

tion. There are also the usual safety devices, including speed governors, wedge clamp safety device for gripping the rails in case of the car attaining excessive speed, and potential switches, and also the loss of tractive effort, due to decrease in the tension of the cables by either the car or the counterweight striking the oil buffers, a condition peculiar to this method of roping.

A further feature of security is provided in the oil cushion buffers, which are placed in the hoistway, one under the car and one under the counterweight, and are arranged to bring either the car or the counterweight to a positive stop without injury to passenger.

Additional safety for the travelling public is provided in connection with the elevator hatchway enclosure fronts by making the doors flush with the inside of the walls of the hatchway, to prevent the possibility of clothing catching and causing an accident.

The enclosure doors are operated by pneumatic devices controlled from an attachment in the car, by means of which the doors can be opened or closed by the pressure on a foot button in the floor of the car. Interlocks are also provided, which make it impossible to start the car while any enclosure door is open.

The signal system provided is the very latest type of flashlight signal, both for the operator and the passenger. The passenger pushes a button and one of the signal lanterns in the hall indicates which car will arrive first going in the direction he desires to proceed, and also notifies the elevator operator to stop.

Mechanical dial indicators have been provided at the ground floor, together with a starter's signal to permit the hall man to regulate the movement of the elevators.

Each car is provided with an illuminated threshold, which calls the attention of the passenger to the position of the ele-

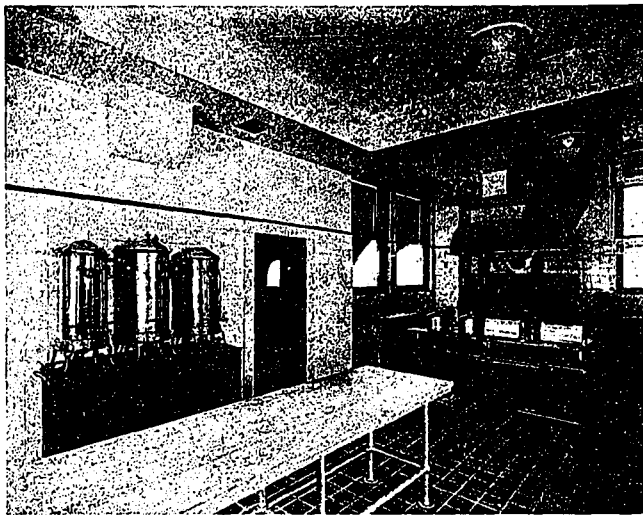


FIGURE X. KITCHEN.

vator platform in relation to the floor landing.

The elevator at the King street entrance is of the drum type machine, serving from basement to main floor a travel of 24 ft., having a capacity of 2,500 pounds, and travelling at a speed of 100 ft. per minute. This elevator is for the convenience of the bank customers who desire to ascend from the vestibule landing to the main banking room.

This car is equipped with all the usual safety devices installed in connection with modern high grade apparatus of this type, and is provided with an illuminated threshold and pneumatically operated doors.

There are three private automatic push button passenger elevators installed for the use of the bank employees, two of them serving from the sub-basement vault level to the main mezzanine level, a travel of 56 ft., and the third serving from the sub-basement vault level to the ground floor level, a travel of 25 ft. 6 in. These cars have a capacity of 2,000 pounds, and travel at a speed of 100 ft. per minute, and are used for the purpose of inter-communication between the various bank floors, and for the conveyance of the portable money safes and book buggies between the vaults, and tellers' cages and led-gerkeepers' desks.

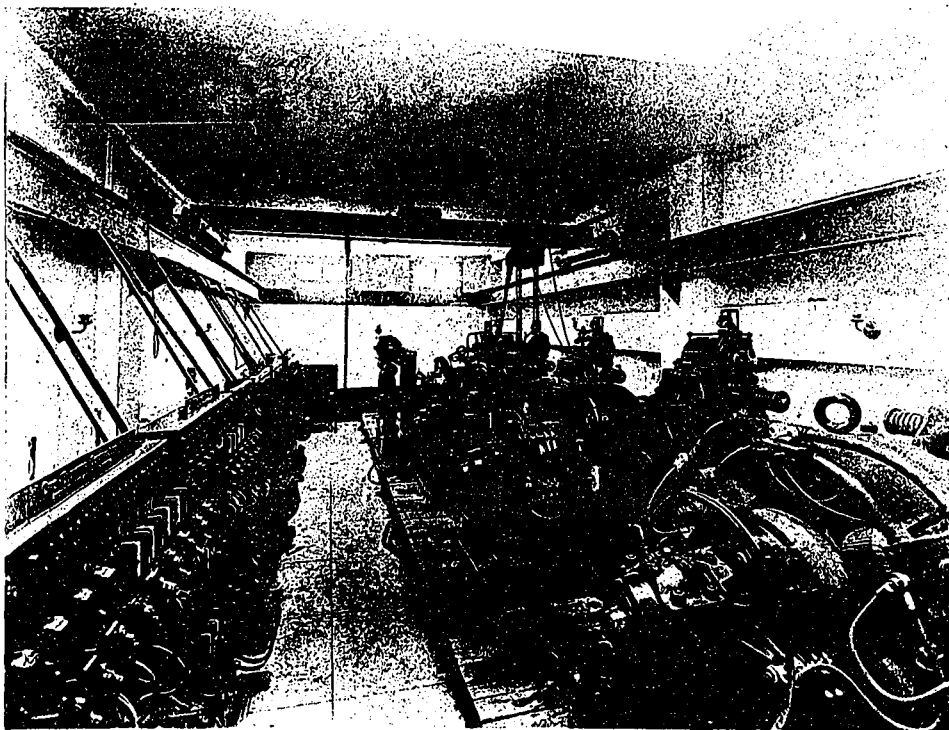


FIGURE XI. ELEVATOR MACHINERY.