same mechanism. The cam C is so placed

upon the carriage that when the carriage is at the proper place for the passenger to enter, the gate F will be open, and, preferably, the cam should be of such a shape that the gate will be open for a short time before and also for a short time after the carriage reaches the proper place for the passenger to enter.

My invention is very simple and will be readily understood. It differs from any other hatchway-closer known to me in that the gate is raised and lowered by a shaft attached firmly to it, which shaft is operated by the mechanism above described, whereas in all other hatchway-closers known to me the gate or hatch has either a rack attached directly to it, and is, by means of mechanism suitable for that purpose, slid to one side, or else is raised by the striking of the rising elevator against it, suitable mechanism being employed to keep it open and close it at the proper time.

What I claim as my invention is—

The carriage B, carrying the cam C, in combination with the gate F and its shaft *f*, by means of the rack D, pinion *a*, shaft *b*, and beveled pinions *c* and *d*, all operating together substantially as and for the purposes set forth.

JOHN B. ROLLINS.

Witnesses:

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