

No. 659,922.

Patented Oct. 16, 1900.

M. HEGBOM.  
HATCHWAY DOOR.

(Application filed Mar. 6, 1899.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1

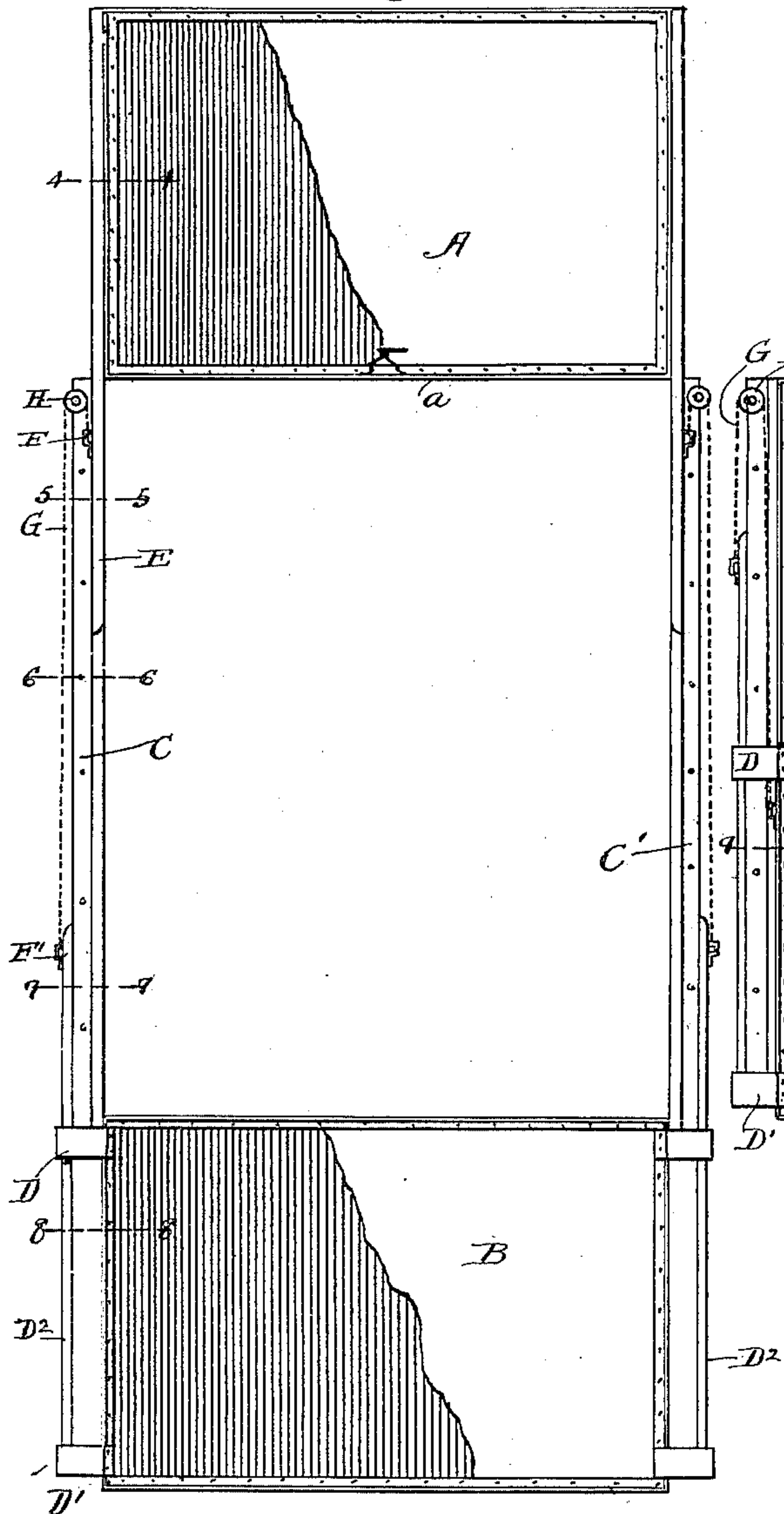
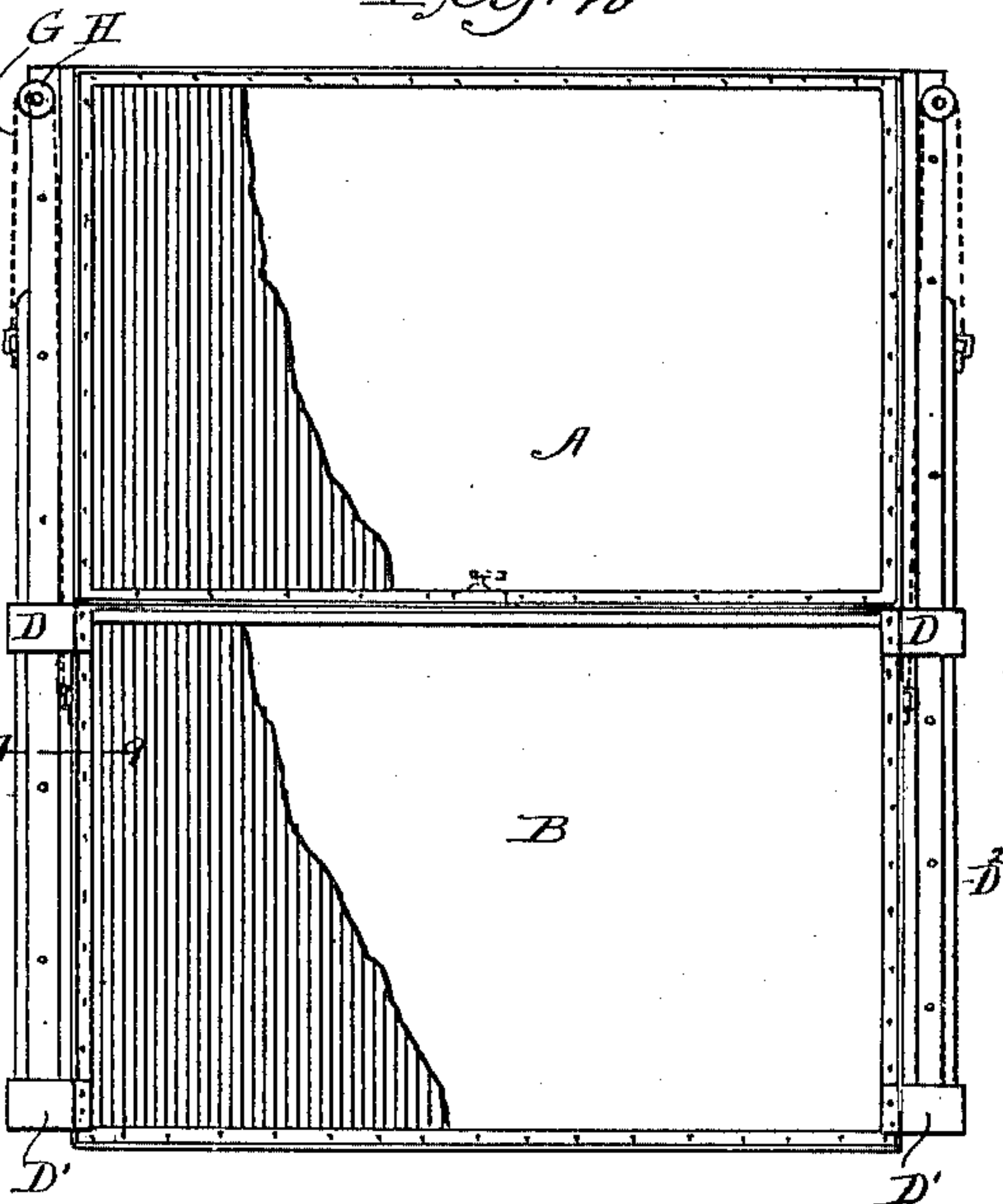


Fig. 2



Witnesses:

Wm. Barrett  
Friedrich Kieselberger

Inventor:

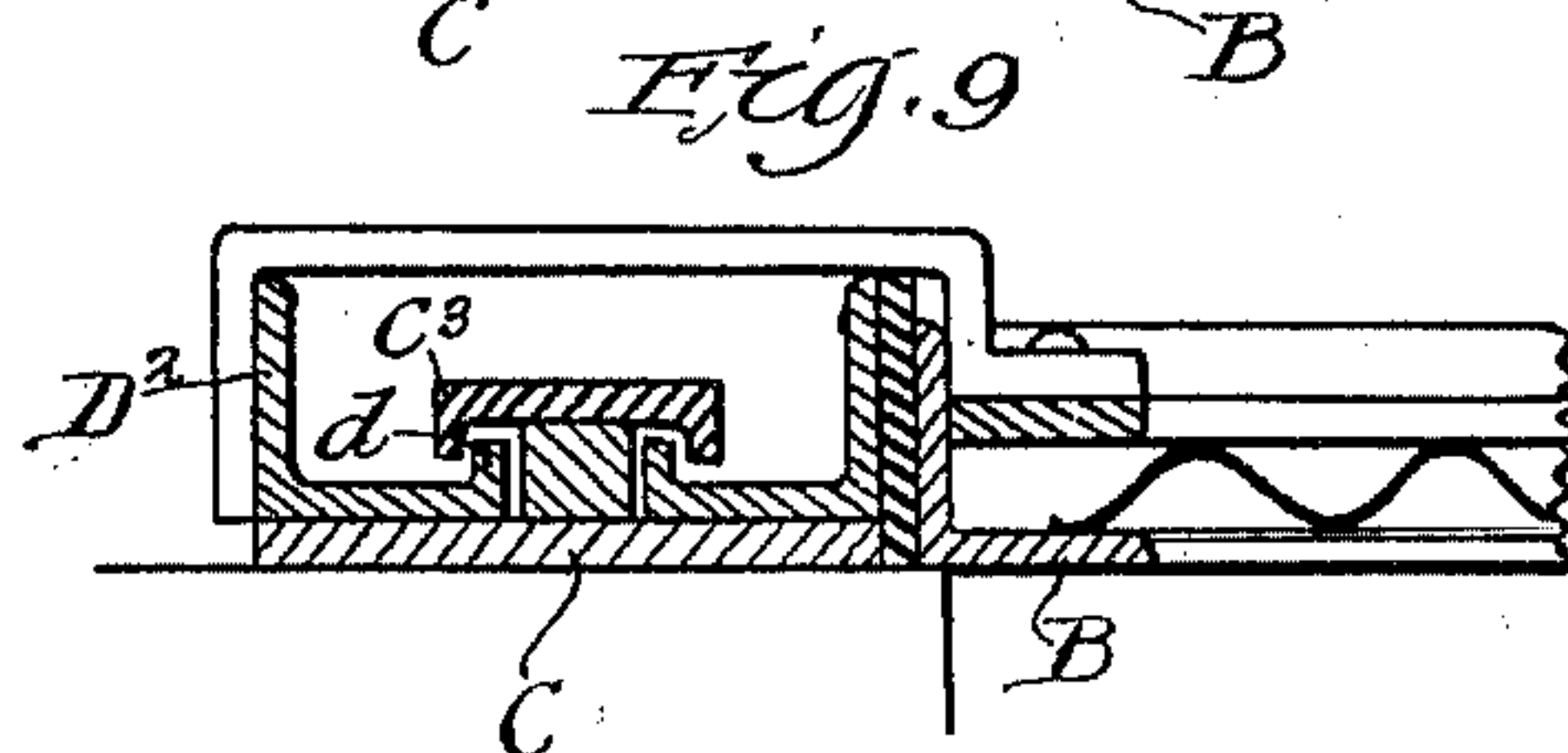
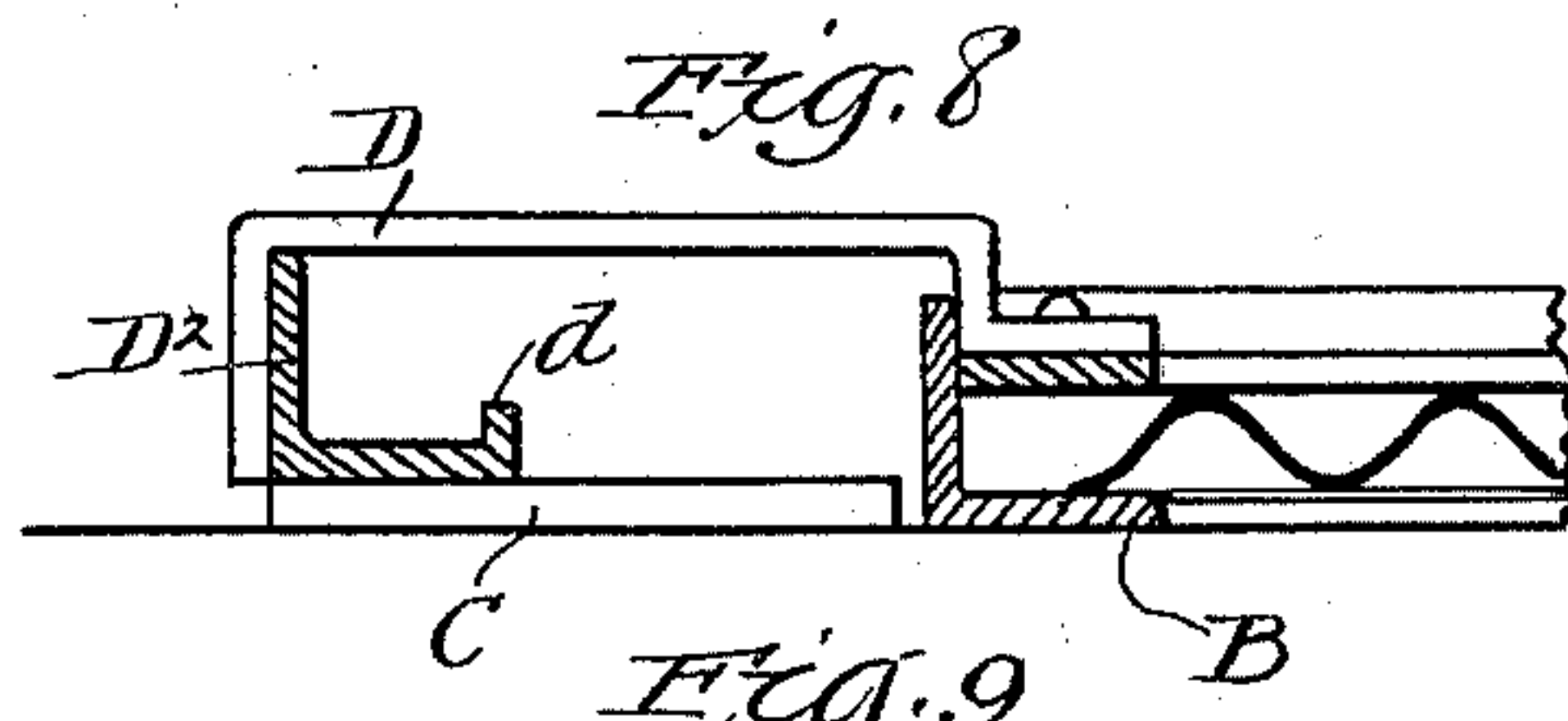
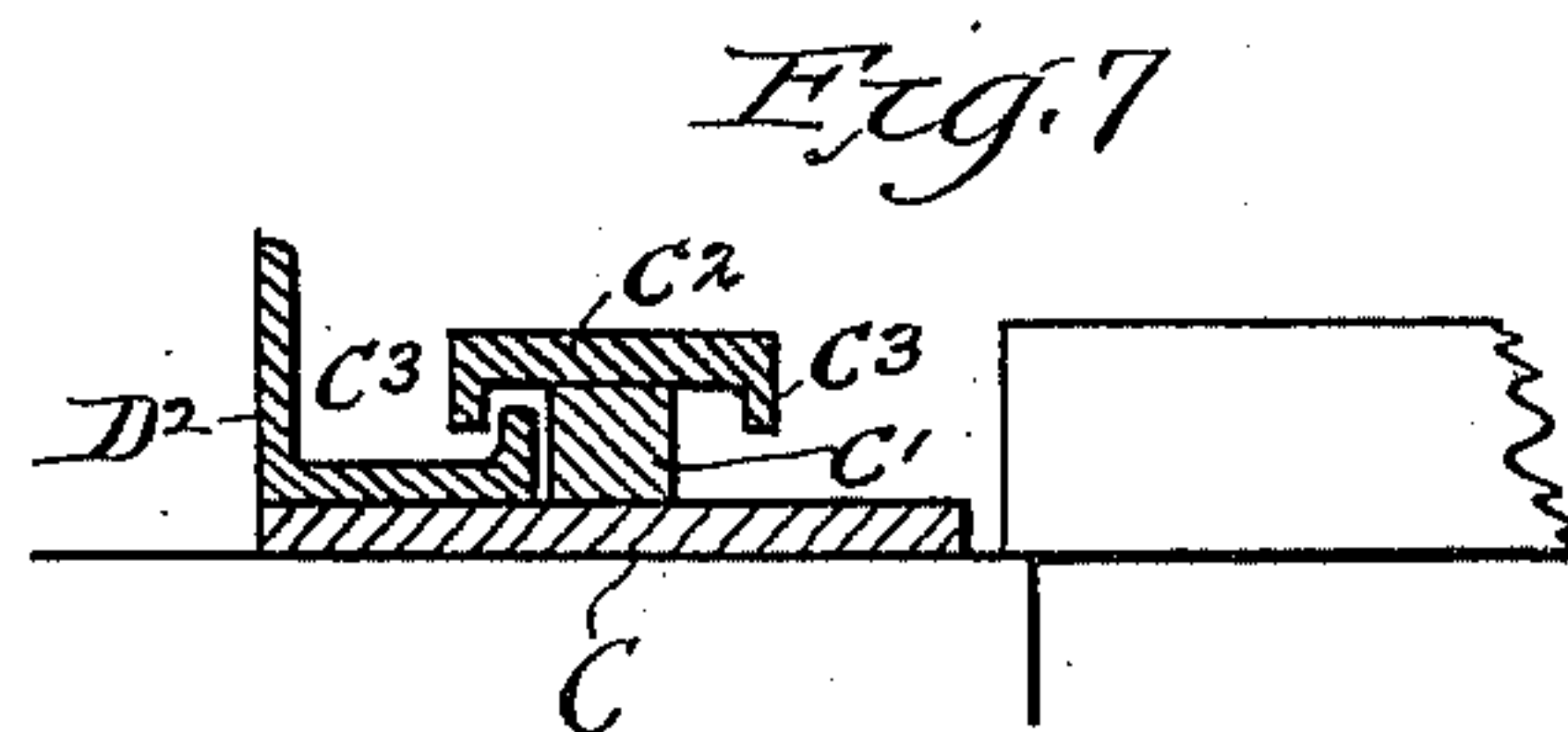
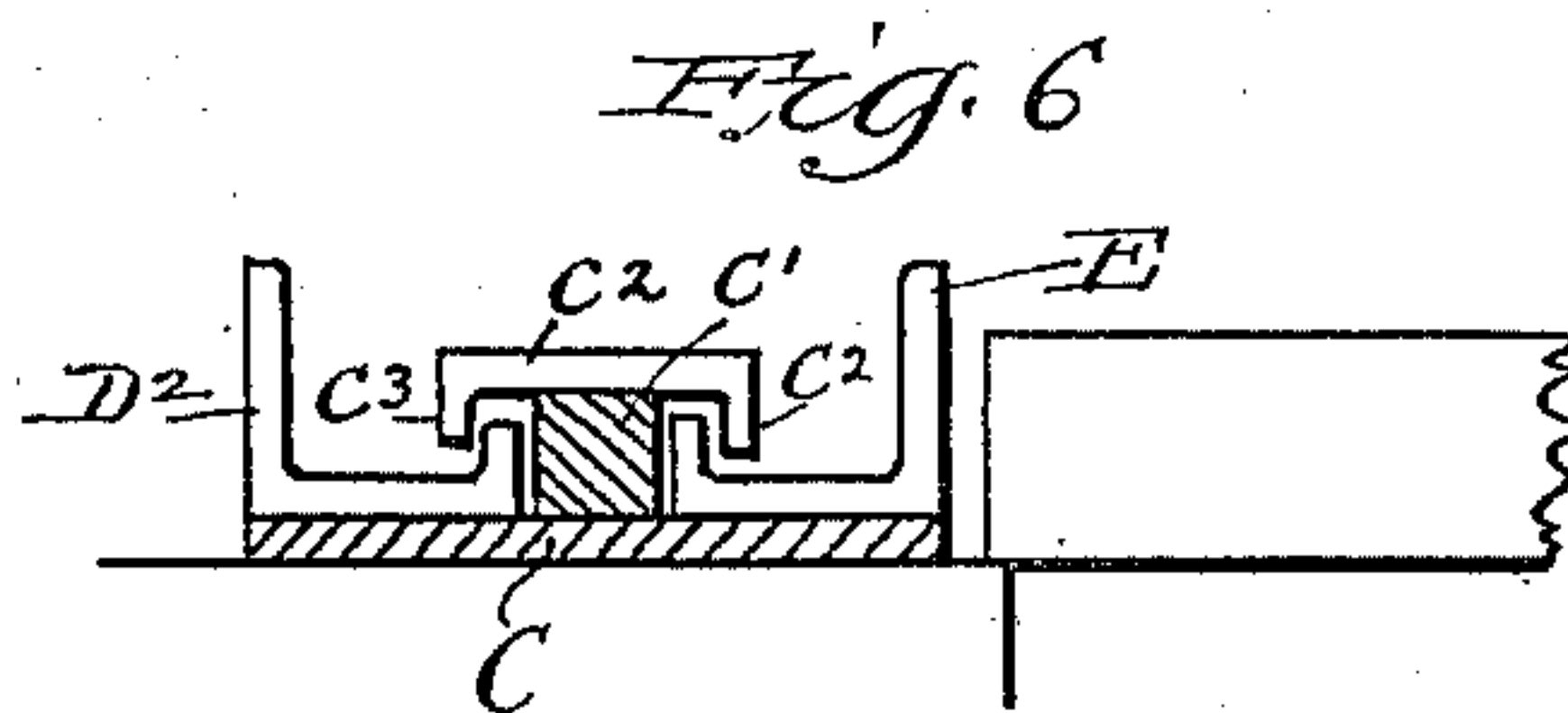
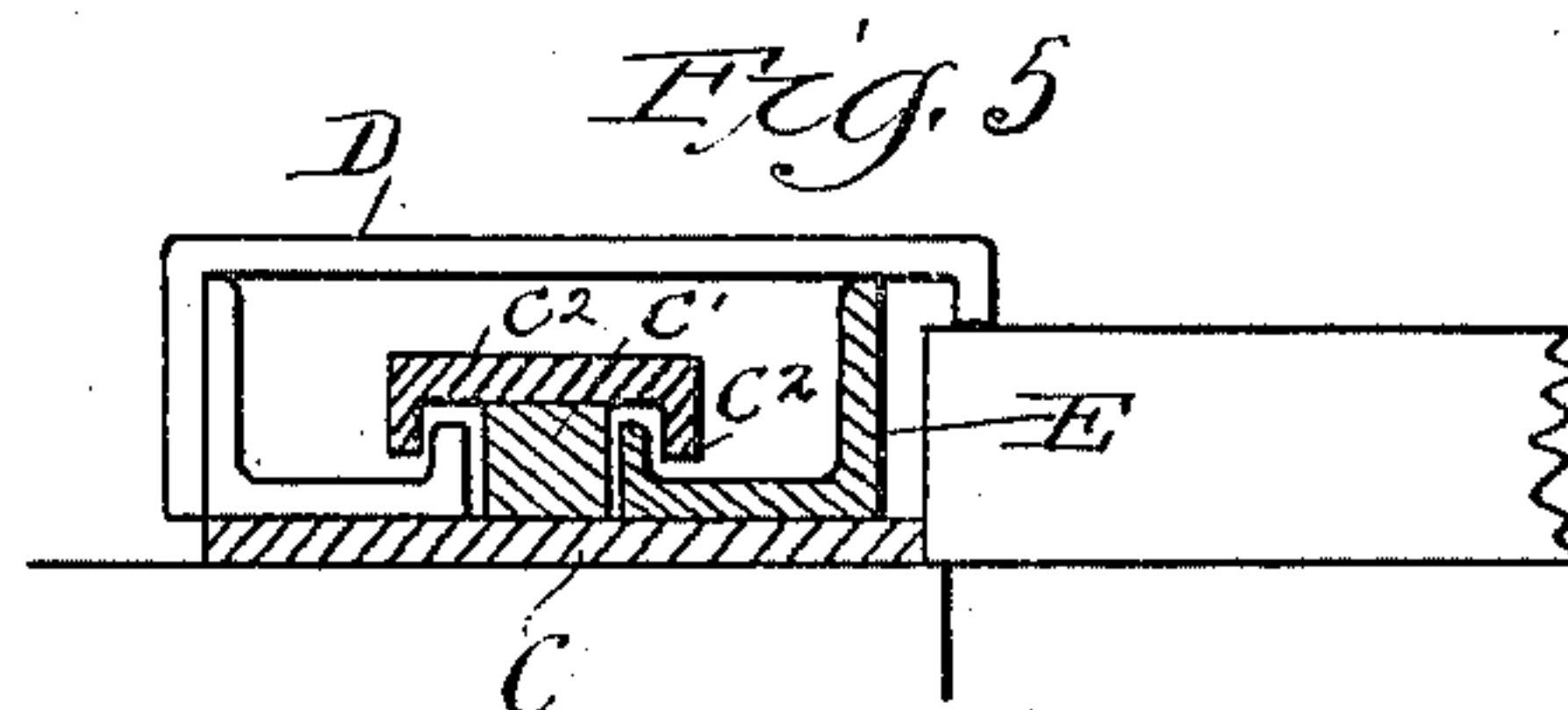
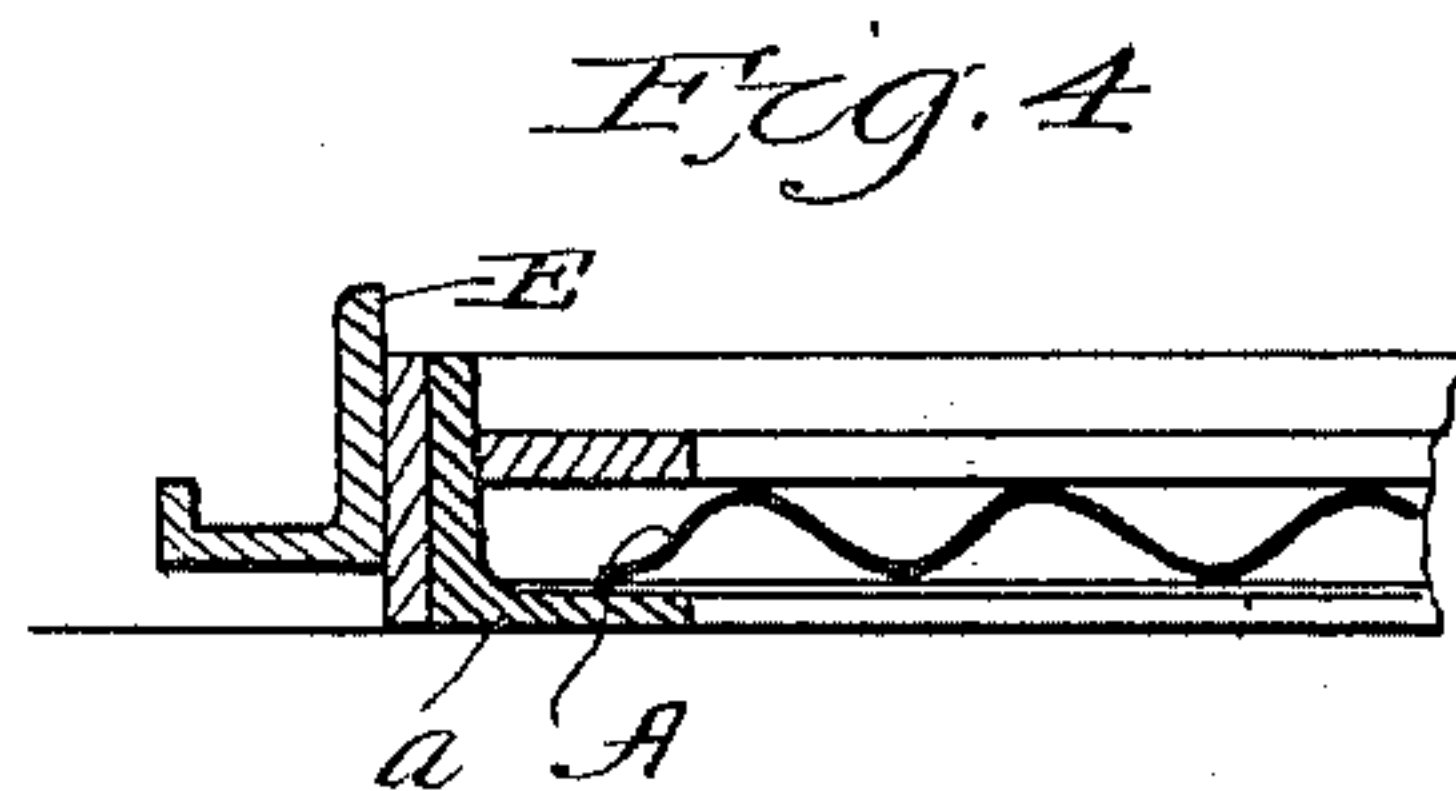
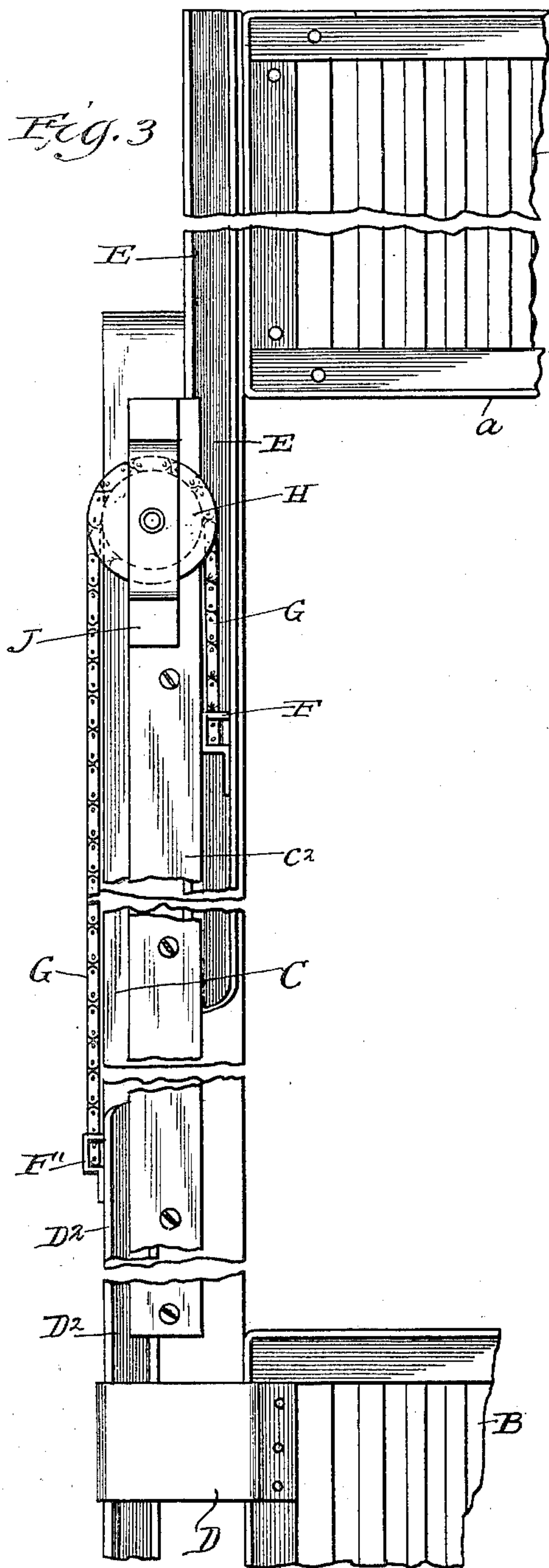
Marsellus Hegbom  
By Walter H. Chamberlin  
Atty.

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2 Sheets—Sheet 2.



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H. B. Burt  
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# UNITED STATES PATENT OFFICE.

MARSELIUS HEGBOM, OF CHICAGO, ILLINOIS, ASSIGNOR TO FREDERICK VOSS, OF SAME PLACE.

## HATCHWAY-DOOR.

SPECIFICATION forming part of Letters Patent No. 659,922, dated October 16, 1900.

Application filed March 6, 1899. Serial No. 707,986. (No model.)

*To all whom it may concern:*

Be it known that I, MARSELIUS HEGBOM, a citizen of the United States, residing at Chicago, county of Cook, State of Illinois, have  
5 invented a certain new and useful Improvement in Hatchway-Doors; and I declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to  
10 make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention has for its object the production of a sliding door or doors for use in connection with an elevator-hatchway.  
15

The invention relates to that class of hatchway-doors wherein there is a set of oppositely-moving half-doors sliding vertically in ways at each side of the hatchway-opening.

20 The invention consists of a combination of devices and appliances hereinafter described and claimed.

In the drawings, Figure 1 is an elevation of the doors when they are opened. Fig. 2 is an elevation of the doors when they are closed. Fig. 3 is an enlarged detail in elevation, showing the construction of the parts. Figs. 4, 5, 6, 7, 8, and 9 are cross-sections on the respective lines indicated in the other  
30 figures.

In carrying out the invention, A represents the upper and B the lower door of the set. On each side of the hatchway and extending along the length of the opening therein are the tracks C C'. Each of these tracks is  
35 shown in Figs. 5, 6, and 7 and is made up of a plate c, a center block c', and a strip c<sup>2</sup> and engaged to the center block c' and provided with inwardly-projecting flanges c<sup>3</sup>. Engaged  
40 to the lower door by means of the brackets D D' is an arm or strip D<sup>2</sup>, shaped in cross-section as shown in Figs. 5 to 9, inclusive, and adapted to travel against the face of the plate c and held in position by the flange d, engaging the flange c<sup>3</sup>. Engaged to the door  
45 A is an arm E, shaped substantially the same in cross-section as the arm D<sup>2</sup> and as shown in Figs. 4, 5, 6, and 9. It is of course understood that the opposite side of each door is  
50 provided with like arms D<sup>2</sup> E and with a set of tracks a duplicate of that shown in the de-

tails. Engaged to a bracket F on the arm E is a chain G, which extends over the pulley H. The pulley is journaled in a bracket J, engaged to the strip c<sup>2</sup>. After passing over  
55 the pulley H the chain G extends down and is engaged to a bracket F' on the arm D<sup>2</sup>.

The operation of the structure will now be clearly understood. To open the doors, the operator grasps either the upper or lower  
60 door and moves it up or down, as the case may be. Supposing he desires to open the doors, he lifts, say, the door A until its lower edge a reaches the desired height. The lifting of the door A lifts the arm E, and conse-  
65 quently lifts the side of the chain which is attached to the arm E. This correspondingly lowers the opposite side of the chain and allows the arm D<sup>2</sup> and lower door B to drop.

It will be observed that by the provision of  
70 the arms E D<sup>2</sup> it is only necessary to have a set of tracks long enough to carry the maximum movement of each arm E D<sup>2</sup>. In the present case I have shown the track extending only the length of the opening, and even  
75 this length might be shortened, if desired.

It is obvious that various details of the construction might be altered or changed without departing from the spirit of the invention.  
80

It will be observed that by the above apparatus I have produced an extremely-simple construction, one that can be easily manufactured, one with a minimum number of parts, and one which because of its simplicity is not liable to get out of order.  
85

What I claim is—

1. The combination with two oppositely-moving half-doors, of a track for opposite edges of each half-door, having a length approximating one of the dimensions of the door, hooked arms on opposite sides of each half-door extending into and adapted to travel in said track.  
90

2. In a hatchway-door, the combination  
95 with two vertically and oppositely moving half-doors, of a double track adjacent to each vertical edge of said door, a hooked arm on each vertical side of each half-door and projecting beyond the horizontal edge of the  
100 same, said hooked arms adapted to travel each in one of the tracks and to engage with



its hooked part a complemental rib or flange therein.

3. In a hatchway-door, the combination with two vertically and oppositely moving half-doors, of a double track adjacent to each vertical edge of said door, a hooked arm on each vertical side of each half-door, and projecting beyond the horizontal edge of the same, said hooked arms being adapted to travel each in one of the tracks and to engage with its hooked part a complemental rib or flange therein, a pulley located adjacent to said tracks and a chain or the like engaged to each of said arms and on opposite sides of the pulley.

4. In a hatchway-door, the combination with two vertically and oppositely moving half-doors, of a double track of a length not greater than and adjacent to each vertical edge of the door, an arm on the vertical edge of each half-door adapted to travel in one of the tracks, each arm having a hooked part and each track being provided with a flange

adapted to engage said hooked part of the arm and acting to prevent the same from being pulled out of the track.

5. In a hatchway-door the combination with two vertically and oppositely moving half-doors, of a double track of a length not greater than and adjacent to each vertical edge of the door, an arm on each vertical edge of each half-door, said arms adapted to travel in the tracks each having a hooked part, each track being provided with a flange adapted to engage said hooked part of the arm and adapted to prevent the same from being pulled out of its track and means whereby vertical movement of one of said half-doors produces an opposite movement in the other.

In testimony whereof I sign this specification in the presence of two witnesses.

MARSELIOUS HEGBOM.

Witnesses:

WALTER H. CHAMBERLIN,  
GERTRUDE HEIDELBERGER.