(No Model.)

P. H. WALSH.

ELEVATOR.

No. 260,261. Patented June 27, 1882.

Fig. 2.

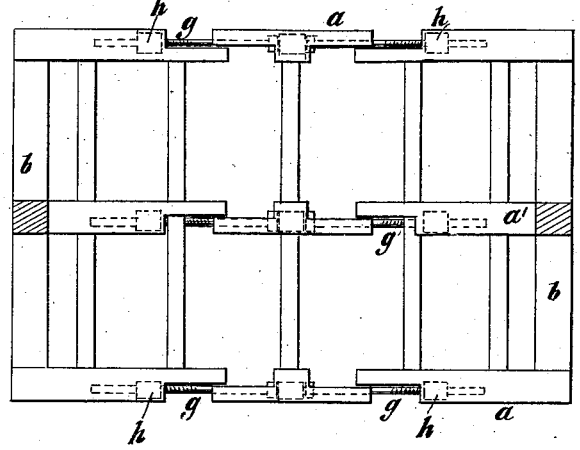
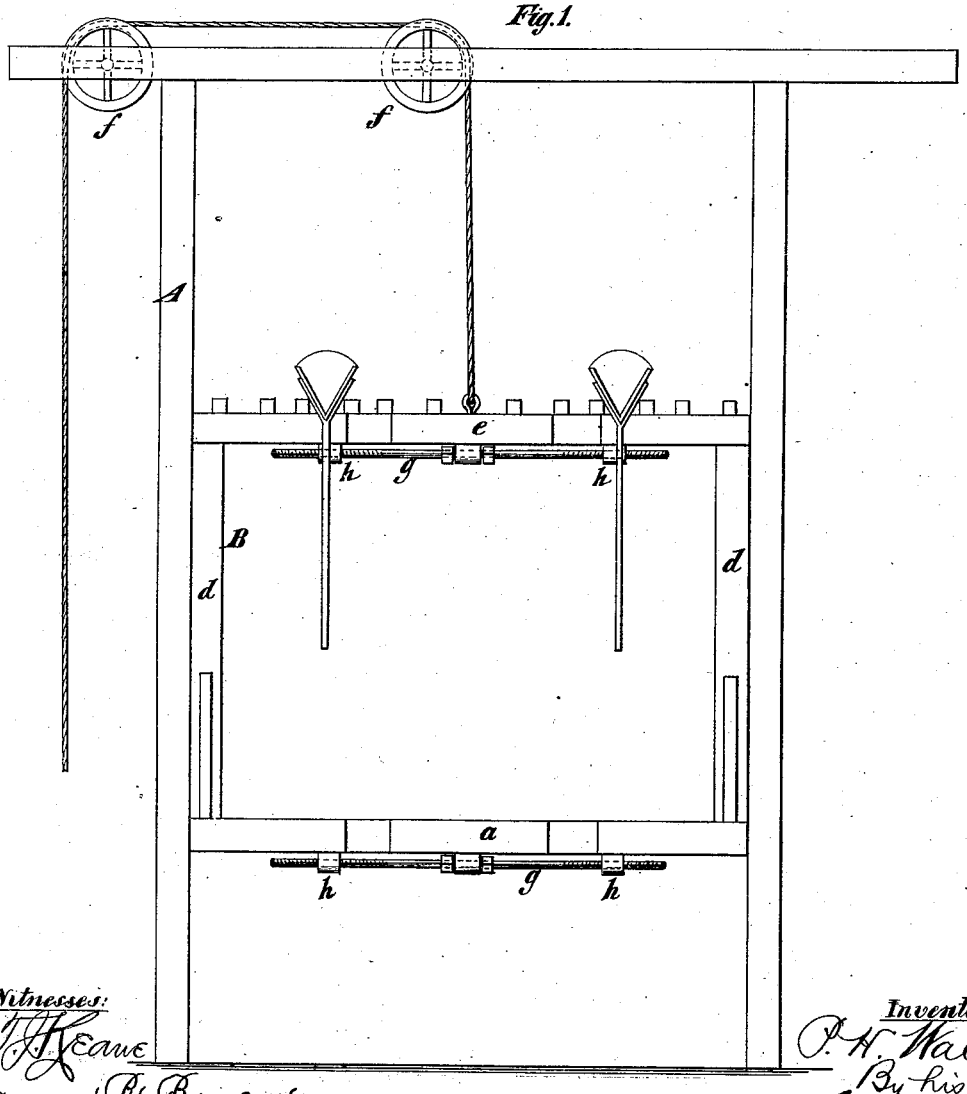


Fig. 3.

Fig. 1.



Witnesses:
J. J. Keane
James R. Bowen.

Inventor:
P. H. Walsh
By his atty.
Edwin H. Brown.

UNITED STATES PATENT OFFICE.

PETER H. WALSH, OF NEW YORK, N. Y.

ELEVATOR.

SPECIFICATION forming part of Letters Patent No. 260,261, dated June 27, 1882.

Application filed May 27, 1882. (No model.)

To all whom it may concern:

Be it known that I, PETER H. WALSH, of New York, in the county and State of New York, have invented a certain new and useful Improvement in Elevators, of which the following is a specification.

This improvement relates particularly to elevators which are designed to be used temporarily in different places—as, for instance, during the erection of buildings.

The object of the improvement is to enable the car of the elevator to be readily altered in size to suit hoistways of different sizes in various places.

To this end the improvement consists in the combination, with an elevator-car frame made in sections, of means whereby when they are adjusted in different relations to each other they may be secured together. The means employed to secure the sections together will preferably be such that they will also serve to adjust the sections into different relations.

The improvement also consists in the combination, with a frame for the floor of an elevator-car, made of sections adapted to be adjusted in different relations to each other, of boards having their ends fitted into grooves in opposite sides of the frame, so that one or more may be removed or inserted by sliding them along the grooves.

In the accompanying drawings, Figure 1 is a front view of an elevator comprising a car embodying my improvement. Fig. 2 is a plan of the floor of the elevator-car, and Fig. 3 is a transverse section of the floor of the elevator-car.

Similar letters of reference designate corresponding parts in all the figures.

A designates the hoistway, which may consist of upright guide-bars and a cross-bar connecting their upper ends.

B designates the elevator-car. Its floor or platform has a frame composed of longitudinal rails *a* and cross-rails *b*, and the floor consists of boards *c*, fitted to said frame. To the end rails of the frame are secured upright bars *d*, which are provided with runners for traveling along the guide-bars of the hoistway. At the upper ends these bars *d* are connected by a rail, *e*. A hoisting-rope is fastened to the rail *e*, and after passing around pulleys *f* on the hoistway is connected to the means whereby power is supplied for operating the elevator-car.

Any suitable safety appliances may be applied to the elevator-car and hoistway.

The longitudinal rails *a* of the floor or platform of the elevator-car, as also the top rail, *e*, of the car, are made in sections, (here shown as three in number,) which are rabbeted together, so that they may slide upon one another.

Bolts or any other suitable devices passing through the overlapping portions may be employed for securing the sections together; but I prefer to employ screws *g*, connected to the middle sections, and having at or near the ends right and left hand screw-threads engaging with nuts *h*, affixed to the other sections, as then by turning the screws the sections may be extended or contracted and secured in the relations into which they may be adjusted. The screws will also serve to brace and stay the sections together. The boards *c* have their ends fitted into grooves in the opposite sides of the rails *a*, and hence when these rails are extended or contracted one or more boards may be inserted or removed. A central longitudinal rail, *a'*, made of sections, and having appliances like the other longitudinal rails, may be employed, and then two sets of short boards fitting in grooves in the outside rails and this central rail will be employed.

It is obvious that the elevator-car thus made may be readily narrowed or widened to suit different hoistways. The elevator-car shown may be employed for carrying hods or for any other desired purpose.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, with an elevator-car frame made in sections, of means whereby when they are adjusted in different relations to each other they may be secured together, substantially as specified.

2. The combination, with an elevator-car frame made in sections, of means whereby

they may be adjusted and secured in different relations to each other, substantially as specified.

3. The combination, with a frame for the floor of an elevator-car, made of sections adapted to be adjusted into different relations to each other, of boards having their ends fitted into grooves in opposite sides of the frame, so that one or more may be removed or inserted by sliding them along the grooves, substantially as specified.

PETER H. WALSH.

Witnesses:
T. J. KEANE,
JAMES R. BOWEN.