

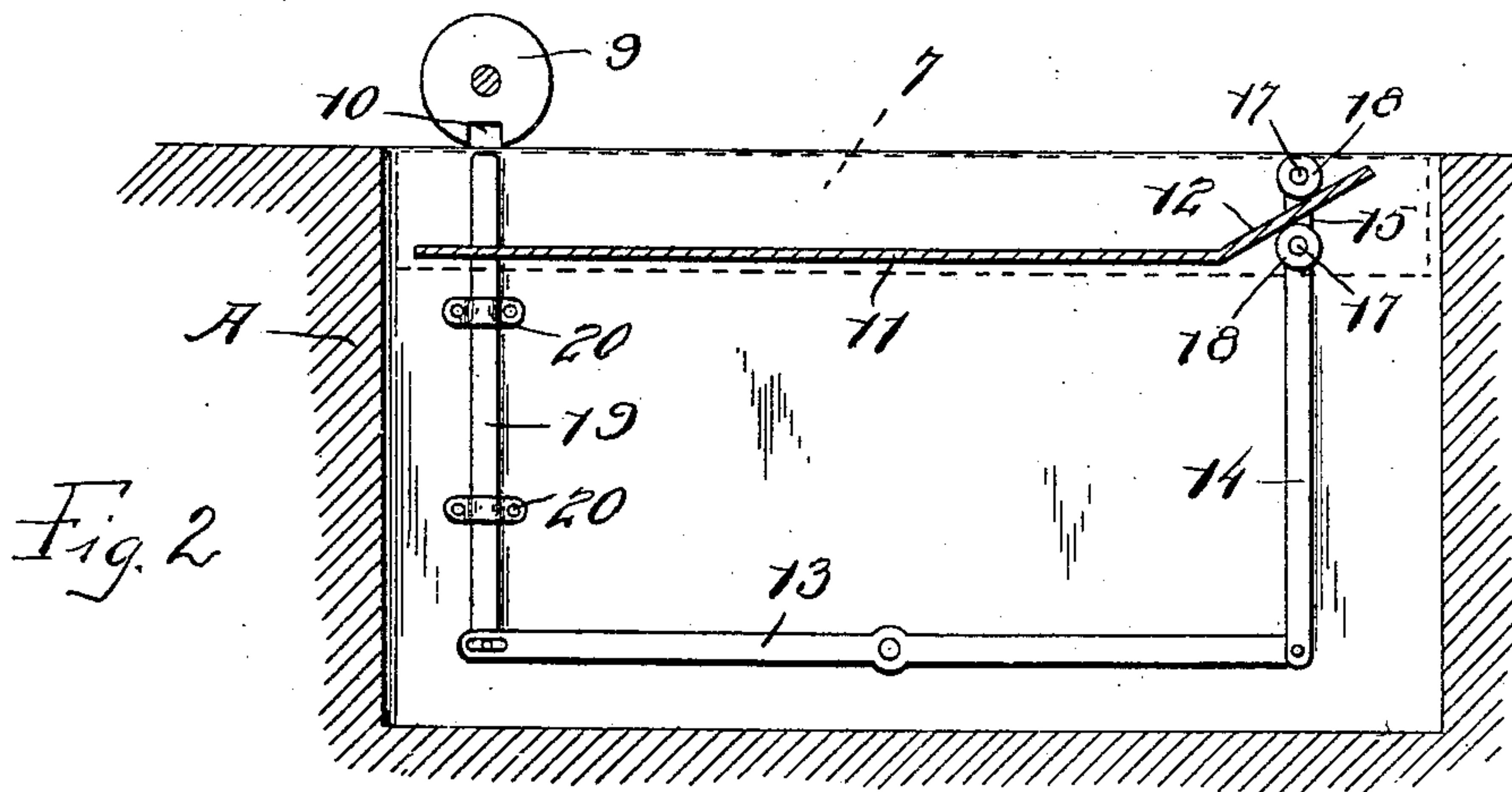
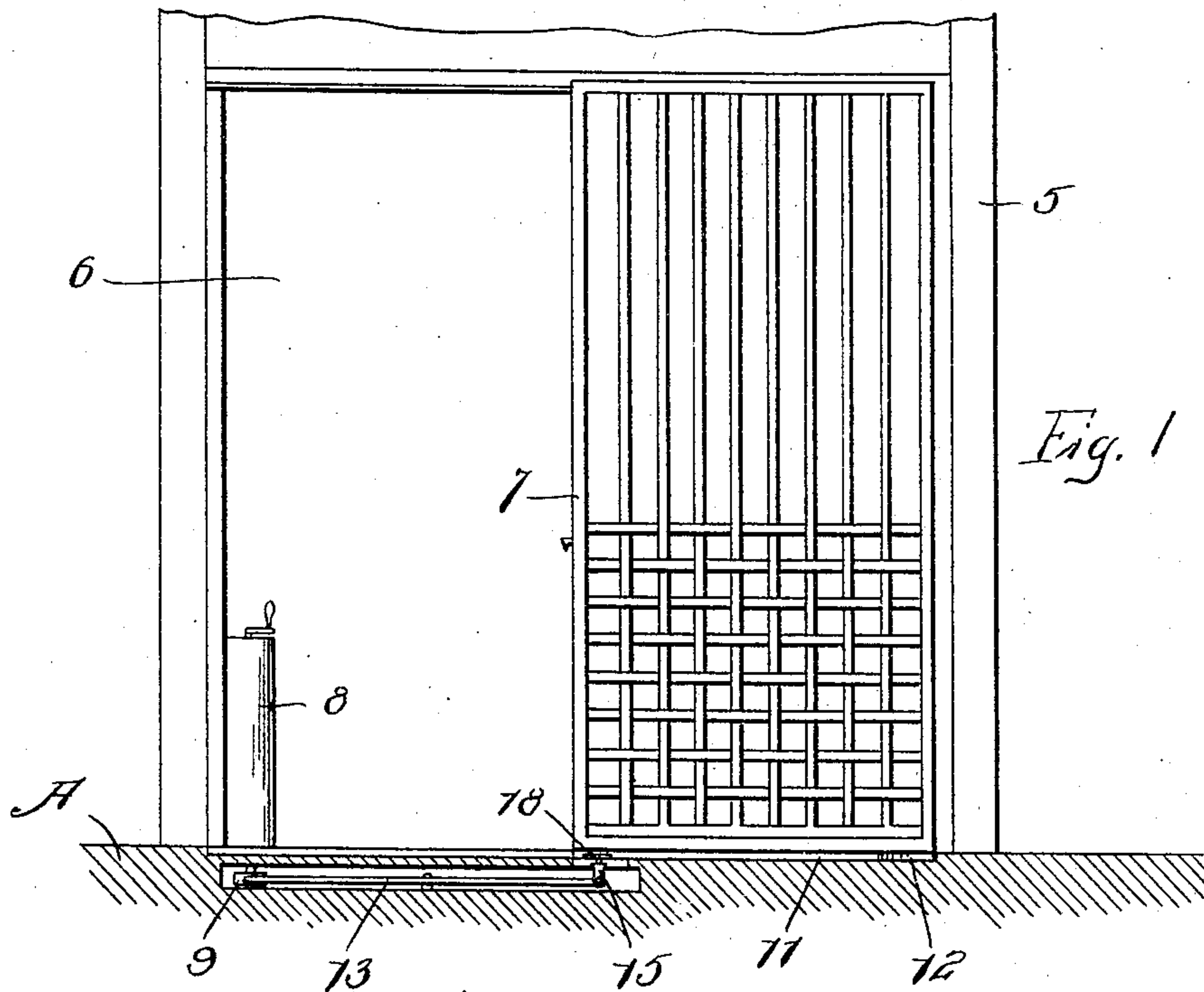
No. 860,596.

PATENTED JULY 16, 1907.

M. DASHIELL.
ELEVATOR LOCK.

APPLICATION FILED AUG. 10, 1906.

2 SHEETS—SHEET 1.



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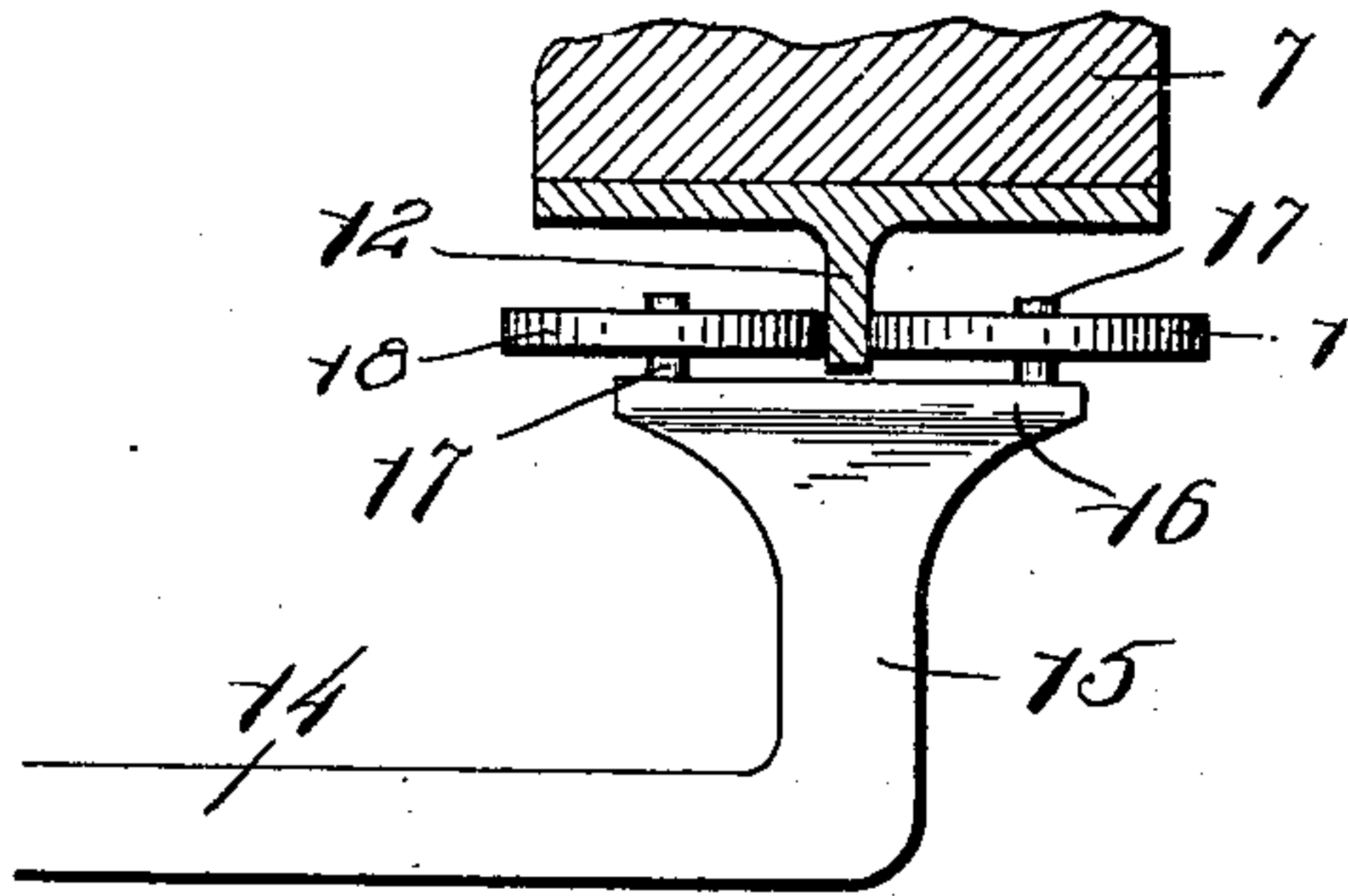


Fig. 3.

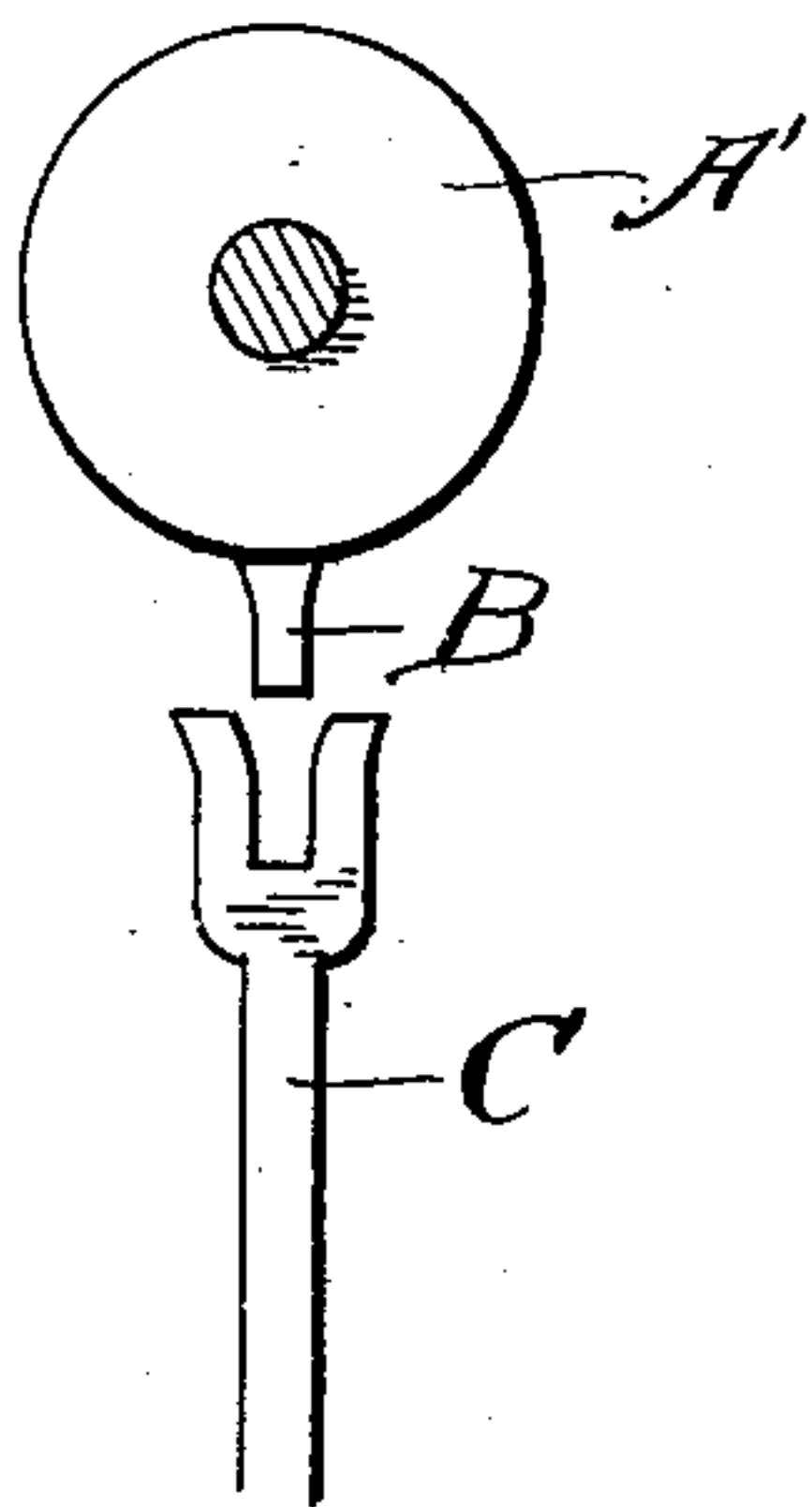


Fig. 4.

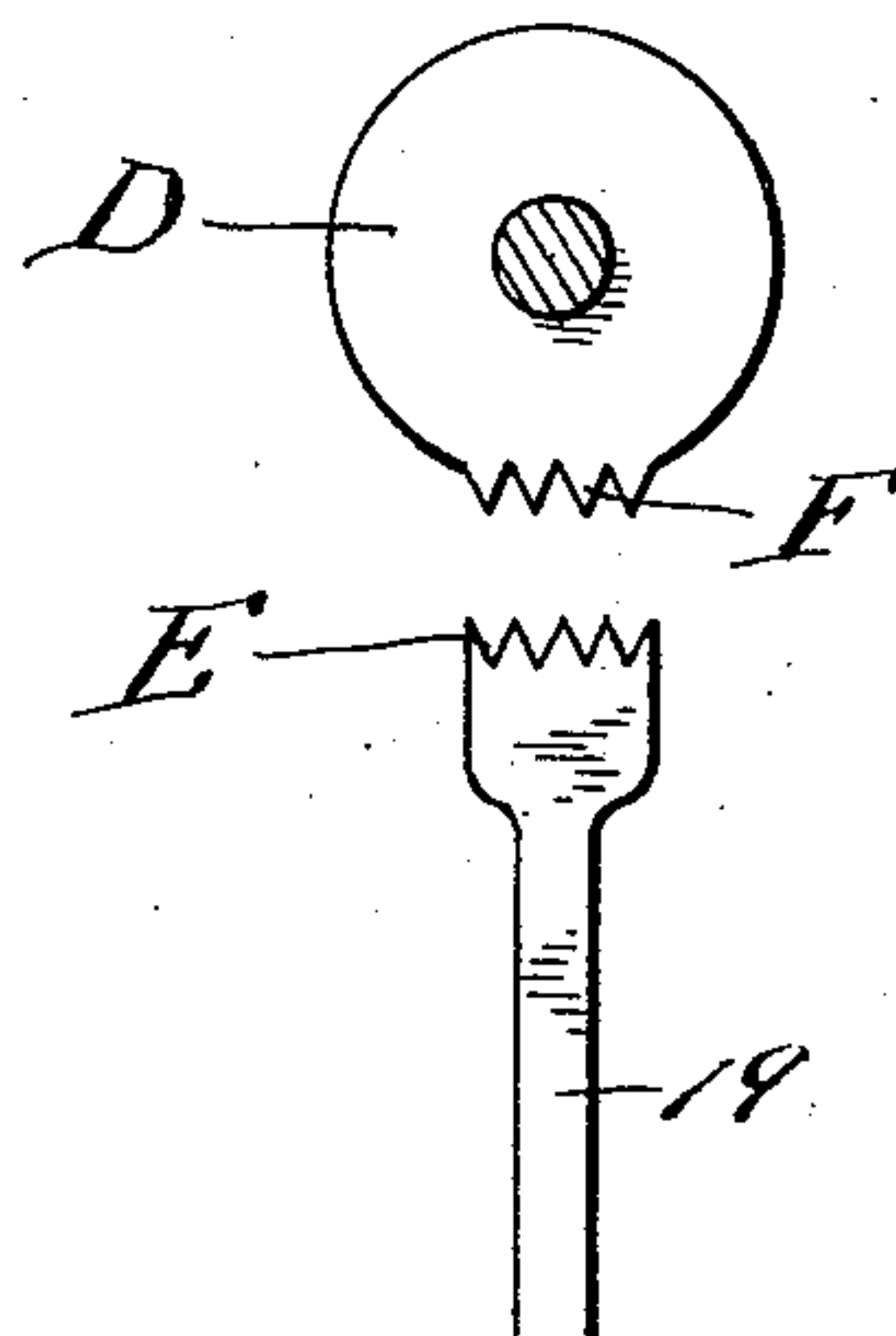


Fig. 5.

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UNITED STATES PATENT OFFICE.

MILTON DASHIELL, OF BALTIMORE, MARYLAND, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO BALTIMORE ELEVATOR SAFETY LOCK COMPANY, OF BALTIMORE CITY, A CORPORATION OF MARYLAND.

ELEVATOR-LOCK.

No. 860,596.

Specification of Letters Patent.

Patented July 16, 1907.

Application filed August 10, 1906. Serial No. 330,065.

To all whom it may concern:

Be it known that I, MILTON DASHIELL, a citizen of the United States, residing at Baltimore, State of Maryland, have invented certain new and useful Improvements in Elevator-Locks; and I do hereby 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 appertains to make and use the same.

This invention relates to elevators and more particularly to locking mechanism therefor, and has for its object to provide a mechanism arranged to hold an elevator car against movement from a given landing, when a door at such landing is open, thus obviating the possibility of leaving open doors through which persons may step into the shaft.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views, Figure 1 is an elevational view of a car partly in section, and illustrating the locking mechanism also in elevation. Fig. 2 is a view showing the operating rib and the parts of a locking mechanism in top plan. Fig. 3 is a detail section taken vertically through the rollers and the end of the lever. Fig. 4 shows a different means of locking the controller. Fig. 5 shows a third means of locking the controller.

Referring now to the drawings, there is shown a portion of a shaft 5, in which there is mounted a car 6, and which is provided with a sliding door 7. A controller 8 is mounted in the car and carries a horizontally disposed disk 9 below the floor of the car, this disk being provided with a peripheral notch 10 arranged to lie in the direction of the door side of the shaft when the controller is in position to hold the car stationary or, in shut position, as it will be termed.

The door 7 has a depending longitudinally extending rib 11 which, at its rearward end, is deflected laterally toward the shaft, as shown at 12.

At the landing A, shown in the drawings, there is pivoted a horizontal lever 13, extending parallel to the door 7 and having the rod 14 pivoted at its outer end, the inner end portion of the said rod projecting toward the shaft and extending beneath the door, this end portion having an upwardly turned extremity 15 provided with a horizontal head 16 extending transversely of the door, and provided with a pair of spaced upwardly projecting pins 17, upon each of which there is revolvably mounted a roller 18. These rollers lie in spaced relation and receive therebetween the rib 12.

The lever 13 is pivoted between the rod 14 and its opposite end, as shown, and at this opposite end it has pivoted thereto a rod 19, mounted in guides 20 for horizontal movement longitudinally toward and away from the shaft, and into and out of position for engage-

ment of its inner end in the peripheral notch 10 of the disk 9, this disk lying in position to receive the rod when the car is at the landing.

It will thus be seen that, when the door 7 is slid rearwardly into open position, the action of the deflected portion 12 of the rib 11 against the rollers 18, will move the rod 14 of the lever outwardly, which will shift the lever 13 to move the rod 19 to the peripheral notch 10 of the disk 9, the disk lying in position to receive the rod in its notch when the controller is in shut position as stated, and thus when the door is opened, the controller will be held stationary and movement of the car will be prevented. When the door is closed, the rod 19 will be brought out of engagement in the notch, and the controller will thus be free to be moved to operate the car.

In Fig. 4, there is shown a modified form of the invention, in which the controller A' has a projection B and in which a rod C having a socketed outer end corresponds to the rod 19. This rod C is movable as will be readily understood, to bring its socket over the projection B when the car is stationary at a landing and the door is opened.

In Fig. 5, the controller D is provided with a plurality of teeth F which intermesh with those of the tooth head E, carried by the rod 19.

What is claimed is:

1. In an elevator, the combination with a shaft and a car movable in the shaft, of a sliding door for the shaft, a controller for the car, a lock-receiving member carried by the controller for movement to lie in lock-receiving position when the controller is shut, a rib carried by the door and having a deflected portion, a lever pivoted independently of the car, rollers connected with the lever and lying at opposite sides of the rib for movement of the lever through engagement by the rollers of the deflected portion of the rib, and a locking member connected with the lever for movement into and out of operative position when the lever is moved.

2. In an elevator, the combination with a shaft, of a car movable in the shaft, a sliding door in the shaft, a depending rib carried by the sliding door and having a rearward end portion deflected toward the shaft, a lock-receiving member carried by the car, a lever pivoted independently of the car in parallel relation to the door and having a bar pivoted at one end to one end of said lever, the other end of said bar projecting toward the door, spaced rollers carried by the free end portion of said bar and lying at opposite sides of the rib, and a locking rod connected with the other end of the lever and extending toward the shaft for movement thereof into and out of operative relation to the lock-receiving member when the lever is moved.

In testimony whereof, I affix my signature, in presence of two witnesses.

MILTON DASHIELL.

Witnesses:

A. D. PATRICK,
CARRIE BRIDDELL.