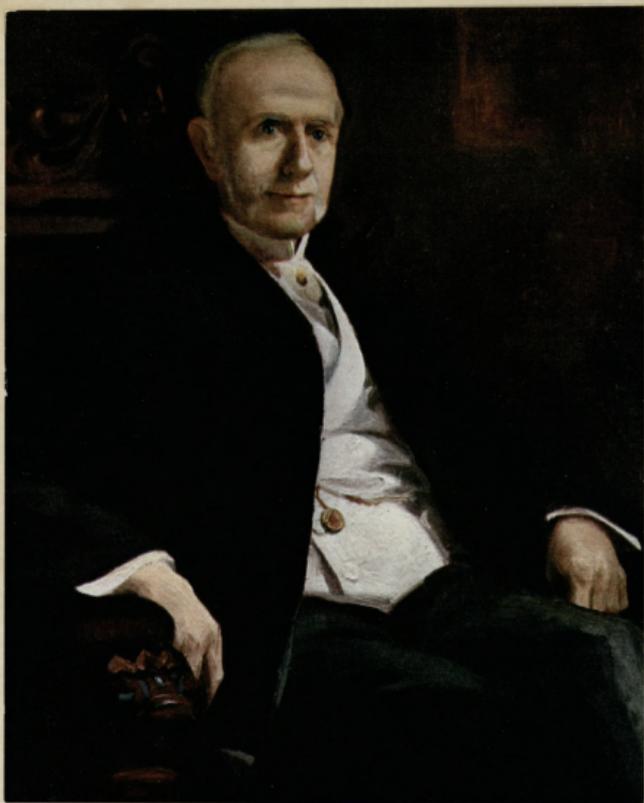




ELEVATOR CARS
ELEVATOR
ENTRANCES

THE TYLER COMPANY



WASHINGTON S. TYLER

ELEVATOR CARS

ELEVATOR
ENTRANCES

Catalogue No. 56



THE TYLER COMPANY
CLEVELAND, OHIO
U. S. A.

Branch Offices

NEW YORK
DETROIT

CHICAGO
ATLANTA

PHILADELPHIA
BOSTON

THE designs in this book, including the method of presenting the assembled elevator entrances and elevator cars together with individual illustrations of various details of the component parts, are fully covered by copyright.

THE TYLER COMPANY
Cleveland, Ohio

◆
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The Tyler Company
Cleveland, Ohio
Printed in U. S. A.

THE PURPOSE OF THIS BOOK



THIS book of elevator entrances and cars portrays the most modern and advanced developments of the art, and includes a wide variety of designs, with suggestions for decorative treatments and finishes. Its purpose is to afford a comprehensive and flexible index of Tyler equipment.

A range of values from the least expensive to the more elaborate is presented so that a definite selection for any type of building can be made.

The adaptability of Tyler construction and finish to period design is also illustrated.

A selection of car designs is included so that the architect and owner may be assured of elevator cars in keeping with the elevator entrances and other architectural features of the building.

In specifying elevator cars and elevator entrances of Tyler manufacture, a complete harmonious unit is assured, thus providing a proper setting for the elevator equipment.

Tyler elevator entrance and car equipment is recognized as the highest standard in character of construction, design, mechanical efficiency and service.

THE USE OF THE BOOK

THROUGHOUT this book, separate sections are devoted to each component part of the elevator entrance. The range of designs illustrated makes possible numerous combinations for varying conditions or requirements.

A complete elevator entrance can be selected to include any desired panel, transom, trim, pilaster, etc. Some of the attractive combinations that can be made are shown in Section 1.

To assure dependable, smooth-operating equipment, it is especially essential to have undivided responsibility; therefore, all of the parts which go to make up the complete elevator entrance should be included in one specification and in one contract to one company.

Designs should be assembled or specified from the various sections in the following order:

KEYPLATES AND ASSEMBLED DESIGNS—SECTION 1. Hatchway conditions and space required for various types of elevator entrances and doors are shown in the keyplates which will assist in determining the best arrangement for specific conditions. The assembled designs illustrated in color are suggested combinations of various units arranged to conform to the keyplate shown.

PANELS—SECTION 2. After deciding upon the keyplate or layout for the installation, the design of panels should be selected. Doors and stationary panels can be furnished in any width to suit any of the keyplate arrangements.

TRANSOMS—SECTION 3. Where the entrance equipment is designed over 7 feet high, transoms may be selected and specified. These are available in any width or height.

JAMBS—SECTION 4. In selecting jambs, it is essential that the thickness of walls be specified.

TRIMS—SECTION 5. It is customary to use trim, although in some cases it is omitted and the finish is formed through the jamb section or applied members of other materials.

CORNICES AND FRIEZE RAILS—SECTIONS 6 AND 7. Friezes are required and should be specified where elevator entrance equipment is to be more than 7 feet high. They may be used at the head of the entrance or in combination with cornices where more ornamental effects are desired.

PILASTERS—SECTION 8. Pilasters are used where there are several elevators in a bank with

entrances adjoining each other, or for a more elaborate individual treatment.

SILLS AND FACIAS—SECTION 9. Specify the type of floor construction, also whether facias are desired. Facia specifications should include the depth and finish required. The flush hatch construction illustrated on page 89 is strongly recommended because of its safety features and attractive appearance.

HARDWARE—SECTIONS 10 AND 11. Hardware requirements vary with the type of layout and operation.

DOOR CLOSERS—SECTION 12. The use of door closers or checks is recommended in every case where full automatic operation is not used.

AUTOMATIC OPERATING DEVICES—SECTION 13. Refer to text under this heading. Only pneumatic operating devices are shown in this book.

GLASS—SECTION 14. Any style of glass may be specified. The popular types are illustrated.

ELEVATOR CARS—SECTION 15. To assure harmony of design and construction, "Tyler" elevator cars as well as "Tyler" elevator entrances should be specified.

Refer to text on page 103 for description and design suggestions.

LIGHT FIXTURES—SECTION 16. This section of light fixtures applies to elevator car equipment only. Specify by design number.

FINISHES—SECTION 17. Sample finishes of the more popular colors are shown in this section, and may be specified by letter and number.

A COMPLETE SPECIFICATION

To assist architects and owners in writing a complete elevator entrance and car specification that will assure undivided responsibility, a facsimile specification covering Tyler Elevator Entrances and Cars is reproduced on pages 178 and 179.

SECTION ONE

Keyplates and Assembled Designs

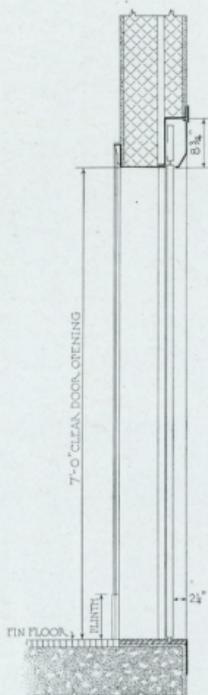
SUGGESTED combinations of units in a number of practical elevator entrances are illustrated in this section. These are shown in the more popular designs and may be varied to apply to any of the keyplates or layouts illustrated.

The keyplates indicate the arrangement and space requirements for all of the various hatchway conditions and types of operation.

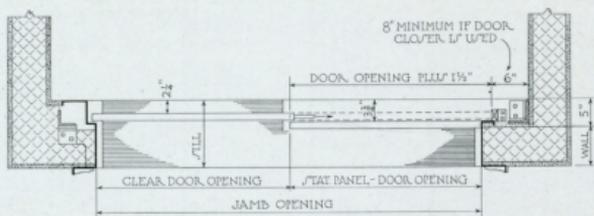
The selection of the proper keyplate is the initial step in assembling the design. All keyplates are based on a door thickness of $1\frac{1}{4}$ inches. Where dimensions are not given, they may be varied to suit the conditions.



ELEVATOR ENTRANCE DESIGN 18



SECTION



PLAN

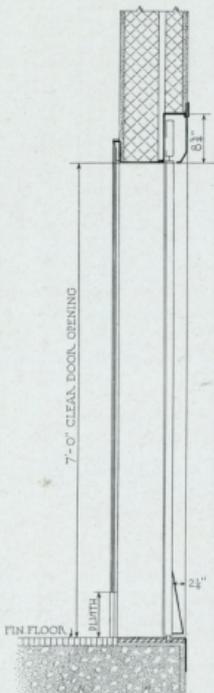
KEYPLATE K 16
 SINGLE SLIDE DOOR AND STATIONARY PANEL

ASSEMBLY
 ELEVATOR ENTRANCE
 DESIGN 19

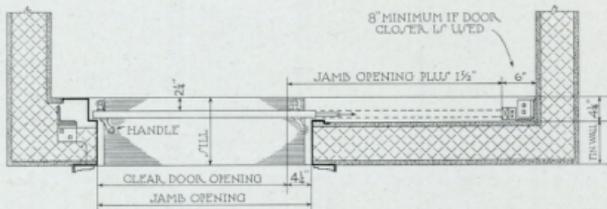
Keyplate, K 16 . . .	Page 10
Panel, D 72 . . .	Page 51
Jamb, J 6 . . .	Page 65
Trim, T 34 . . .	Page 70
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



ELEVATOR ENTRANCE DESIGN 19



SECTION



PLAN
KEYPLATE K 17
SINGLE SLIDE DOOR FOR PUSH BUTTON CONTROL

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 20

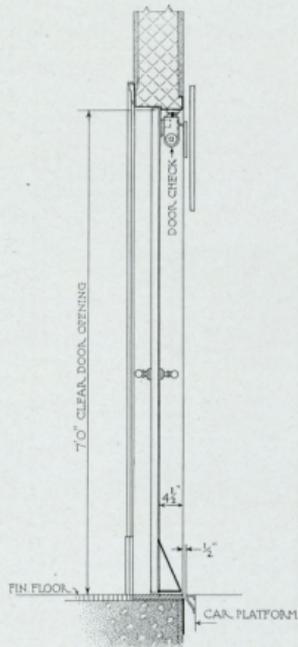
Keyplate, K 17 . . .	Page 12
Panel, D 51 . . .	Page 48
Jamb, J 6 . . .	Page 65
Trim, T 34 . . .	Page 70
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



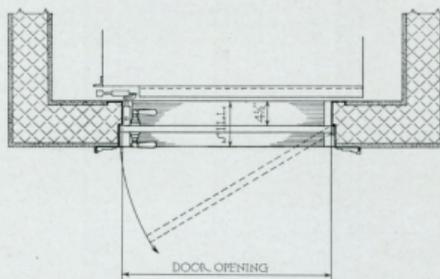
ELEVATOR ENTRANCE DESIGN 20

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 21

Keyplate, K 18 . . .	Page 14
Panel, D 50 . . .	Page 48
Jamb, J 6 . . .	Page 65
Trim, T 41 . . .	Page 71
Sill, S 7 . . .	Page 87
Glass	Page 101
Finish	Page 185
Specifications . . .	Page 178
Index	Page 180



SECTION

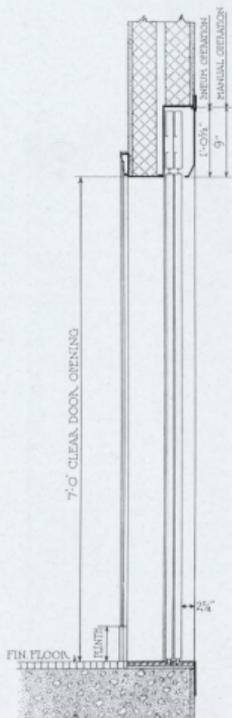


PLAN

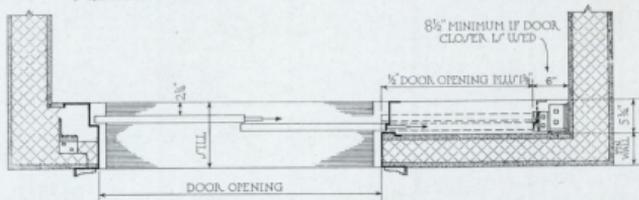
KEYPLATE K 18
ANGLE SWING DOOR FOR PUSH BUTTON CONTROL



ELEVATOR ENTRANCE DESIGN 21



SECTION



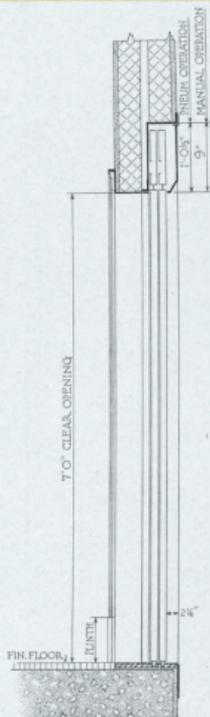
PLAN
KEYPLATE K 19
TWO STEEL DOORS

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 22

Keyplate, K 19 . . .	Page 16
Panel, D115 . . .	Page 59
Jamb, J 6 . . .	Page 65
Trim, T 47 . . .	Page 73
(Without Ornament)	
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180

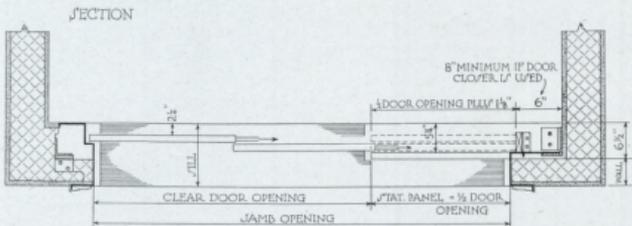


ELEVATOR ENTRANCE DESIGN 22



ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 23

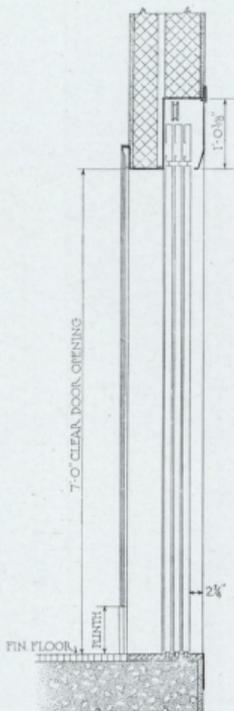
Keyplate, K 20 . . .	Page 18
Panel, D 59 . . .	Page 49
Transom, TP 25 . . .	Page 62
Jamb, J 6 . . .	Page 65
Trim, T 31 . . .	Page 70
Frieze, F 15 . . .	Page 79
Sill, S 7 . . .	Page 87
Hanger	Page 91
Locks	Page 93
Glass	Page 101
Finish	Page 185
Specifications . . .	Page 178
Index	Page 180



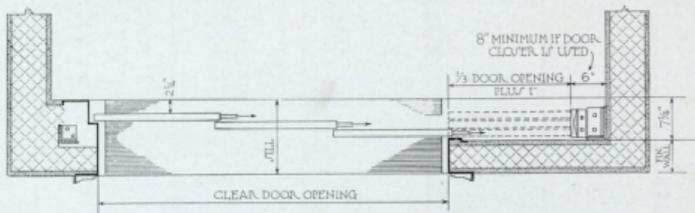
PLAN
KEYPLATE K 20
TWO SPEED DOORS AND STATIONARY PANEL



ELEVATOR ENTRANCE DESIGN 23



SECTION



PLAN

KEYPLATE K 21
THREE PANEL FRONT - THREE SPEED DOORS

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 24

Keyplate, K 21 . . .	Page 20
Panel, D 63 . . .	Page 50
Jamb, J 6 . . .	Page 65
Trim, T 13 . . .	Page 69
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Door Closer . . .	Page 95
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



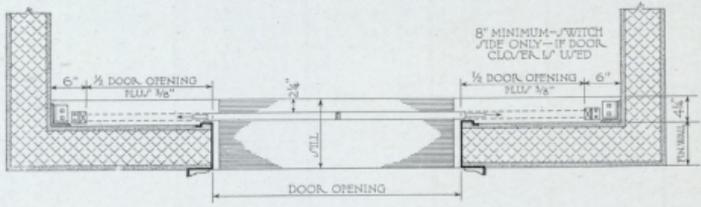
ELEVATOR ENTRANCE DESIGN 24



SECTION

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 25

Keyplate, K 22 . . .	Page 22
Panel, D 49 . . .	Page 48
Jamb, J 6 . . .	Page 65
Trim, T 34 . . .	Page 70
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180

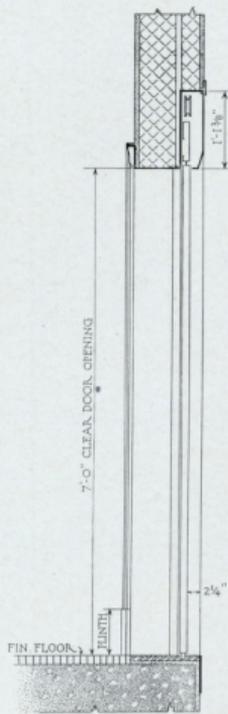


PLAN

KEYPLATE K 22
TWO PANEL FRONT - CENTER OPENING DOOR

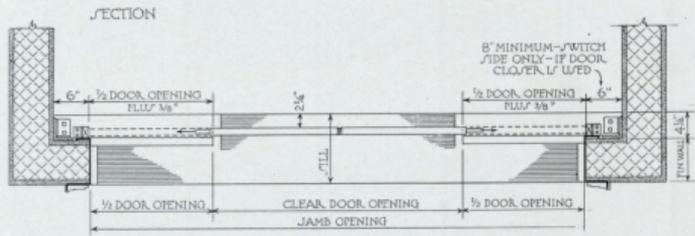


ELEVATOR ENTRANCE DESIGN 25



ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 26

Keyplate, K 23 . . .	Page 24
Panel, D 102 . . .	Page 56
Transom, TP 36 . . .	Page 63
Jamb, J 6 . . .	Page 65
Trim, T 42 . . .	Page 71
Frieze, F 21 . . .	Page 81
Pilaster, P 36 . . .	Page 85
Sill, S 7 . . .	Page 87
Hanger	Page 91
Locks	Page 93
Glass	Page 101
Finish	Page 185
Specifications . . .	Page 178
Index	Page 180



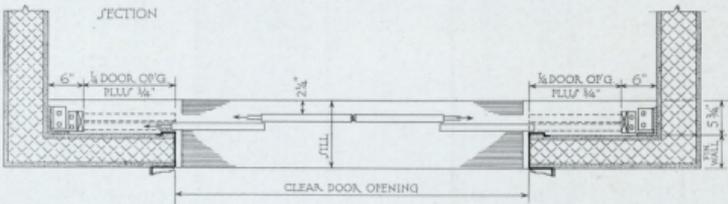
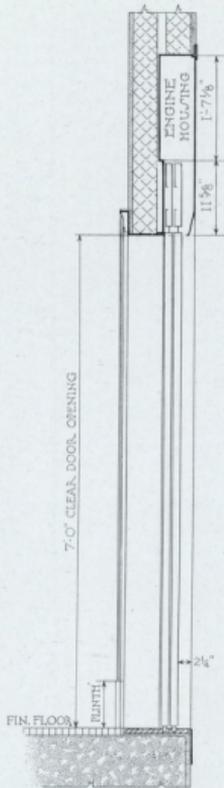
PLAN
KEYPLATE K 23
FOUR-PANEL FRONT-CENTER-OPENING DOORS AND TWO STATIONARY PANELS



ELEVATOR ENTRANCE DESIGN 26

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 27

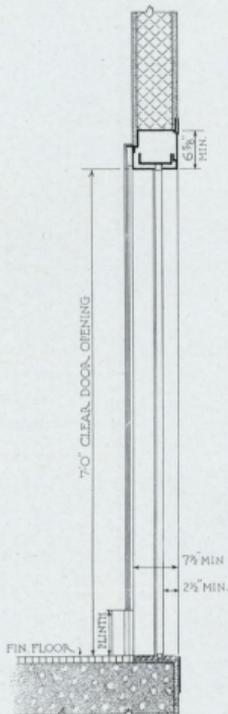
Keyplate, K 24 . . .	Page 26
Panel, D 69 . . .	Page 51
Jamb, J 6 . . .	Page 65
Trim, T 34 . . .	Page 70
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Pneumatic Engine . . .	Page 98
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



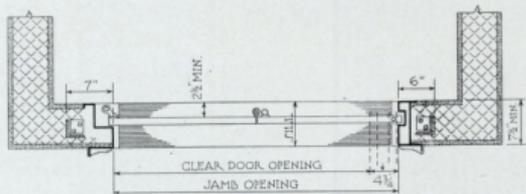
PLAN
KEYPLATE K 24
FOUR PANEL FRONT - CENTER OPENING TWO SPEED DOOR



ELEVATOR ENTRANCE DESIGN 27



SECTION



PLAN

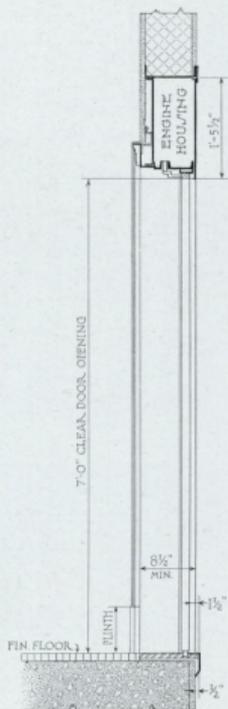
KEYPLATE K 25
TWO PANEL FRONT - TWO FOLD DOOR

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 28

Keyplate, K 25 . . .	Page 28
Panel, D 74 . . .	Page 52
Jamb, J 6 . . .	Page 65
Trim, T 38 . . .	Page 71
Sill, S 7 . . .	Page 87
Locks . . .	Page 93
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180

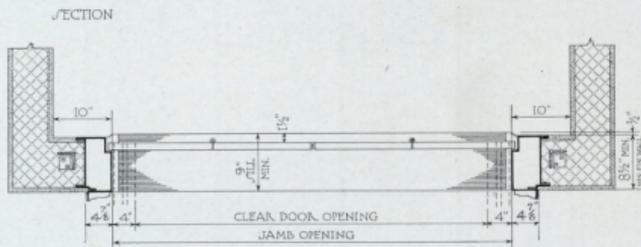


ELEVATOR ENTRANCE DESIGN 28



ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 29

Keyplate, K 26 . . .	Page 30
Panel, D 70 . . .	Page 51
Transom, TP 29 . . .	Page 62
Jamb, J 11 . . .	Page 66
Frieze, F 14 . . .	Page 79
Sill, S 7 . . .	Page 87
Pneumatic Operation	Page 30
Glass	Page 101
Finish	Page 185
Specifications . . .	Page 178
Index	Page 180



KEYPLATE K 26
FOUR PANEL FRONT-CENTER OPENING FOUR-FOLD DOOR



ELEVATOR ENTRANCE DESIGN 29

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 30

Keyplate, K 22 . . .	Page 22
Panel, D 116 . . .	Page 59
Jamb, J 6 . . .	Page 65
Trim, Special . . .	Page 33
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



ELEVATOR ENTRANCE DESIGN 30

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 31

Keyplate, K 19 . . .	Page 16
Panel, D 75 . . .	Page 52
Jamb, J 6 . . .	Page 65
Trim, T 37 . . .	Page 71
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



ELEVATOR ENTRANCE DESIGN 31

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 32

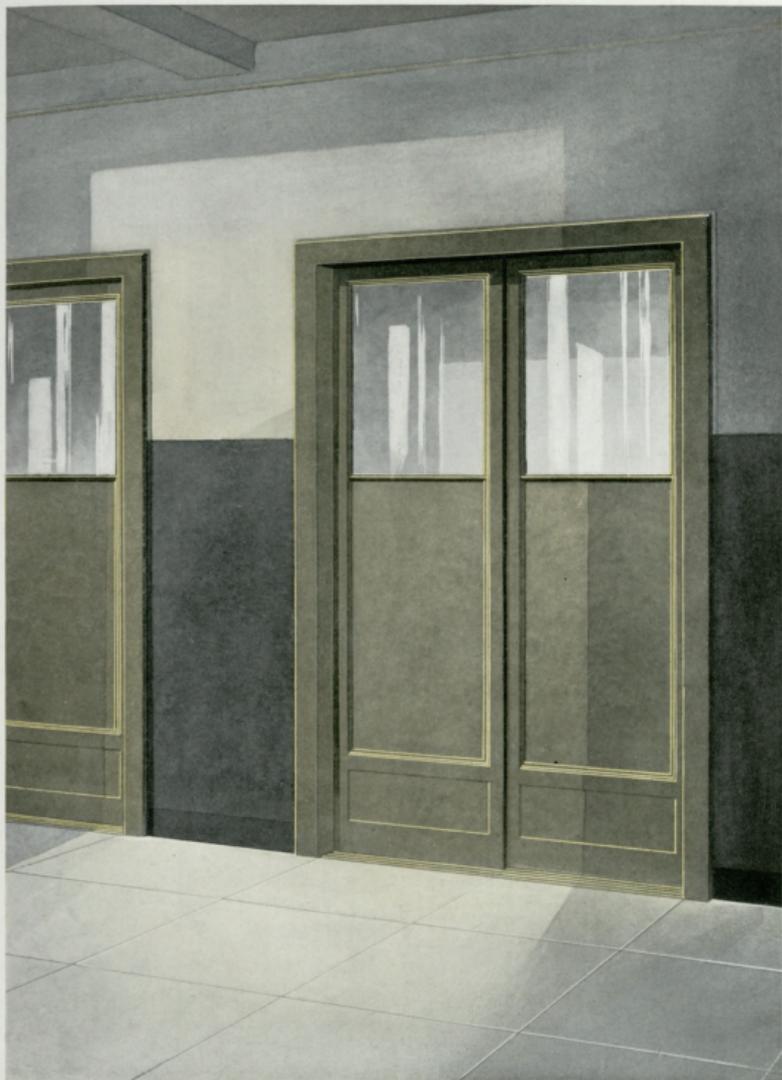
Keyplate, K 16 . . .	Page 10
Panel, D 98 . . .	Page 56
Jamb, J 6 . . .	Page 65
Pilaster, P 35 . . .	Page 85
Cornice, C 9 . . .	Page 76
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



ELEVATOR ENTRANCE DESIGN 32

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 33

Keyplate, K 19 . . .	Page 16
Panel, D 45 . . .	Page 47
Jamb, J 11 . . .	Page 66
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



ELEVATOR ENTRANCE DESIGN 33

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 34

Keyplate, K 20 . . .	Page 18
Panel, D 87 . . .	Page 54
Jamb, J 6 . . .	Page 65
Pilaster, P 31 . . .	Page 85
Cornice, C 12 . . .	Page 77
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



ELEVATOR ENTRANCE DESIGN 34

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 35

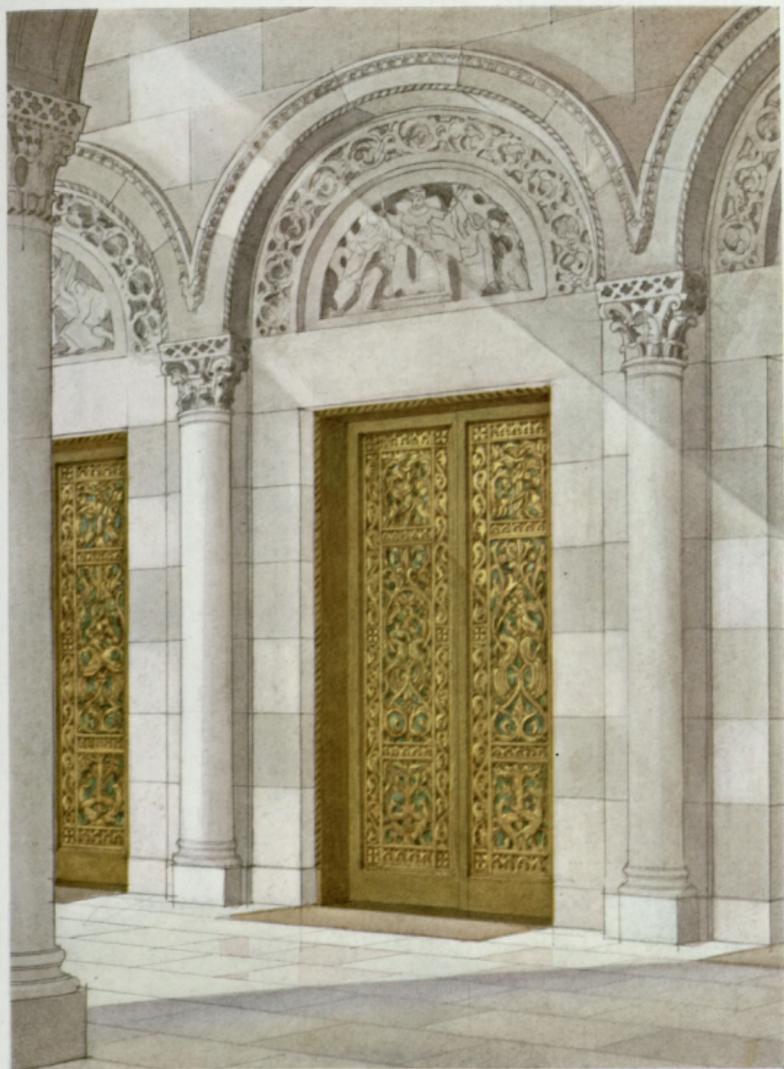
Keyplate, K 19 . . .	Page 16
Panel, D 93 . . .	Page 55
Jamb, J 6 . . .	Page 65
Trim, T 34 . . .	Page 70
Cornice, C 5 . . .	Page 75
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Glass . . .	Page 101
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



ELEVATOR ENTRANCE DESIGN 35

ASSEMBLY
ELEVATOR ENTRANCE
DESIGN 36

Keyplate, K 22 . . .	Page 22
Panel, D 117 . . .	Page 59
Jamb, J 6 . . .	Page 65
Trim, Special . . .	Page 45
Sill, S 7 . . .	Page 87
Hanger . . .	Page 91
Locks . . .	Page 93
Finish . . .	Page 185
Specifications . . .	Page 178
Index . . .	Page 180



ELEVATOR ENTRANCE DESIGN 36

SECTION TWO

Panels

THE designs in this section are adaptable to either stationary panels or doors, and can be made in any width or wainscot height. Seven feet has been adopted for standard height of door opening, but in special cases this may vary.

A number of panels in period design are shown. There is no limit to the treatment possible in Tyler construction and the architect may be assured of the faithful execution of his design, regardless of detail.

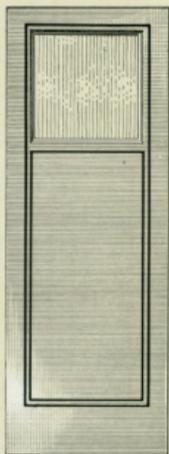
The pages showing panels in color illustrate the treatment of enamel inlays and "Metylwood," a new and exclusive development in the art by this Company.

Tyler elevator entrance panels are made in heavy gauge metal, electrically welded into one piece with full reinforcements to withstand the peculiar strains and stresses to which enclosure doors are subjected.

Tyler doors will not twist or warp. This assures perfect alignment and non-interference with other members.



PANEL D43



PANEL D44



PANEL D45



PANEL D46



PANEL D47



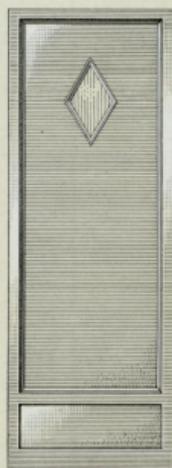
PANEL D48



PANEL D 49



PANEL D 50



PANEL D 51



PANEL D 52



PANEL D 53



PANEL D 54



PANEL D 55



PANEL D 56



PANEL D 57



PANEL D 58



PANEL D 59



PANEL D 60



PANEL D 61



PANEL D 62



PANEL D 63



PANEL D 64



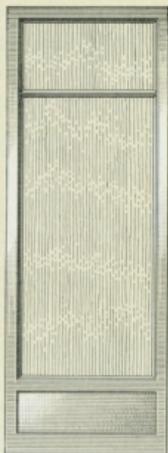
PANEL D 65



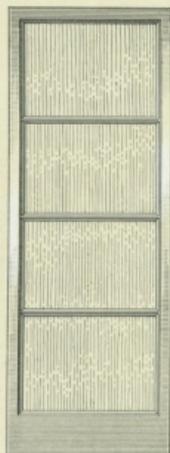
PANEL D 66



PANEL D67



PANEL D68



PANEL D69



PANEL D70



PANEL D71



PANEL D72



PANEL D73



PANEL D74



PANEL D75



PANEL D76



PANEL D77



PANEL D78



PANEL D79



PANEL D80



PANEL D81



PANEL D82



PANEL D83



PANEL D84



PANEL D 85



PANEL D 86



PANEL D 87



PANEL D 88



PANEL D 89



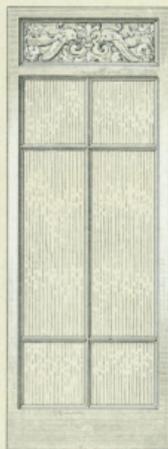
PANEL D 90



PANEL D 91



PANEL D 92



PANEL D 93



PANEL D 94



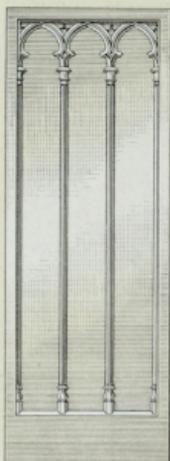
PANEL D 95



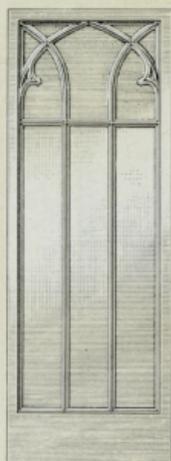
PANEL D 96



PANEL D 97



PANEL D 98



PANEL D 99



PANEL D 100



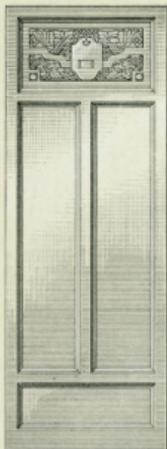
PANEL D 101



PANEL D 102



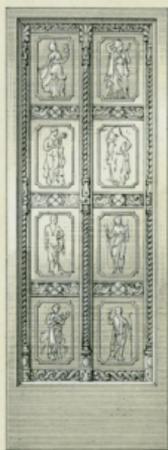
PANEL D 103



PANEL D 104



PANEL D 105



PANEL D 106



PANEL D 107



PANEL D 108



PANEL D 109



PANEL D 110



PANEL D 111



PANEL D 112



PANEL D 113



PANEL D 114



PANEL D115



PANEL D116



PANEL D117



PANEL D118



PANEL D119



PANEL D120

SECTION THREE

Transom Panels

TRANSOM panels enhance the attractiveness of elevator entrance equipment by balancing the design and producing correct proportions.

They are also a means of transmitting light to the elevator shaft. In stores, transoms permit elevator passengers to view merchandise on display.

The panels are constructed of either flat or molded members. When selecting the design of transoms, the treatment of the entire entrance unit should be considered.



TRANSOM TP 19



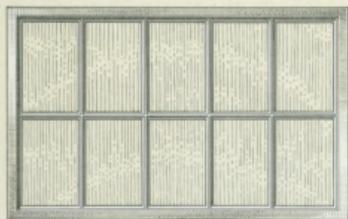
TRANSOM TP 20



TRANSOM TP 21



TRANSOM TP 22



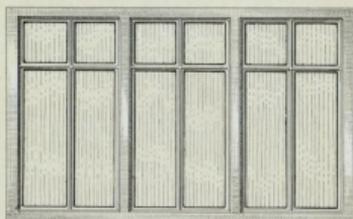
TRANSOM TP 23



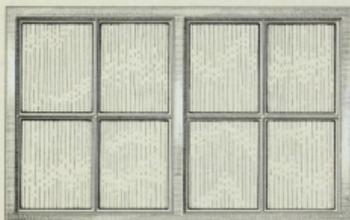
TRANSOM TP 24



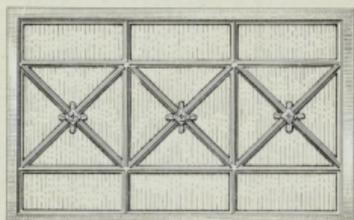
TRANSOM TP 25



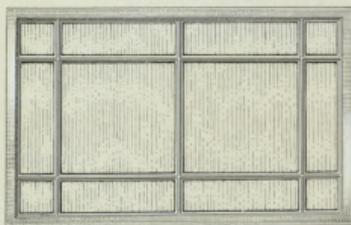
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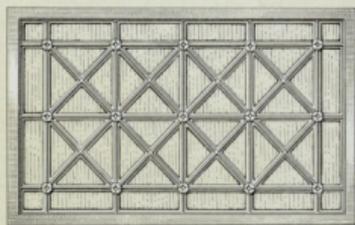
TRANSOM TP 27



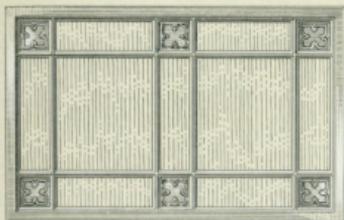
TRANSOM TP 28



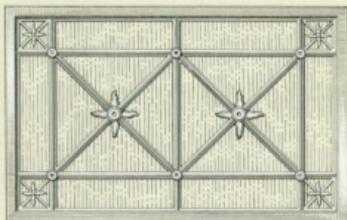
TRANSOM TP 29



TRANSOM TP 30



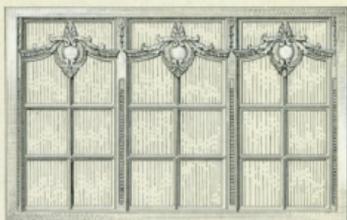
TRANSOM TP 31



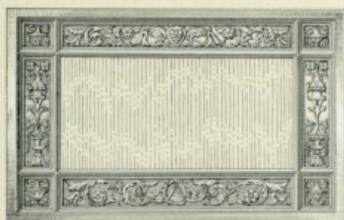
TRANSOM TP 32



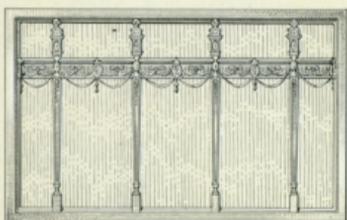
TRANSOM TP 33



TRANSOM TP 34



TRANSOM TP 35



TRANSOM TP 36

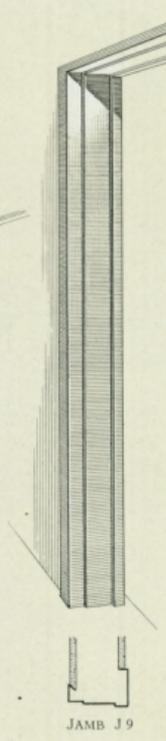
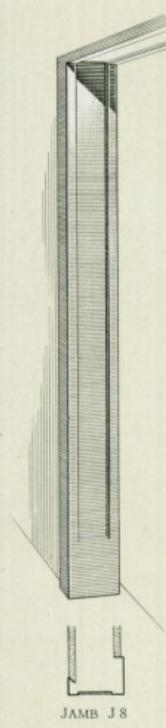
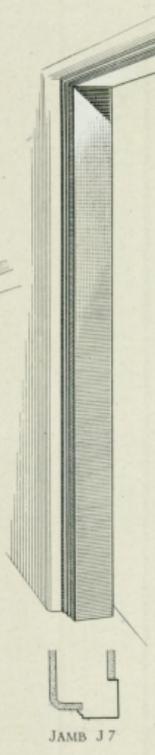
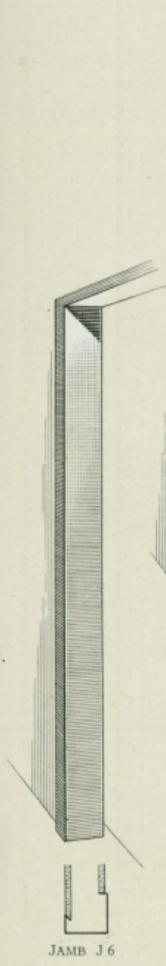
SECTION FOUR

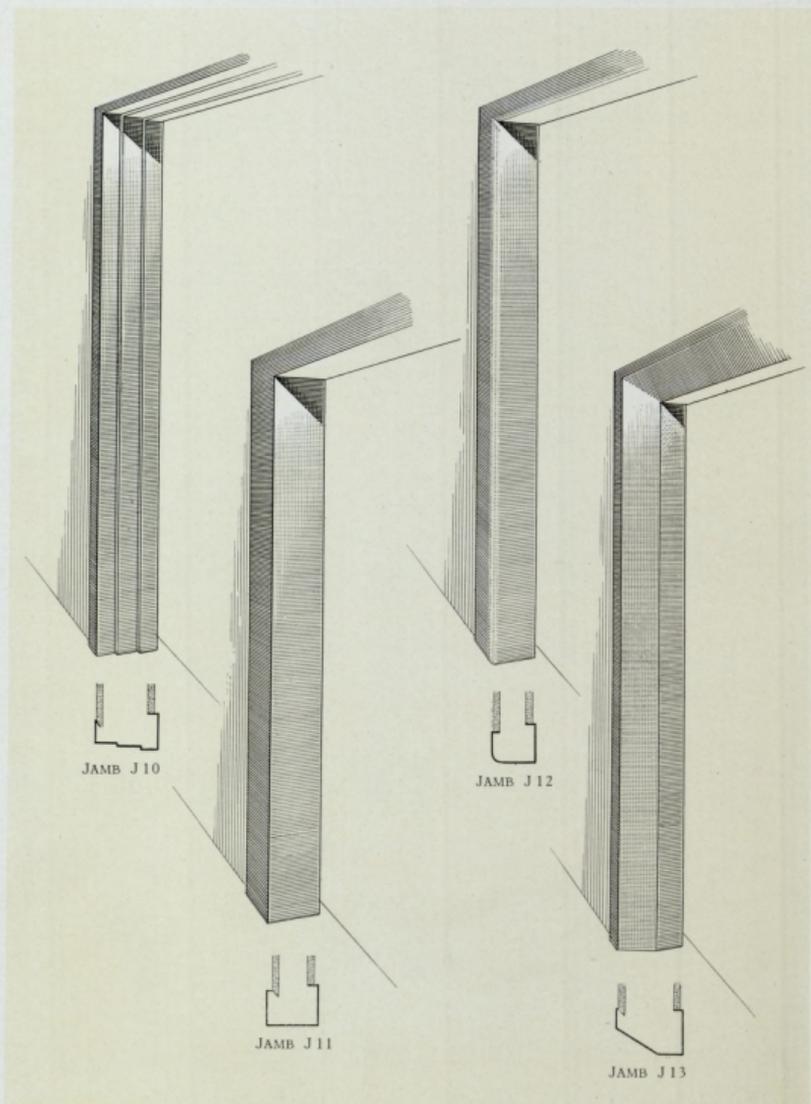
Jambs and Soffits

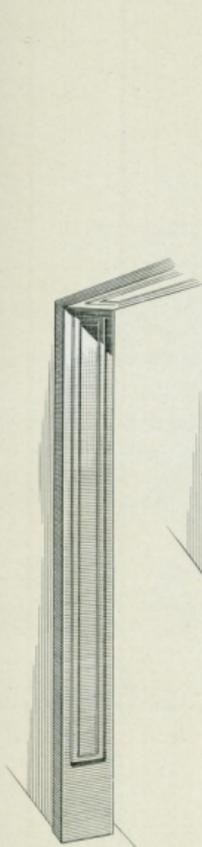
JAMBS and soffits are an important feature of elevator entrances. The strength of the material, and the accuracy of the assembled and installed unit, have a material bearing on the alignment and proper operation of the entire equipment.

Cold-rolled steel in heavy gauge is used in these members, and sections are designed with offsets for door register and bumpers. The headers, or soffits, are designed with housing for hardware and operating mechanism. Frames are welded into one piece and no screws or fastenings are visible.

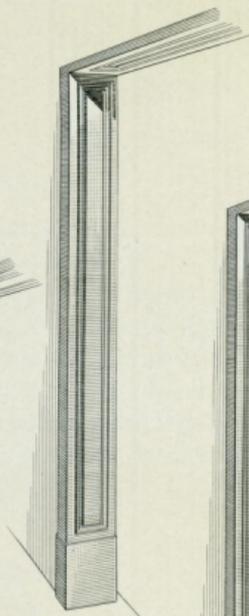
Thickness and material of wall construction should be mentioned in specifying jamb.



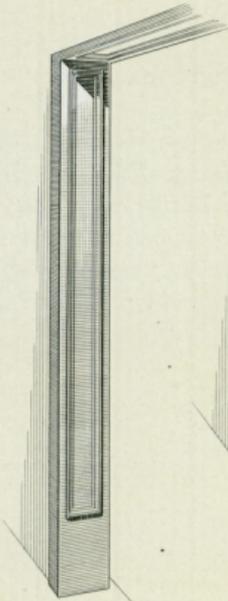




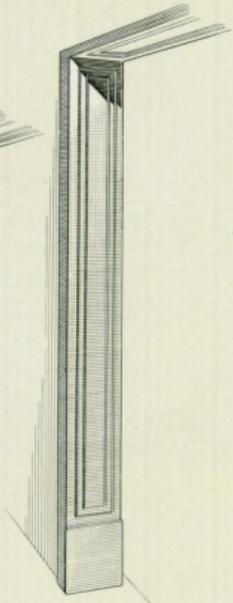
JAMB J14



JAMB J15



JAMB J16



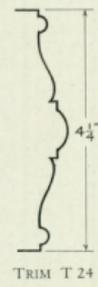
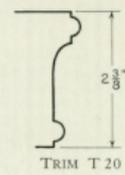
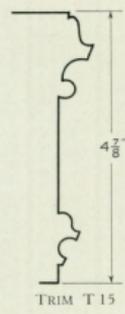
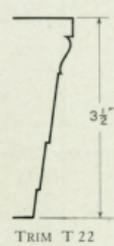
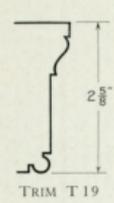
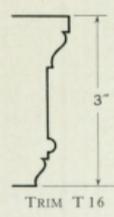
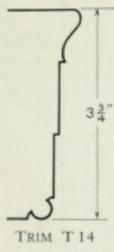
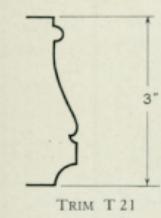
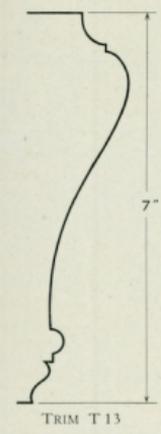
JAMB J17

SECTION FIVE

Trims

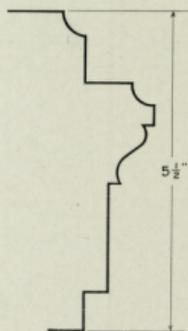
A VARIETY of trim designs both plain and ornamental are shown.

Trim in enamel inlays and "Metylwood" may be used in combination with panels of similar treatment or as a decorative feature with door panels of simple design. Invisible fastenings are employed—a method developed by The Tyler Company. Heavy gauge material is used, and perfection of profile and detail is always assured.





TRIM T 25



TRIM T 26



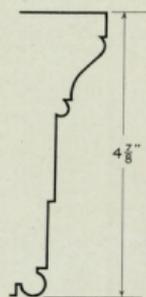
TRIM T 27



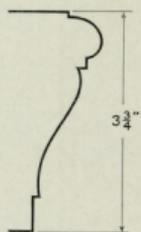
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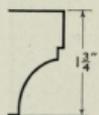
TRIM T 29



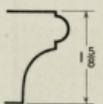
TRIM T 30



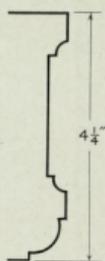
TRIM T 31



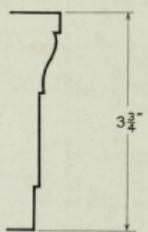
TRIM T 32



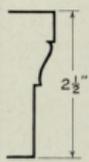
TRIM T 35



TRIM T 33



TRIM T 34



TRIM T 36



TRIM T 37. Width, 3 3/4"



TRIM T 38. Width, 4 7/8"



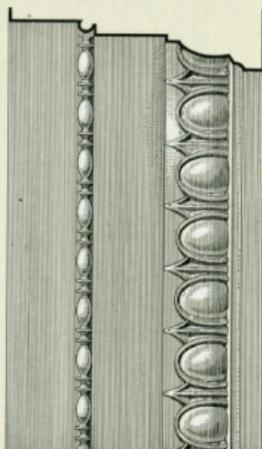
TRIM T 39. Width, 4 3/8"



TRIM T 40. Width, 3 1/2"



TRIM T 41. Width, 4"



TRIM T 42. Width, 5"

Trims in "Metylwood" and Colored Inlays

TRIMS with colored inlays are illustrated to suggest the possibilities in decorative treatment. A variety of patterns in any color combination can be furnished.

The adaptation of the new Tyler development "Metylwood" to trim is also shown and may be had in a variety of treatments.



34"
TRIM T 43



41"
TRIM T 44



41"
TRIM T 45



41"
TRIM T 46



34"
TRIM T 47



41"
TRIM T 48

SECTION SIX

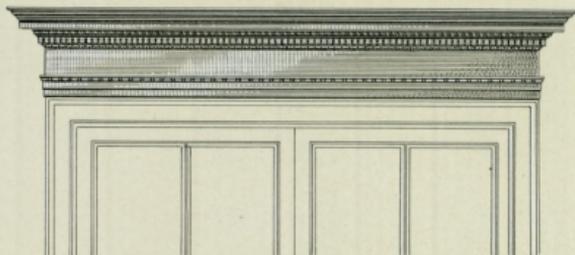
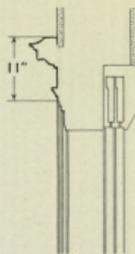
Cornices

CORNICES are used in combination with trims where a more impressive treatment is desired. The sections shown are adaptable to any width opening, and may be used either at door height or above transom.

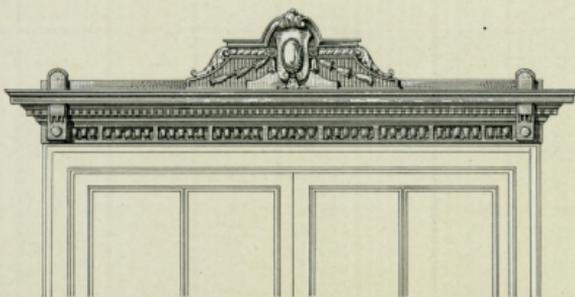
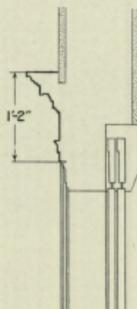
In combination with pilasters, very effective results are obtainable. All ornamental portions are cast.



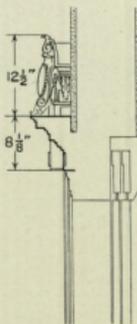
CORNICE C 4

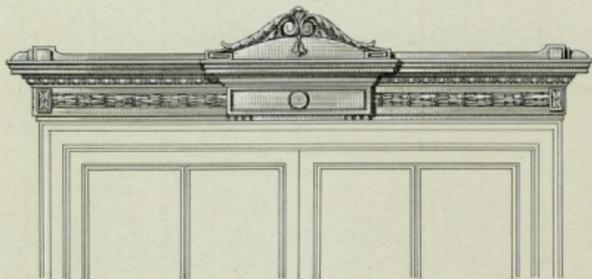


CORNICE C 5

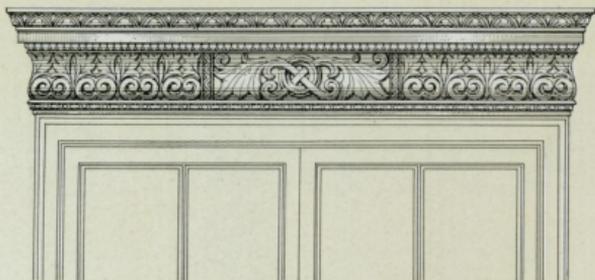


CORNICE C 6

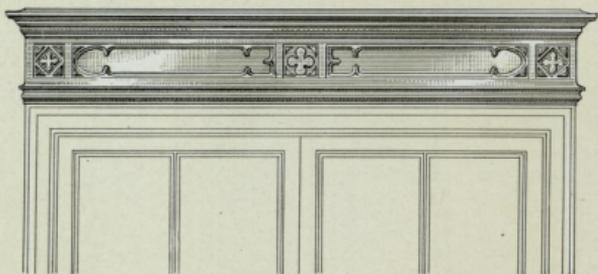




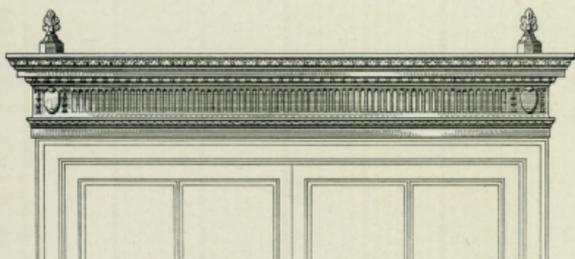
CORNICE C 7



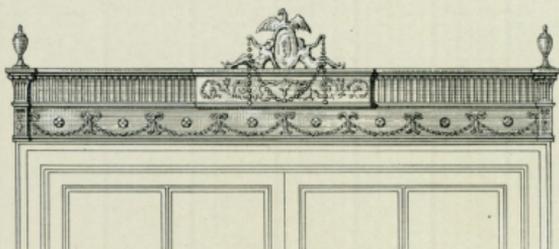
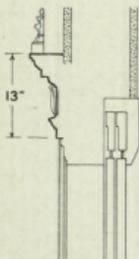
CORNICE C 8



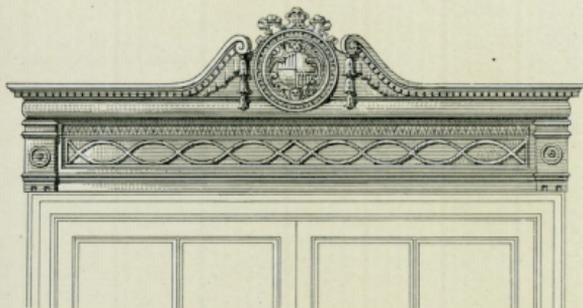
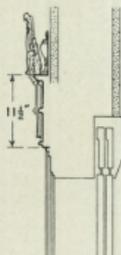
CORNICE C 9



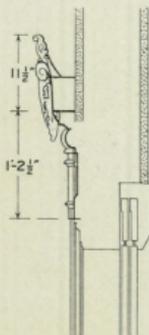
CORNICE C 10



CORNICE C 11



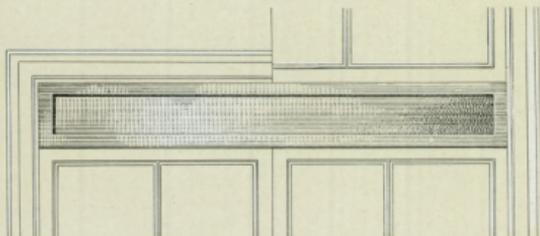
CORNICE C 12



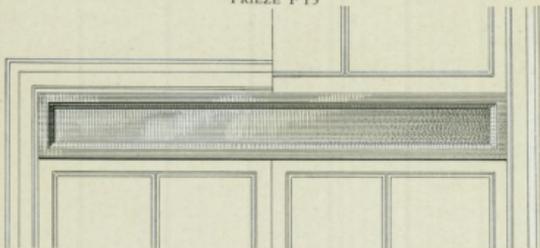
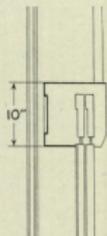
SECTION SEVEN

Friezes

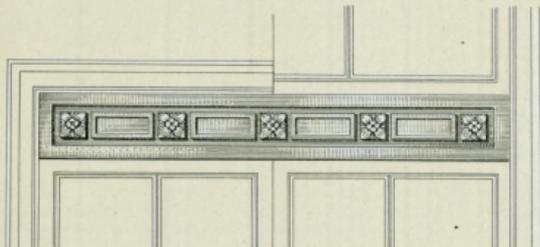
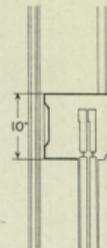
THE frieze is more generally used as a face member of the hanger housing where transoms occur, and may be combined with trims and cornices in securing ornamental effects.



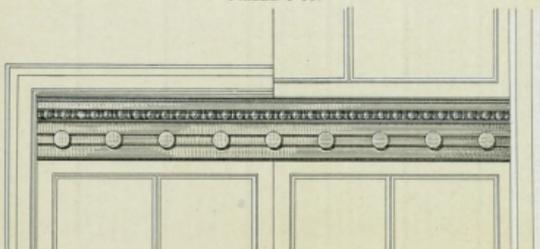
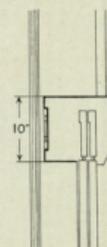
FRIEZE F 13



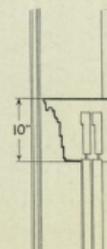
FRIEZE F 14

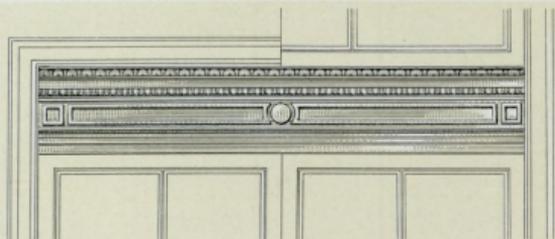


FRIEZE F 15

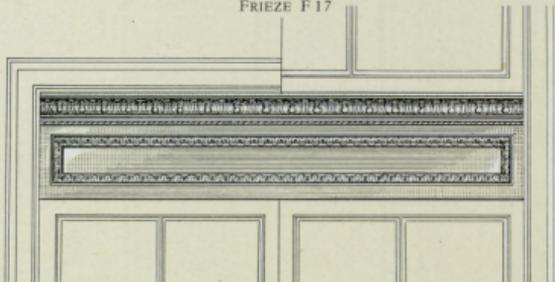


FRIEZE F 16

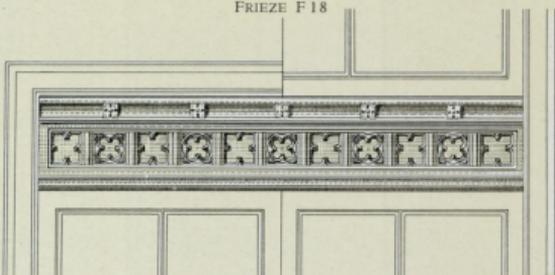




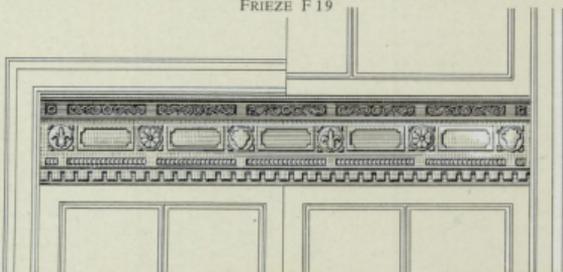
FRIEZE F 17



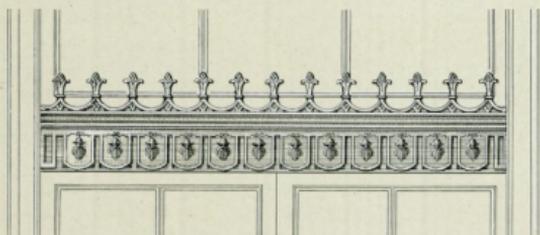
FRIEZE F 18



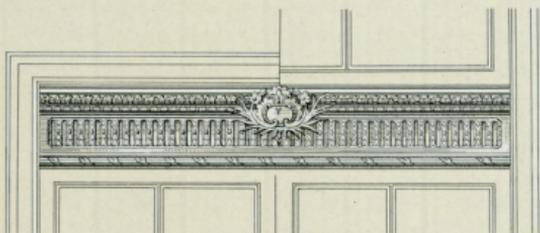
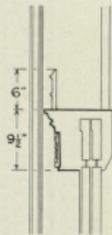
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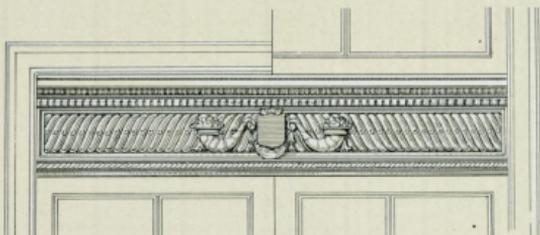
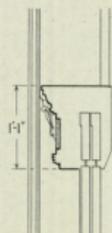
FRIEZE F 20



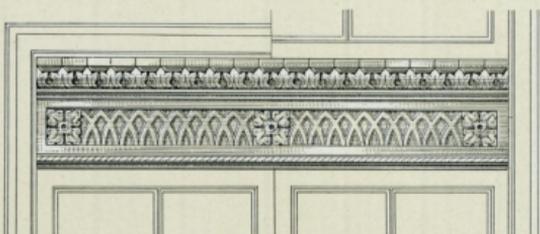
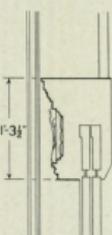
FRIEZE F 21



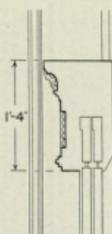
FRIEZE F 22



FRIEZE F 23



FRIEZE F 24



SECTION EIGHT

Pilasters

WHERE elevator entrances are installed in series, pilasters combined with a frieze or cornice treatment are an effective means of grouping into one harmonious unit.

The appearance of single elevators is frequently enhanced by the use of pilasters combined with other members.

Designs shown may be had in variable widths. The length and return dimensions may be specified to suit any condition.



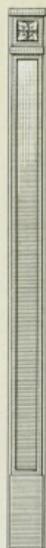
PILASTER P 19



PILASTER P 20



PILASTER P 21



PILASTER P 22



PILASTER P 23



PILASTER P 24




PILASTER P 25




PILASTER P 26




PILASTER P 27




PILASTER P 28



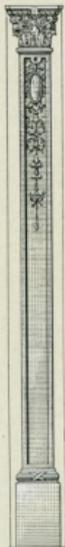

PILASTER P 29




PILASTER P 30



PILASTER P 31



PILASTER P 32



PILASTER P 33



PILASTER P 34



PILASTER P 35



PILASTER P 36

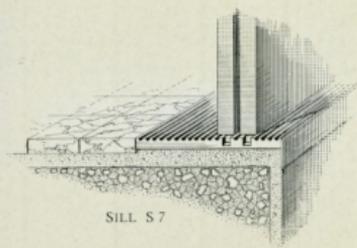
SECTION NINE

Sills and Facias

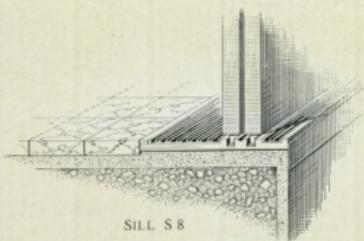
THE sill is a very important part of the elevator entrance. Noise and difficult operation of doors can frequently be laid to faulty sill design and construction.

Tyler Elevator Sills are cast solid in extra heavy sections. The grooves or guideways are machine-cut to micrometer exactness, assuring absolute accuracy in alignment and a perfect register for the guides. All possibility of noise or binding is eliminated. Sills have safety surfacing in doorways.

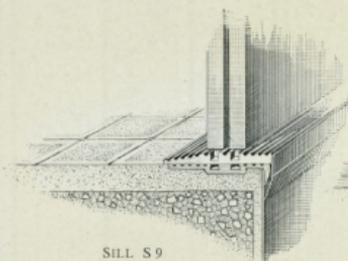
Facias are furnished from header to sill above, or as an apron in varying depths. The finish is usually a plain color enamel in harmony with the finish of the elevator entrance. Facias may be paneled or striped and usually carry the floor numerals.



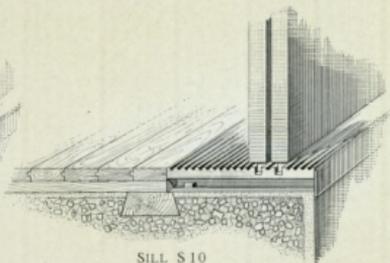
SILL S 7



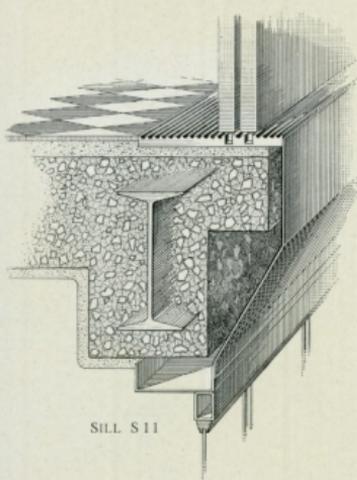
SILL S 8



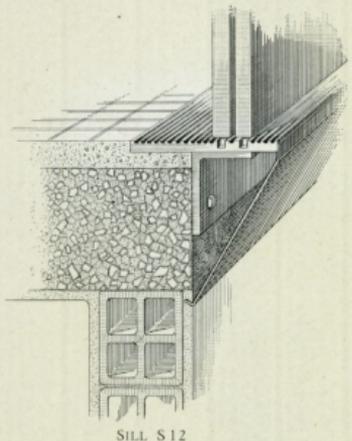
SILL S 9



SILL S 10



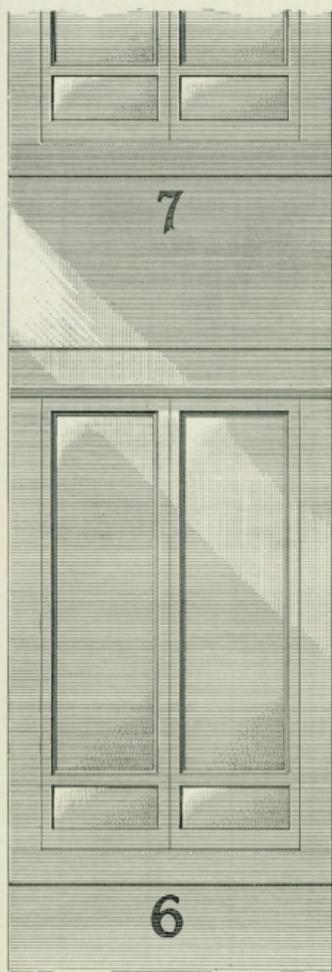
SILL S 11



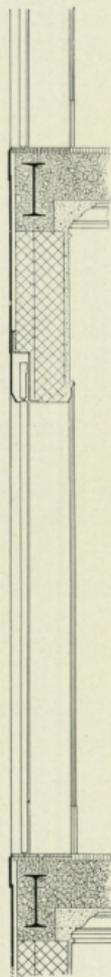
SILL S 12

Flush Hatch Construction

THE flush hatch construction illustrated on the opposite page is a Tyler development. Its safety features, elimination of all projections, and cutting of car clearance to a minimum, make this construction preferable wherever possible. The neat hatch appearance is another desirable element in its favor.



FACIA TREATMENT



SECTION

SECTION TEN

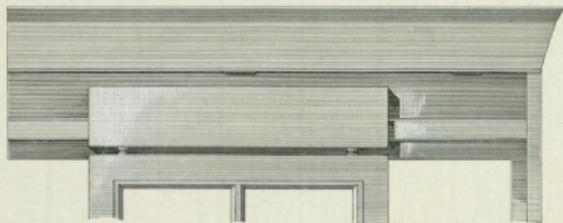
Elevator Door Hangers

IN THE selection of hangers, special consideration should be given to the wearing qualities, ease of operation, and smooth, noiseless performance. The hanger is a vital part of the elevator entrance; nevertheless, no matter how efficient the hanger, a perfect operating unit can only be obtained when the enclosure parts also are properly designed and constructed, a result which is absolutely assured with Tyler Hangers applied to Tyler Elevator Entrances.

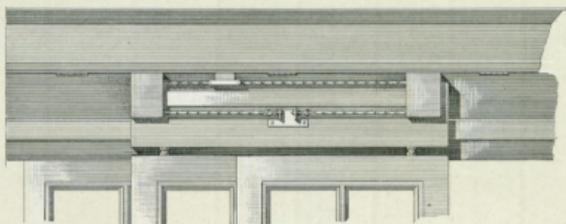
The Tyler Hangers are designed and built with a full knowledge of the duties and service required, and have a proved record for dependability as well as smooth, noiseless operation. Power operation of doors has been given special consideration.

Tyler Elevator Entrances are designed with dust-proof housings for all operating mechanism, and are provided with hinged cover plates to allow easy access.

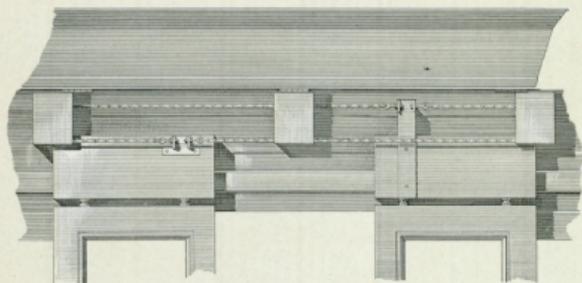
On manually operated, center-opening doors, and on two-speed doors, where door closers are not used, the Tyler Silent Chain device is furnished.



SINGLE-SLIDING DOOR



TWO-SPEED DOOR



CENTER-OPENING DOOR

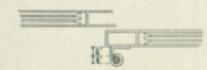
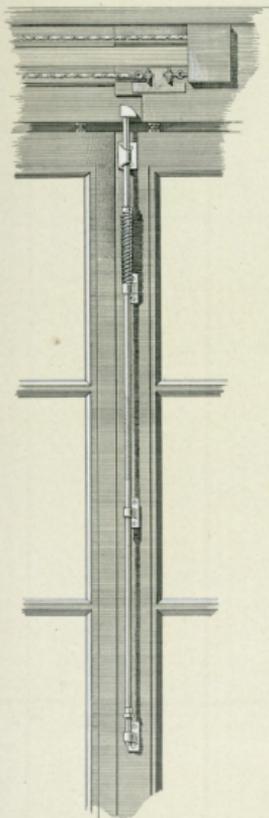
SECTION ELEVEN

Locks

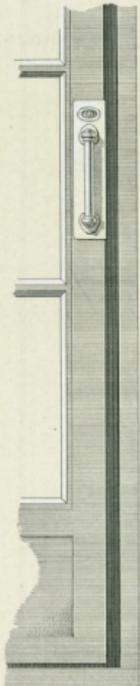
THE pull-down bar lock illustrated is generally used; however, special locks for varying conditions such as the swing, two-fold, and push-button operation, are furnished where required.

Where door checks are used, the locking action is effected through the check arms.

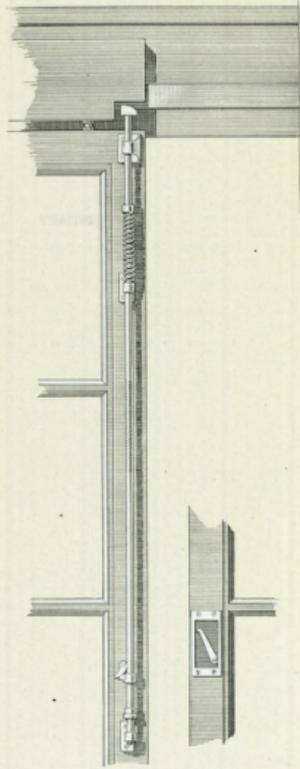
Door handles and escutcheons are usually standard equipment on Tyler Elevator Entrances.



STANDARD PULL-DOWN
BAR LOCK



STANDARD BRONZE
HANDLE

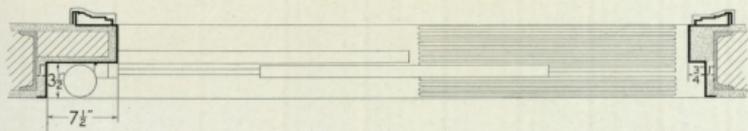
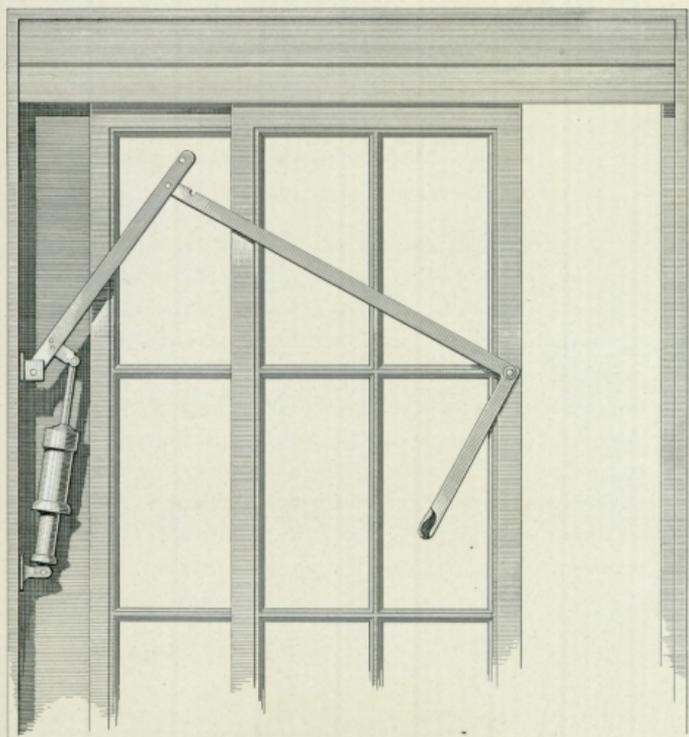


PULL-DOWN BAR LOCK
OPERATED FROM BOTH SIDES
FOR PUSH-BUTTON ELEVATORS

SECTION TWELVE

Door Closers

THE use of door closers is recommended in connection with all manually operated elevator fronts. Through the checking feature, the doors are cushioned in both their opening and closing operation, eliminating noise and wear due to slamming. The space required and the arrangement for different conditions are shown on page 99.



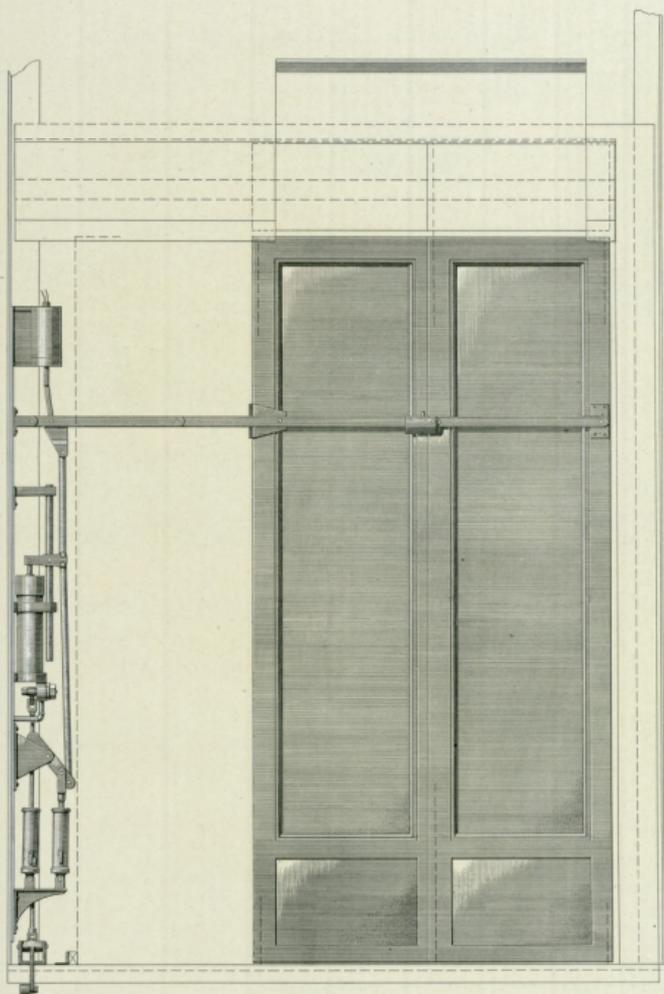
DOOR CLOSER AND CHECK

SECTION THIRTEEN

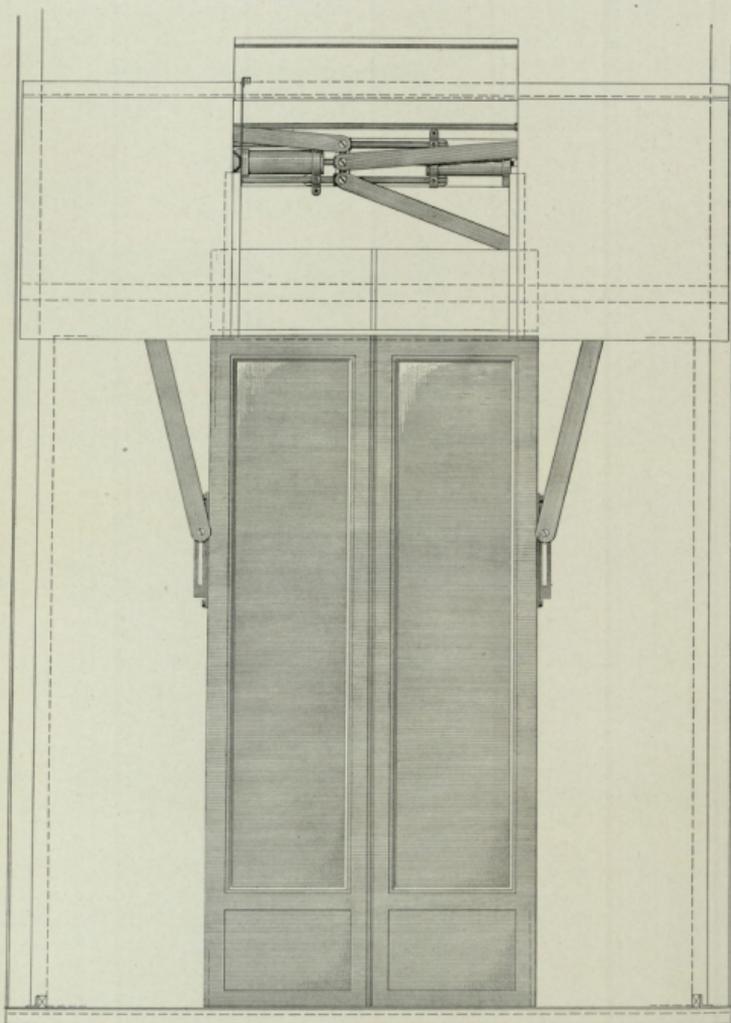
Pneumatic Power Operation

POWER operation is secured through the use of two types of air engines—the side arm and the overhead design. In the side arm method the power is applied through arms operating in much the same manner as with the door closer. The engine or cylinder is placed in practically the same position as the check cylinder. This type is very satisfactory for use with the single-opening and two-speed doors.

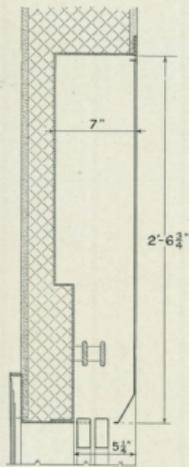
Overhead pneumatics act through arms connected with overhead engines and are practicable for every type of operation. The two types of equipment are illustrated in this section. Special inquiry should be made, however, where power operation is contemplated.



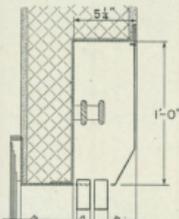
HATCH SIDE OF A TWO-SPEED INSTALLATION SHOWING SIDE
ARM PNEUMATIC DOOR OPERATOR



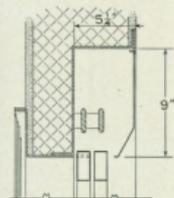
HATCH SIDE OF A CENTER-OPENING INSTALLATION WITH OVERHEAD
PNEUMATIC ENGINE. SWING COVER PLATE OPEN



HEADER FOR OVERHEAD ENGINE DOOR OPERATOR USING TYLER NO. 1000 ADJUSTABLE HANGERS



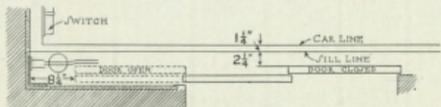
HEADER FOR TYLER NO. 1000 ADJUSTABLE HANGER FOR USE WITH SIDE ARM PNEUMATIC OPERATORS



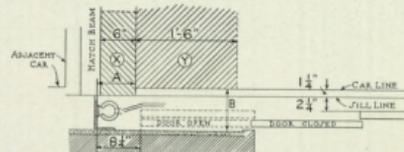
HEADER FOR TYLER NO. 800 BALL BEARING HANGER FOR MANUALLY OPERATED DOOR CLOSERS



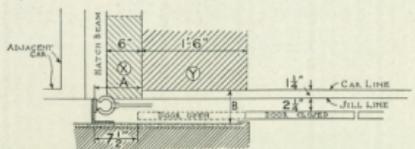
PLAN FOR SINGLE OR CENTER-OPENING DOOR CLOSER



PLAN FOR TWO-SPEED DOOR CLOSER



PLAN FOR TWO-SPEED PNEUMATIC DOOR OPERATORS



PLAN FOR SINGLE OR CENTER-OPENING PNEUMATIC DOOR OPERATORS

ALL CLEARANCES INDICATED ARE MINIMUM SPACE MARKED (X) TO BE KEPT CLEAR FULL HEIGHT OF HATCH FOR CAR CAM

SPACE MARKED (Y) ON UNDER SIDE OF PLATFORM FROM FRONT EDGE BACK TO SAFETY CHANNELS, TO BE KEPT AS CLEAR AS POSSIBLE FOR CAM MECHANISM

DIMENSION (A) MUST BE AT LEAST 5" REGARDLESS OF LOCATION OF DOORS

DIMENSION (A) MUST BE AT LEAST 8 1/2" IF (B) IS LESS THAN 6 1/2"

SPACE REQUIREMENTS

SECTION FOURTEEN

Glass

GLASS and glazing should be included in the elevator entrance specifications.

The usual method of setting glass with putty and cement does not provide a satisfactory cushion and causes unsightly seepage around the muntin bars or glass frames.

To assure proper cushioning and neat setting, The Tyler Company uses pure gum rubber channels.

The glass is held in place by continuous steel stops screwed to the panel frames and muntins. In the event of breakage, this type of setting makes reglazing convenient.

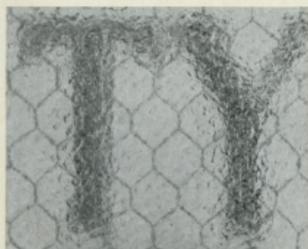
The kinds of wire glass generally used, and their relative degrees of transparency, are illustrated on the opposite page.



POLISHED WIRE GLASS



ROUGH WIRE GLASS



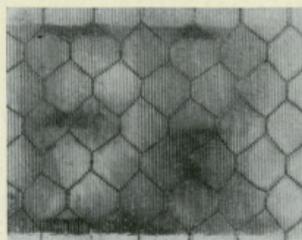
SYENITE WIRE GLASS



SINGLE PROCESS CHIPPED POLISHED
WIRE GLASS



MAZED WIRE GLASS



RIBBED WIRE GLASS

SECTION FIFTEEN

Elevator Cars

NO ITEM of equipment is more essential to the favorable impression created by a building than its elevator cars.

An attractive elevator car, designed to harmonize with the treatment and finish of the elevator entrances and lobby, commands attention and assures the most favorable impression for the entire building.

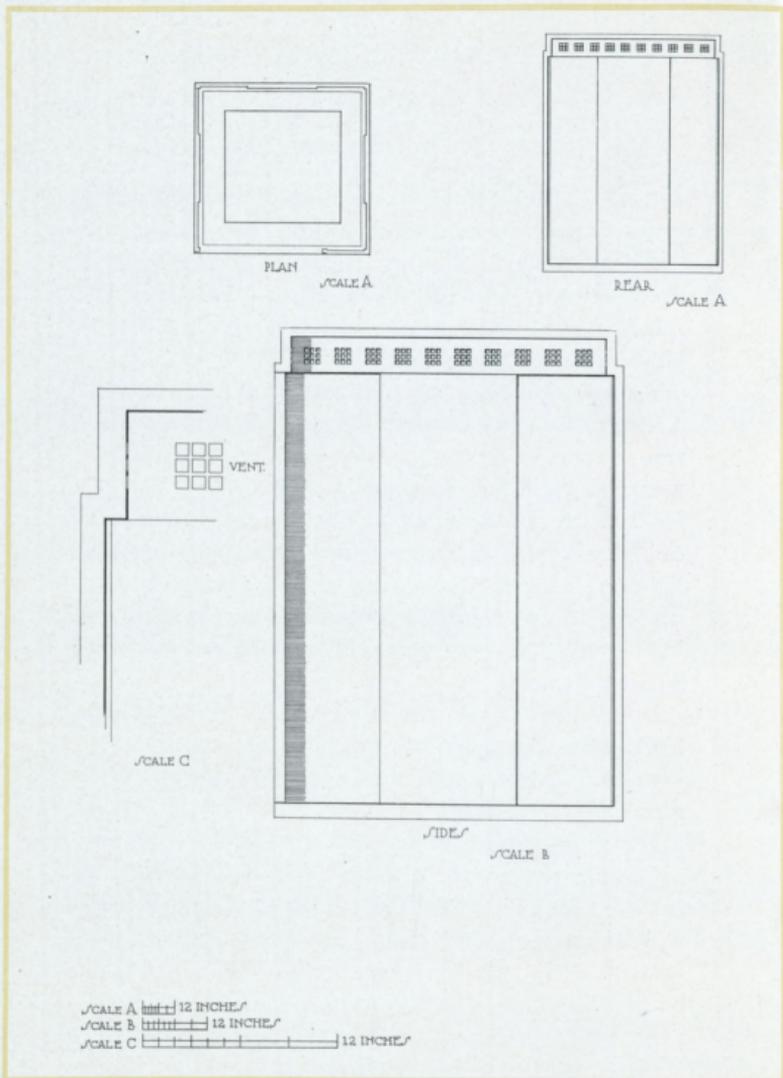
A comprehensive assortment of designs from the very simple to the more elaborate is shown, to enable a selection of cars for any type of building. The Tyler distinctive quality is adhered to in all designs.

The same attention that is evident in the main feature of Tyler Elevator Cars is extended to the details, such as lighting, hand rails, exits, and other appointments. In many cases cars are made to special design, suiting the individual's ideas. Sketches will be submitted covering any requirement.

In connection with the standard cars shown in this book, some variation of design and finish is possible.

Cars in "Metylwood" and wood are presented in a supplementary edition.

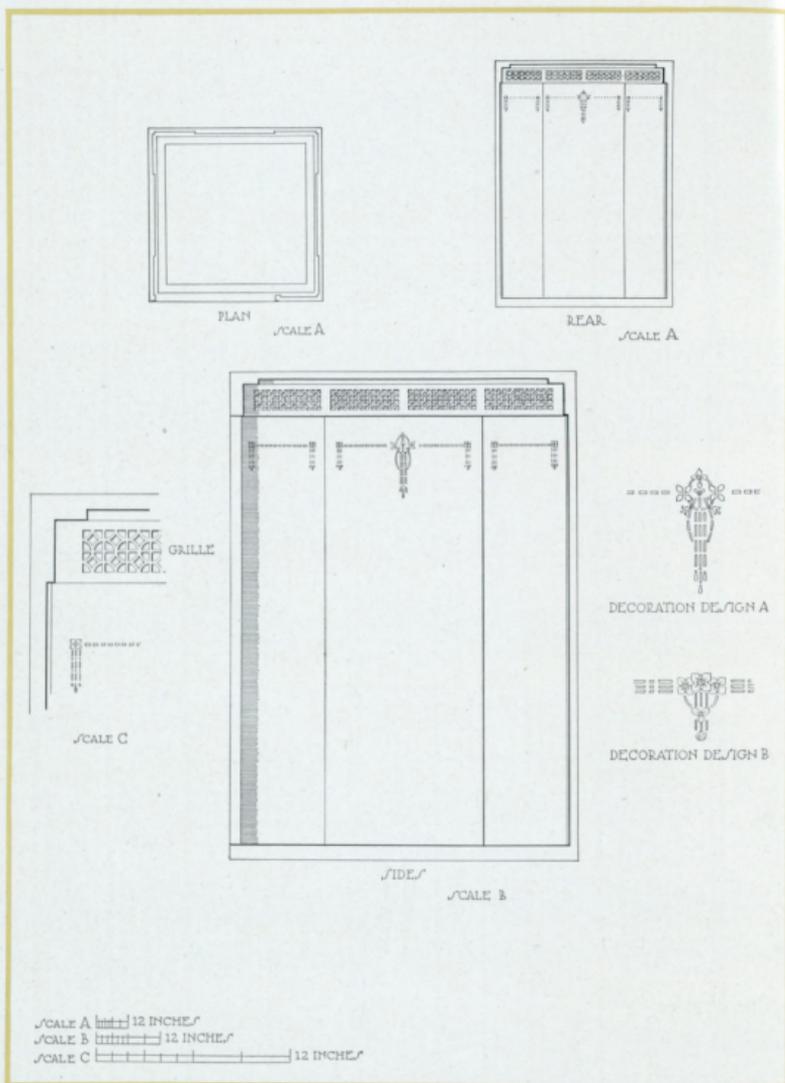
In the absence of definite listing of items to be furnished, the elevator car allowance will be understood to include a car of standard size (30 sq.ft. platform area) with an emergency exit and in plain enamel finish, f.o.b. factory.



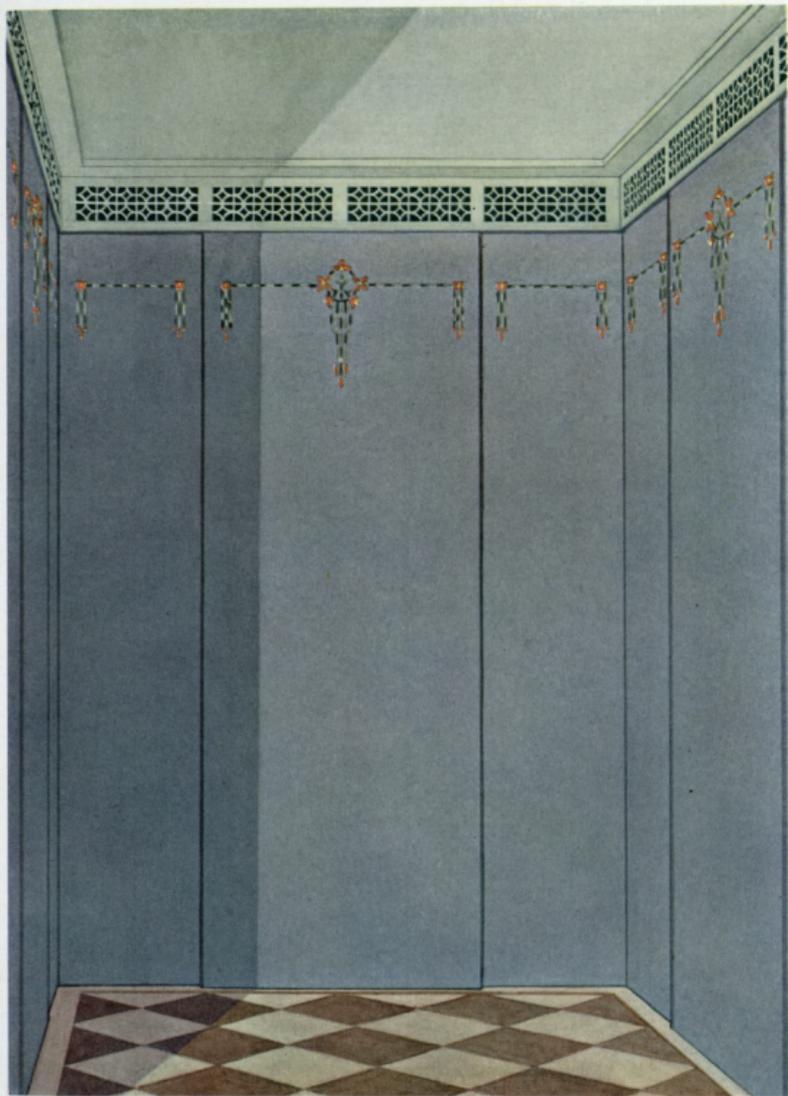
DETAIL ELEVATOR CAR C 45



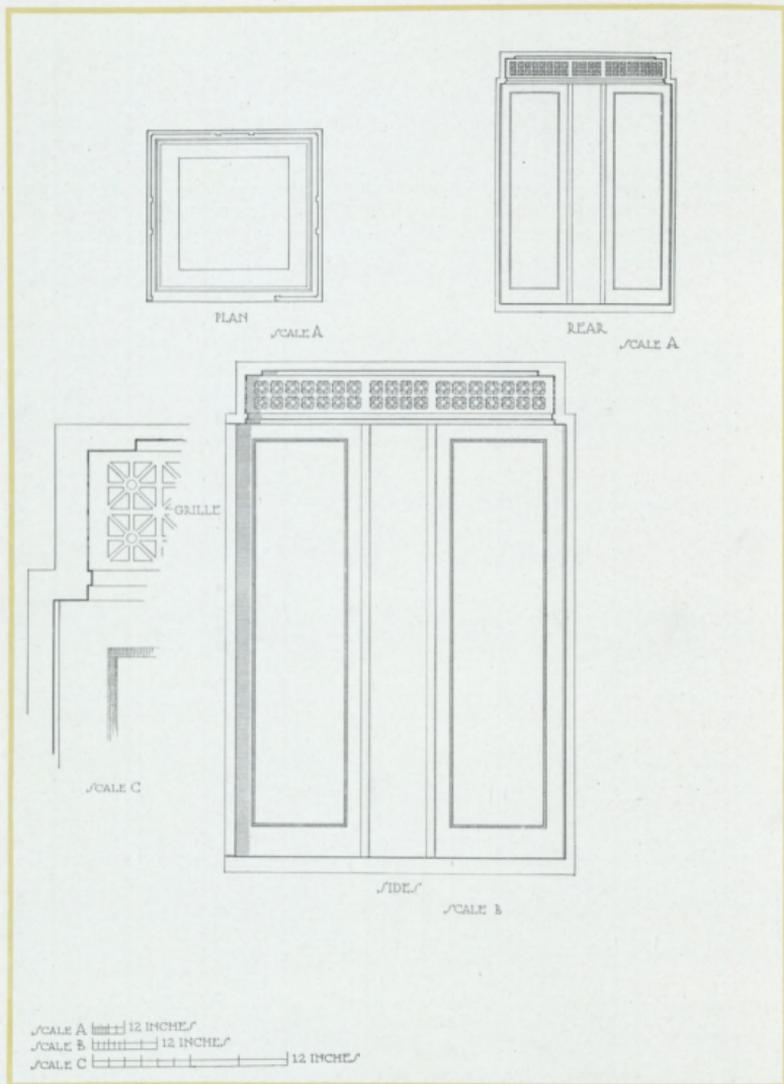
ELEVATOR CAR C 45



DETAIL ELEVATOR CAR C 46



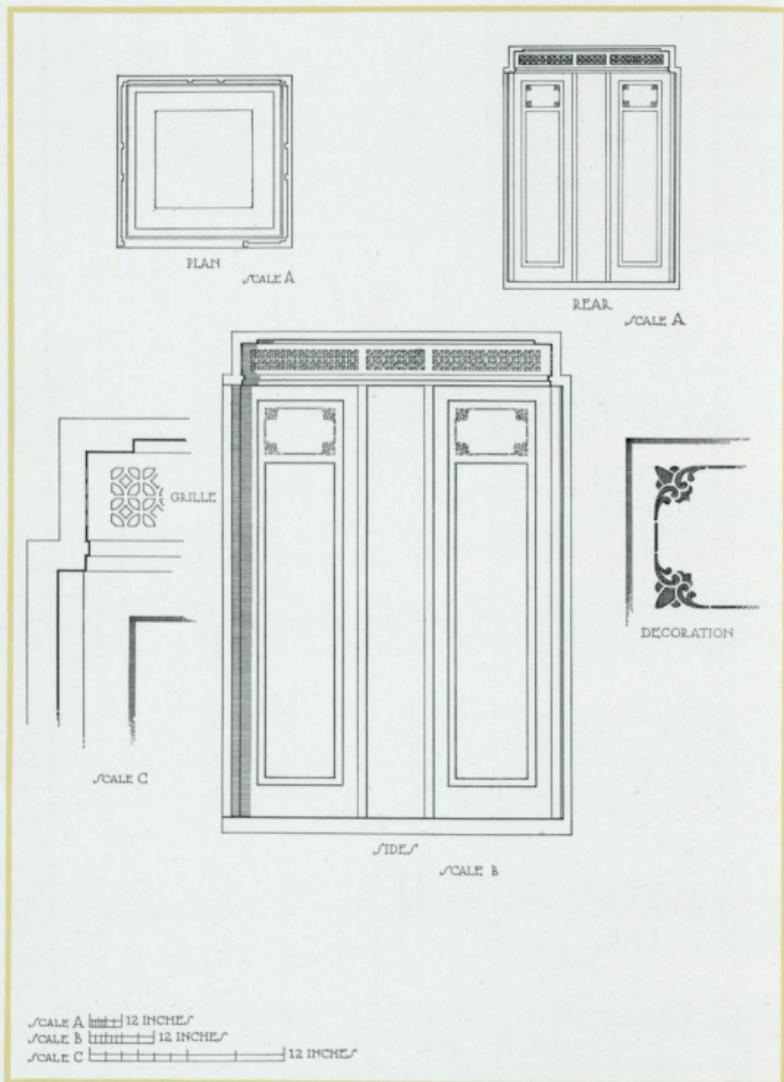
ELEVATOR CAR-C 46



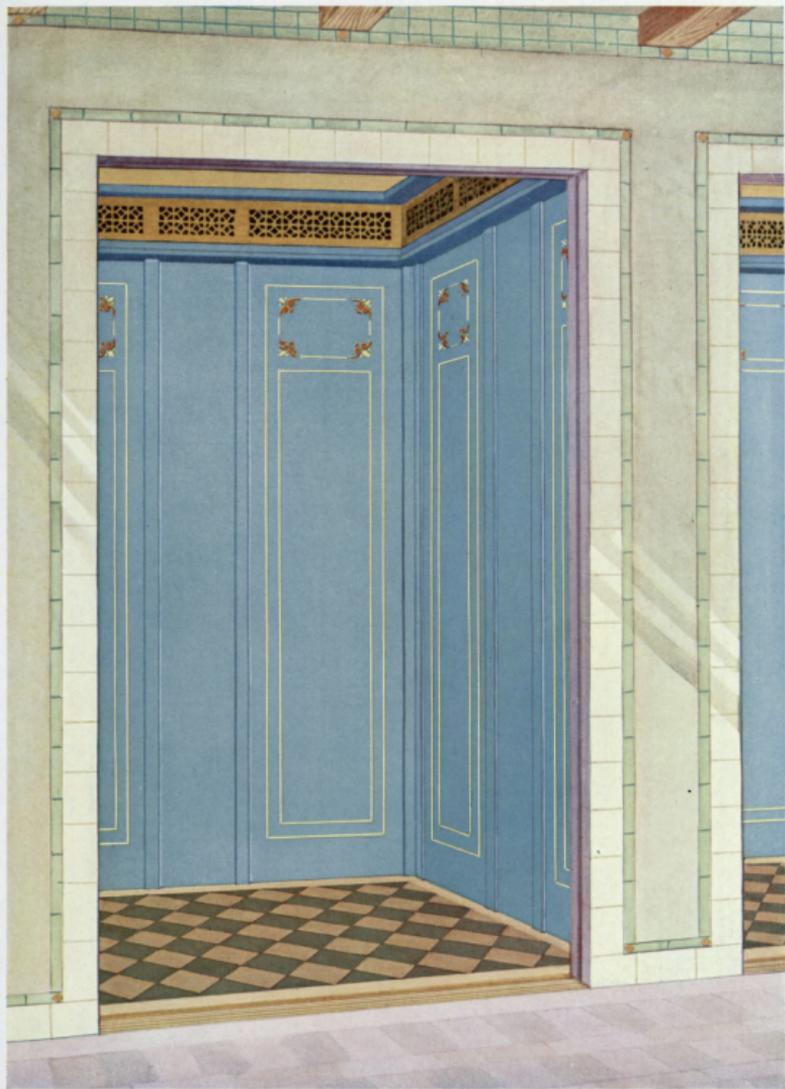
DETAIL ELEVATOR CAR C 47



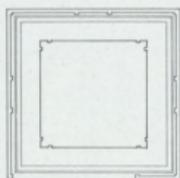
ELEVATOR CAR C 47



DETAIL ELEVATOR CAR C48

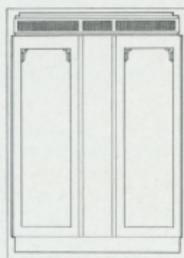


ELEVATOR CAR C 48



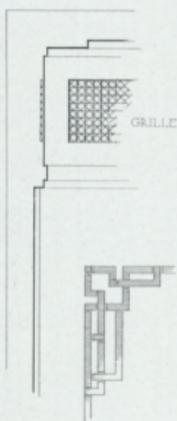
FLAN

SCALE A



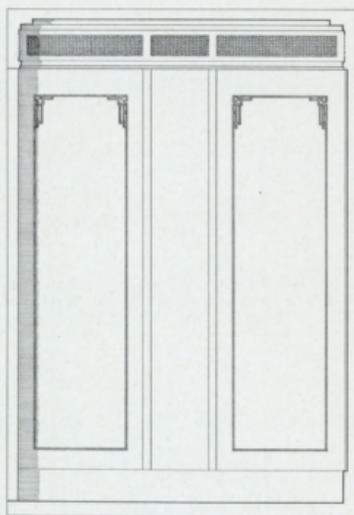
REAR

SCALE A



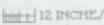
GRILLE

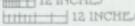
SCALE C



SIDE

SCALE B

SCALE A  12 INCHES

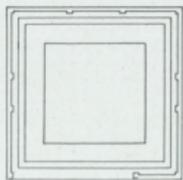
SCALE B  12 INCHES

SCALE C  12 INCHES

DETAIL ELEVATOR CAR C 49

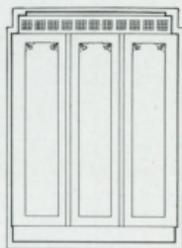


ELEVATOR CAR C 49



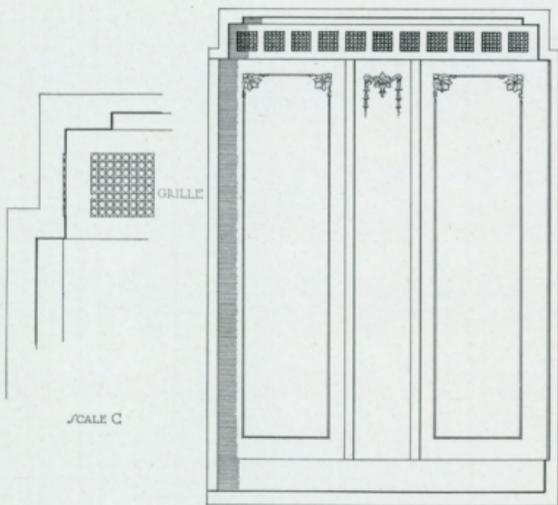
FLAN

SCALE A



REAR

SCALE A



GRILLE

SCALE C

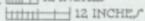
SIDE

SCALE B



DECORATIONS

SCALE A  12 INCHES

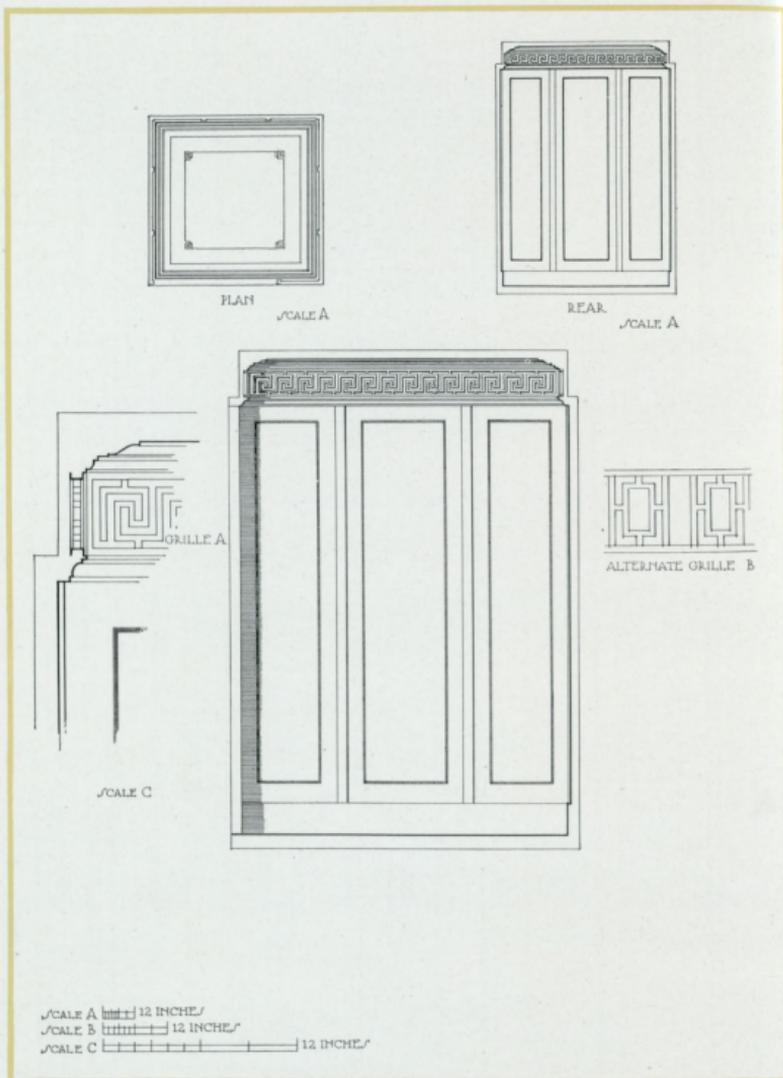
SCALE B  12 INCHES

SCALE C  12 INCHES

DETAIL ELEVATOR CAR C 50



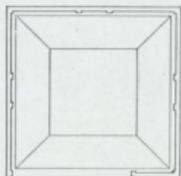
ELEVATOR CAR C 50



DETAIL ELEVATOR CAR C51

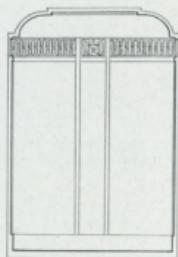


ELEVATOR CAR C51



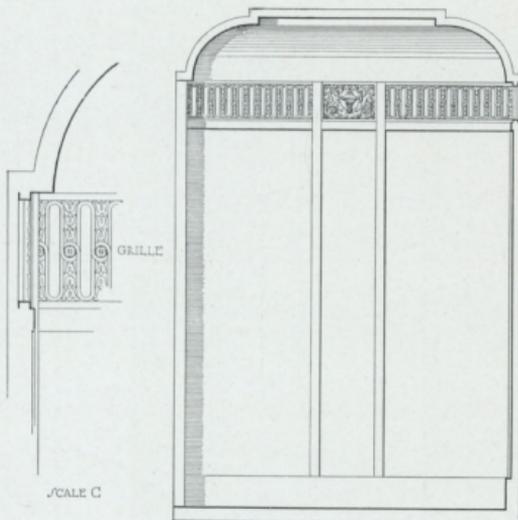
PLAN

SCALE A



REAR

SCALE A



GRILLE

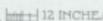
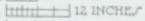
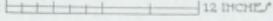
SCALE C

SIDE

SCALE B



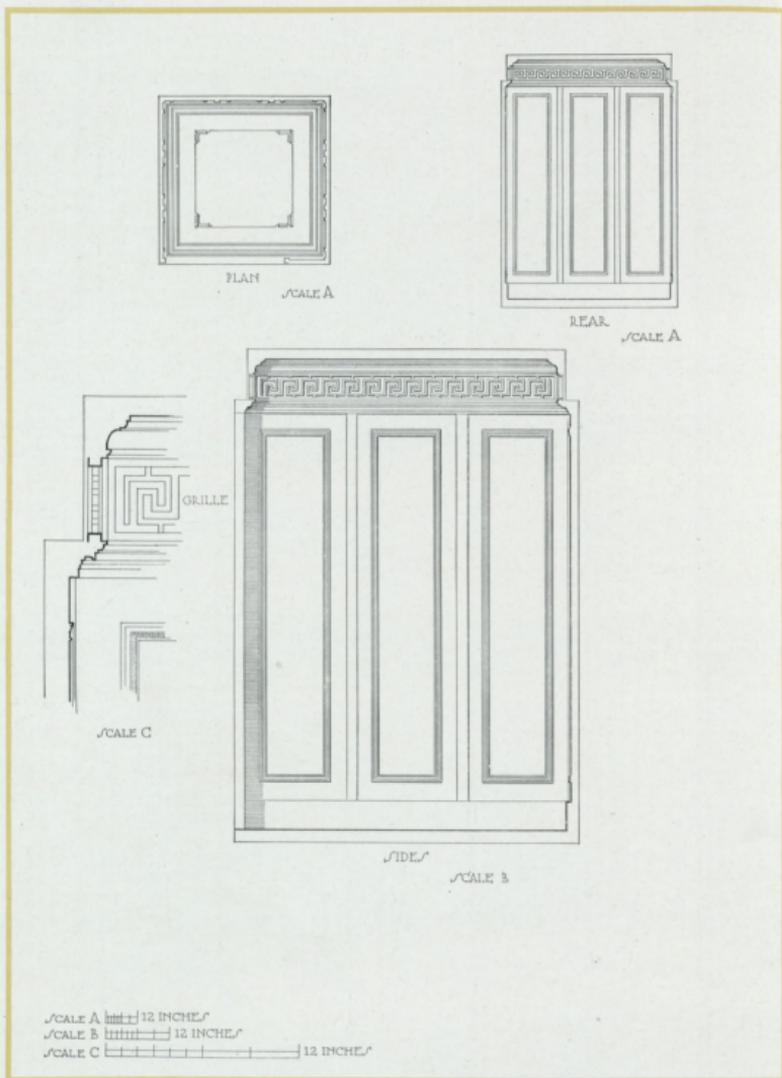
TILE ORNAMENT

SCALE A  12 INCHES
SCALE B  12 INCHES
SCALE C  12 INCHES

DETAIL ELEVATOR CAR C52



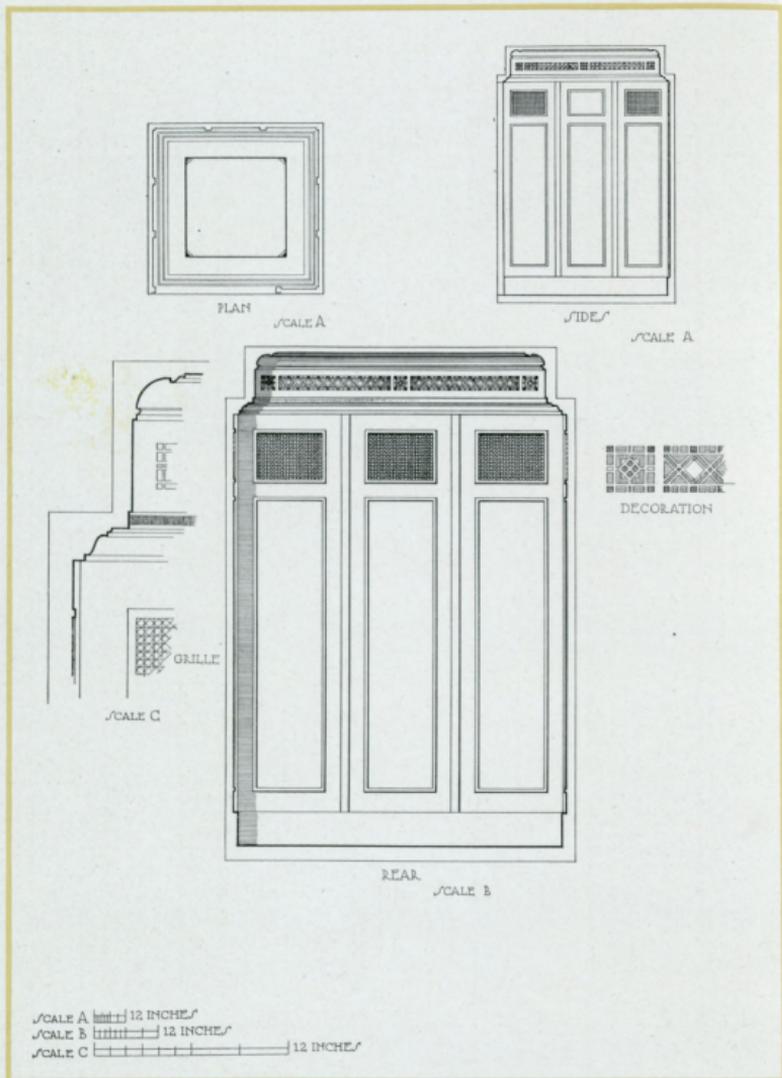
ELEVATOR CAR C 52



DETAIL ELEVATOR CAR C53

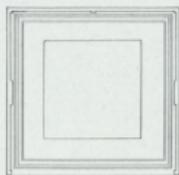


ELEVATOR CAR C53



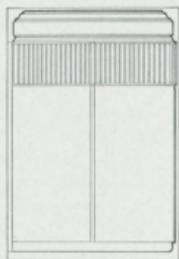


ELEVATOR CAR C54



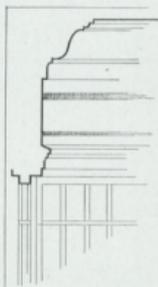
PLAN

SCALE A



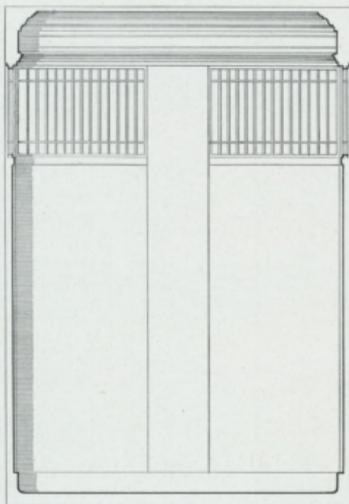
REAR

SCALE A



GRILLE A

SCALE C

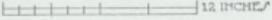


SIDE

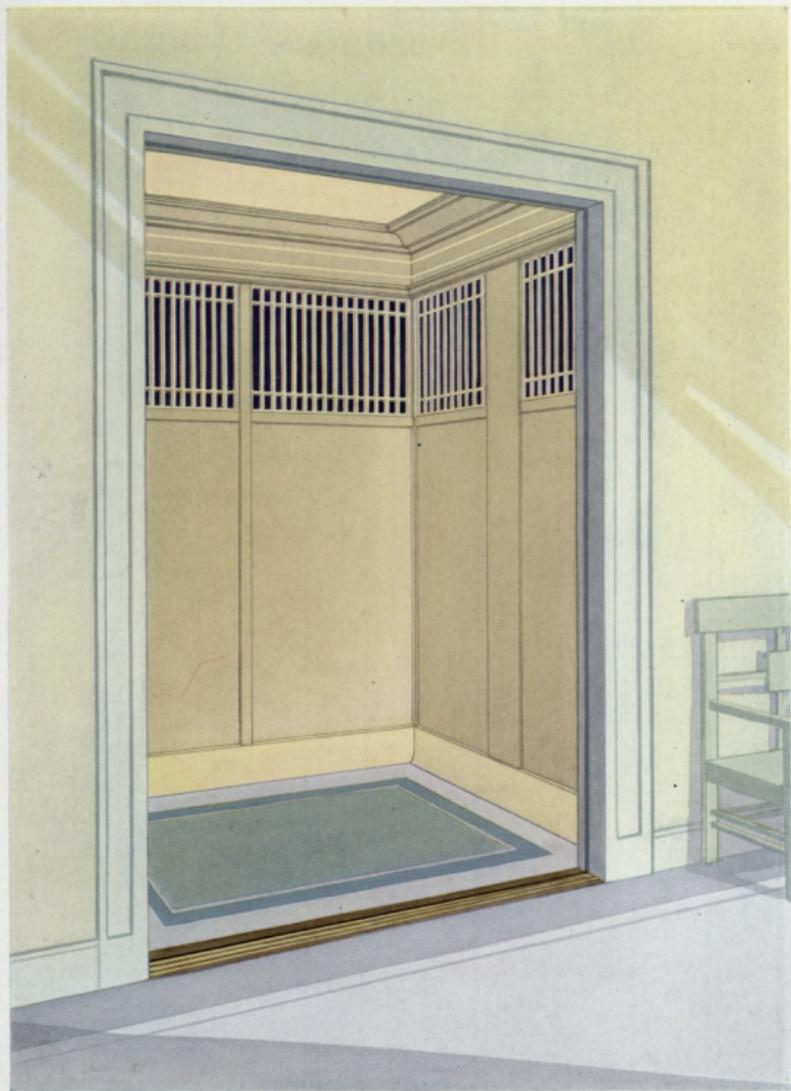
SCALE B



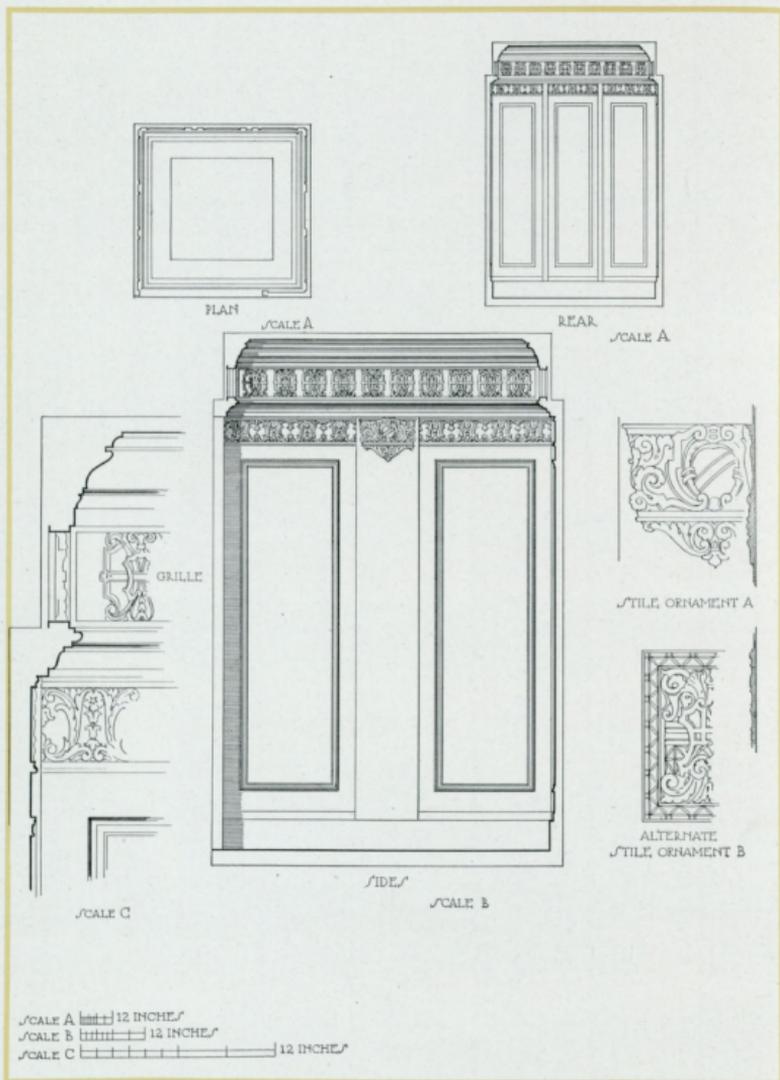
ALTERNATE GRILLE B

SCALE A  12 INCHES
SCALE B  12 INCHES
SCALE C  12 INCHES

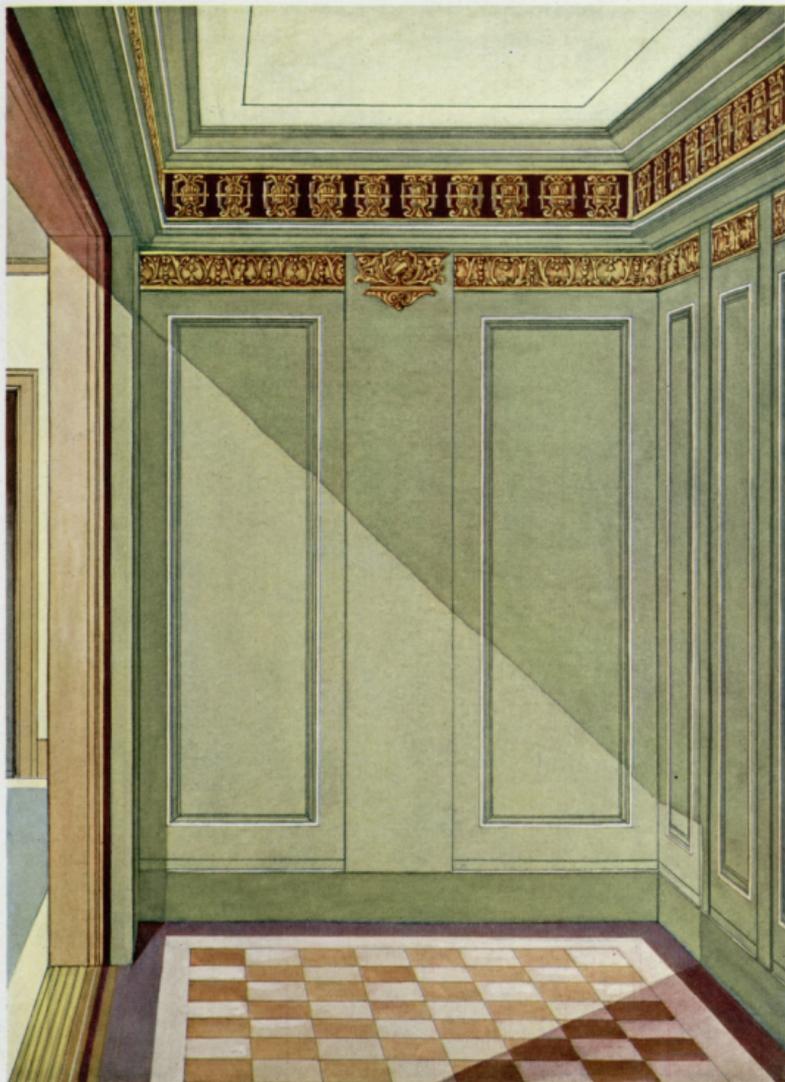
DETAIL ELEVATOR CAR C55



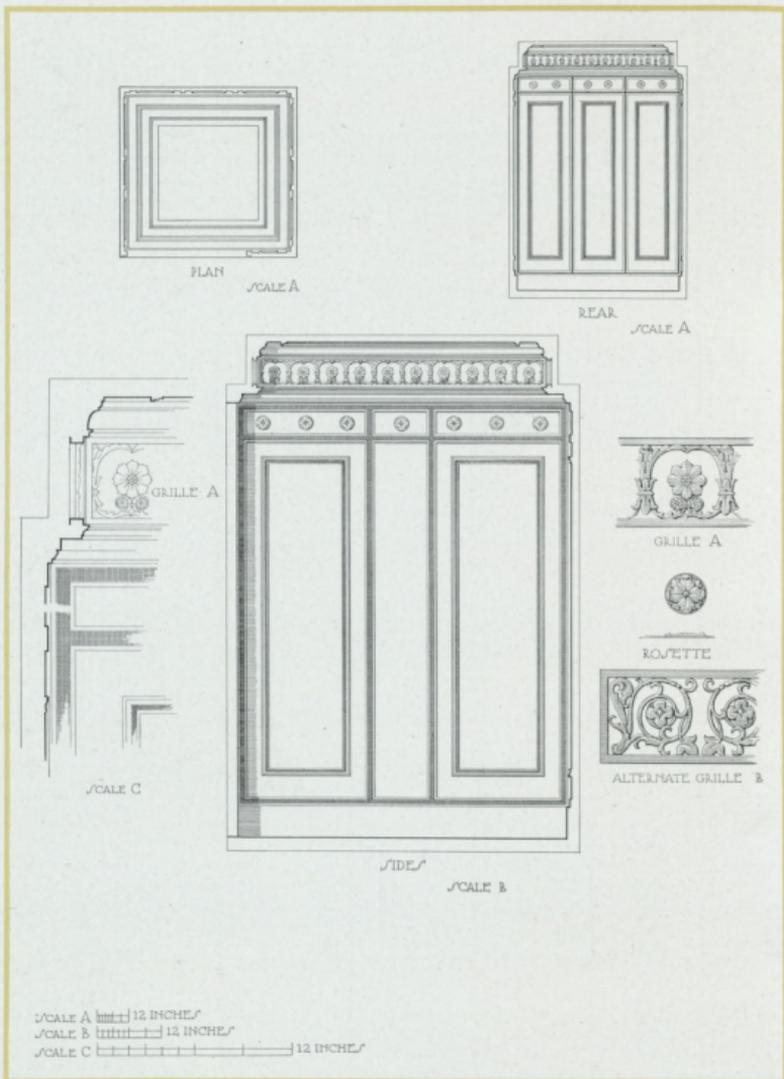
ELEVATOR CAR C 55



DETAIL ELEVATOR CAR C 56



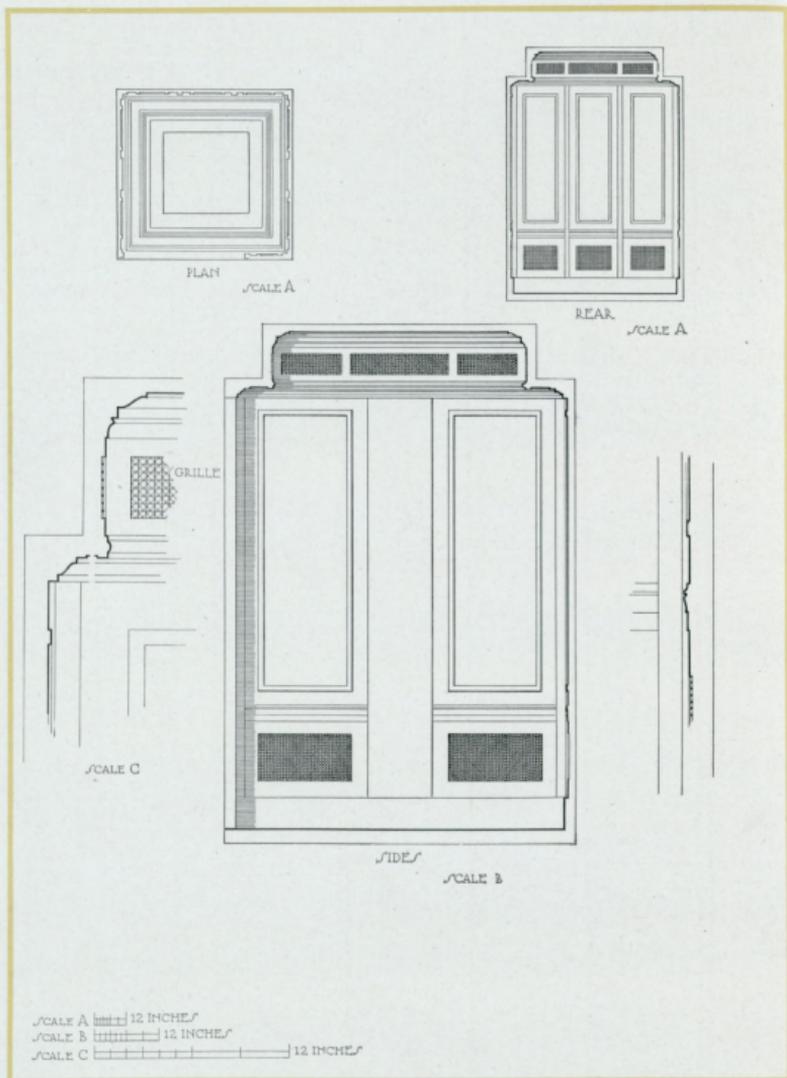
ELEVATOR CAR C 56



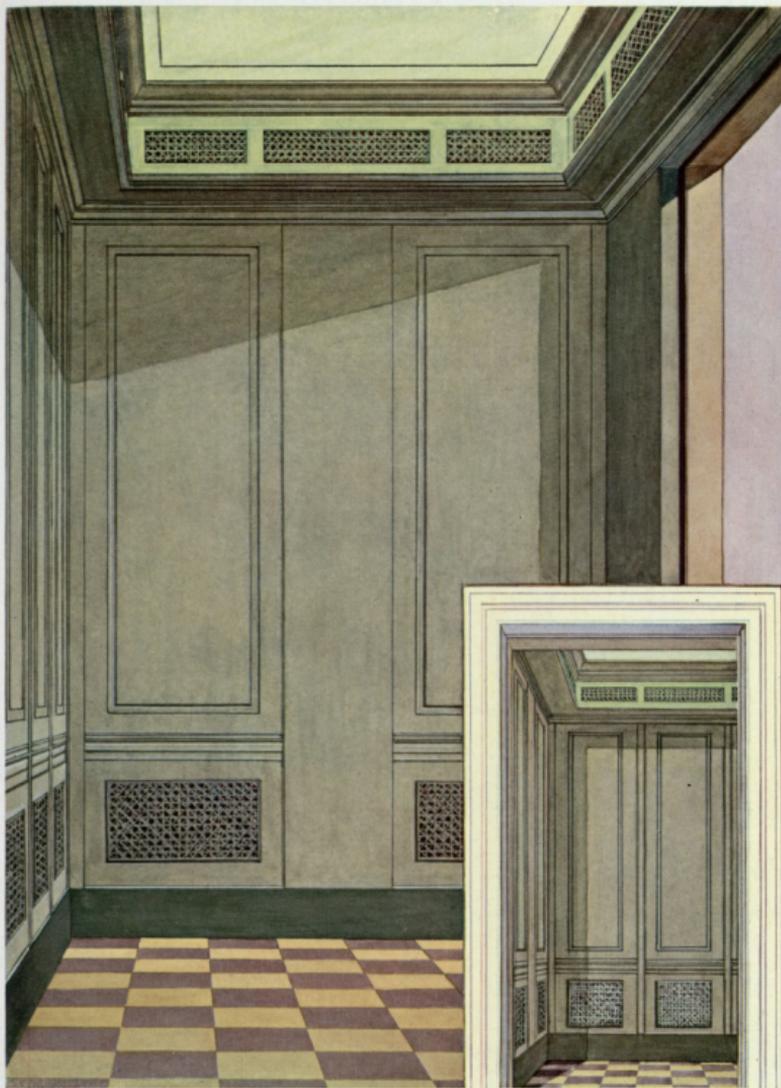
DETAIL ELEVATOR CAR C 57



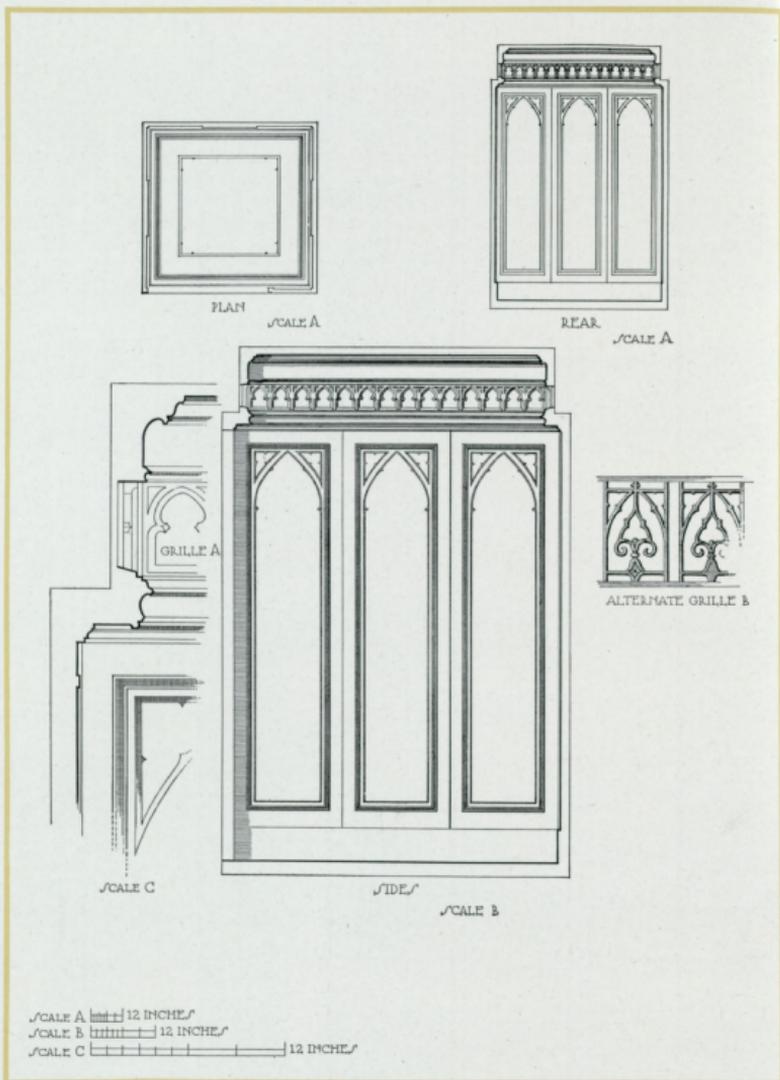
ELEVATOR CAR C57



DETAIL ELEVATOR CAR C 58



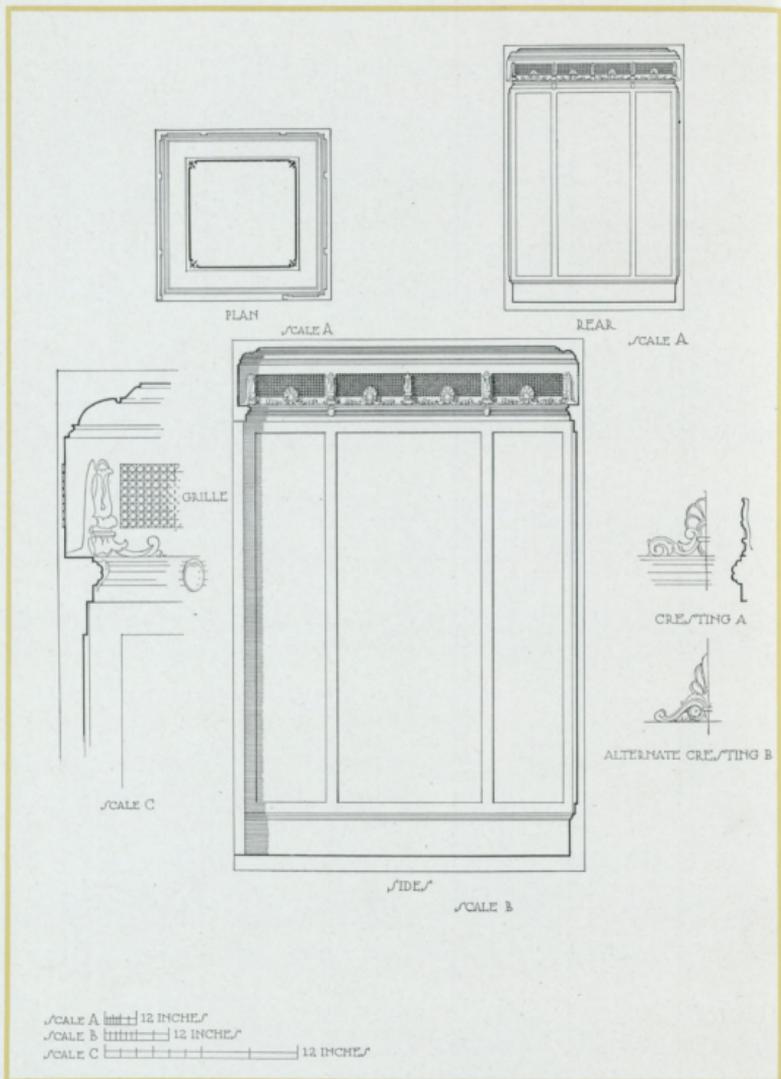
ELEVATOR CAR C58



DETAIL ELEVATOR CAR C 59



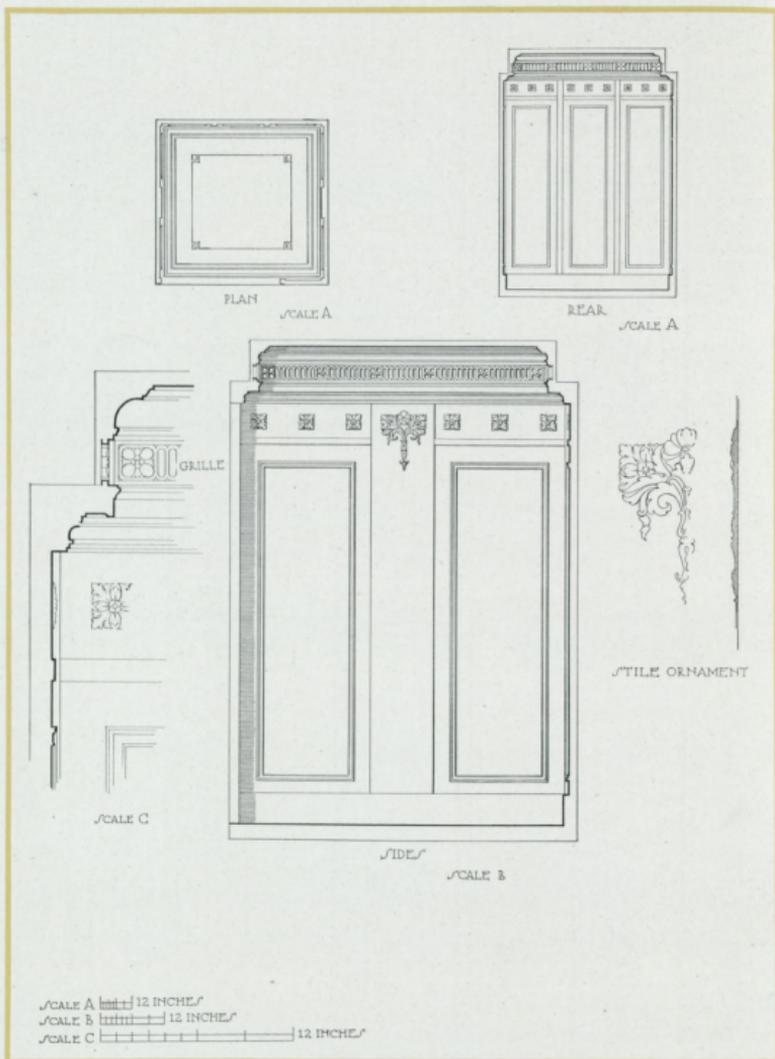
ELEVATOR CAR C 59



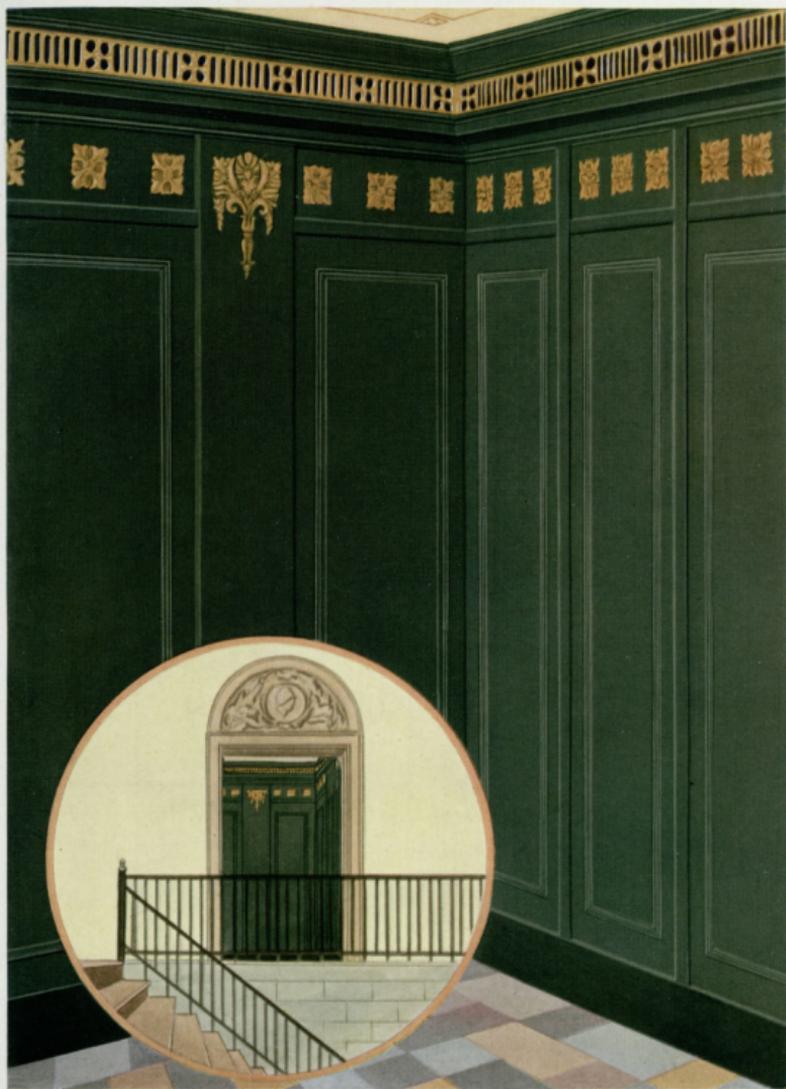
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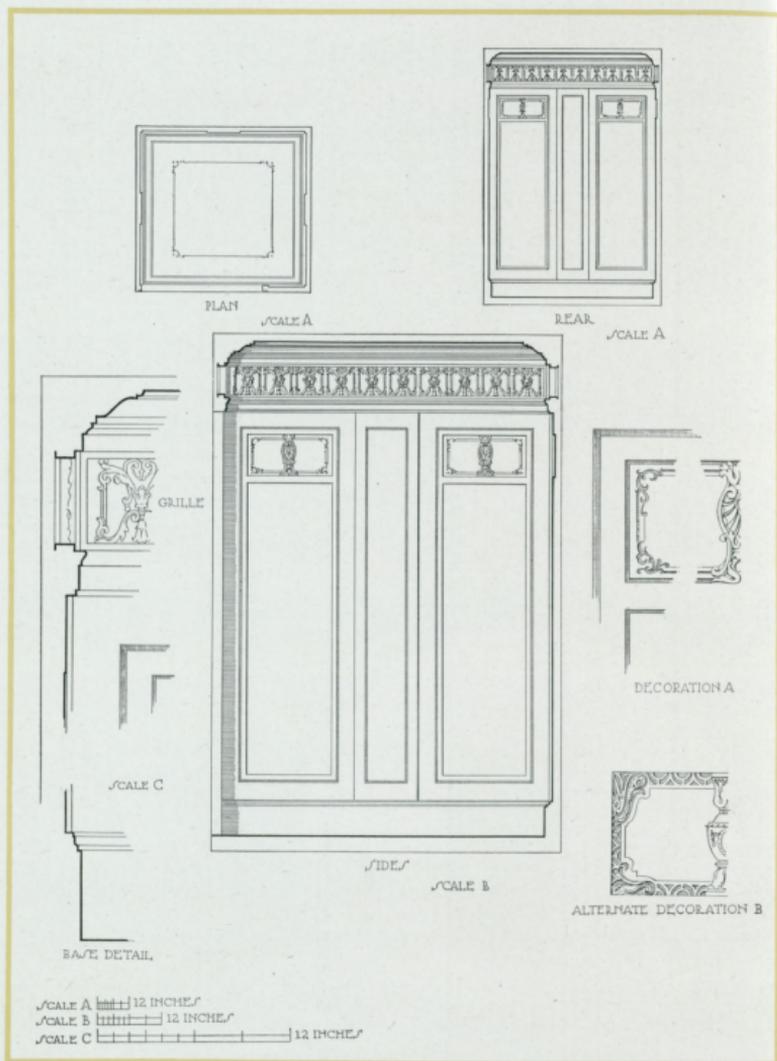
ELEVATOR CAR C 60



DETAIL ELEVATOR CAR C 61



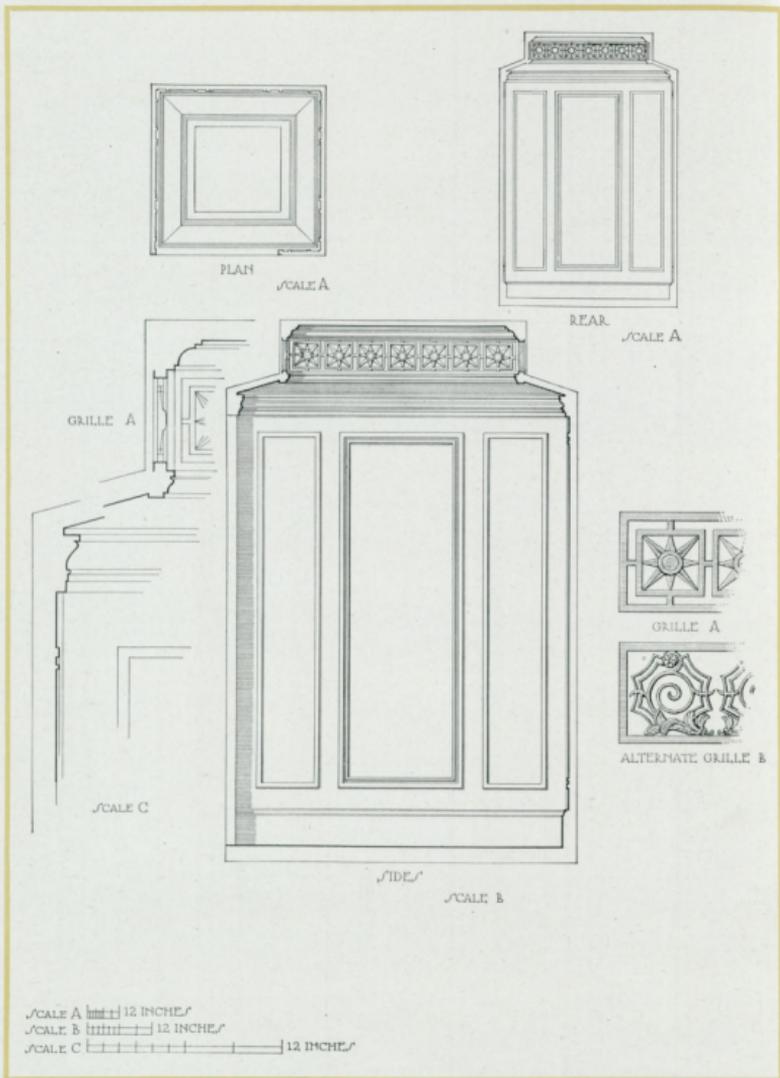
ELEVATOR CAR C 61



DETAIL ELEVATOR CAR C 62



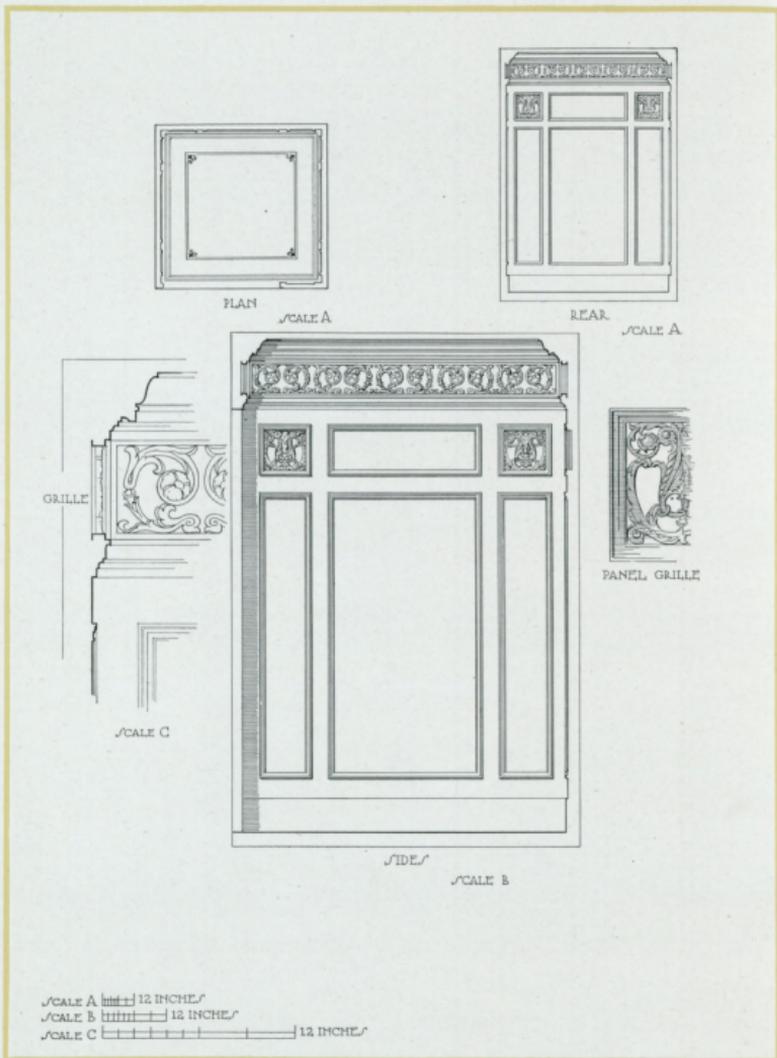
ELEVATOR CAR C 62



DETAIL ELEVATOR CAR C 63



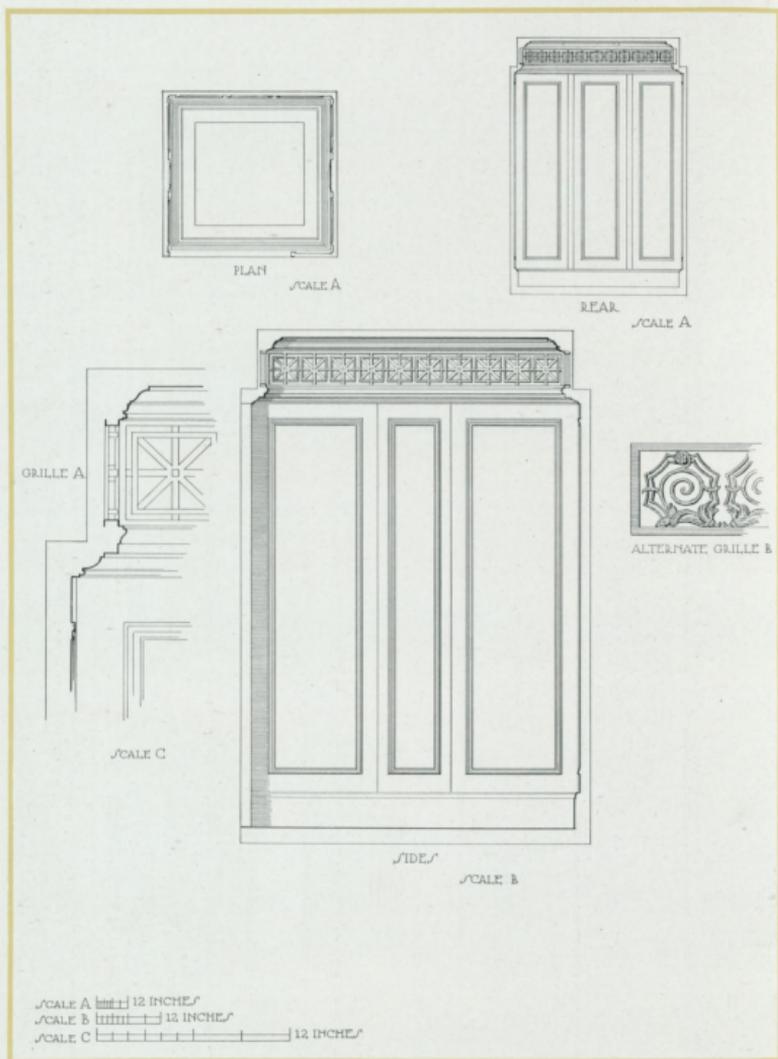
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DETAIL ELEVATOR CAR C 64



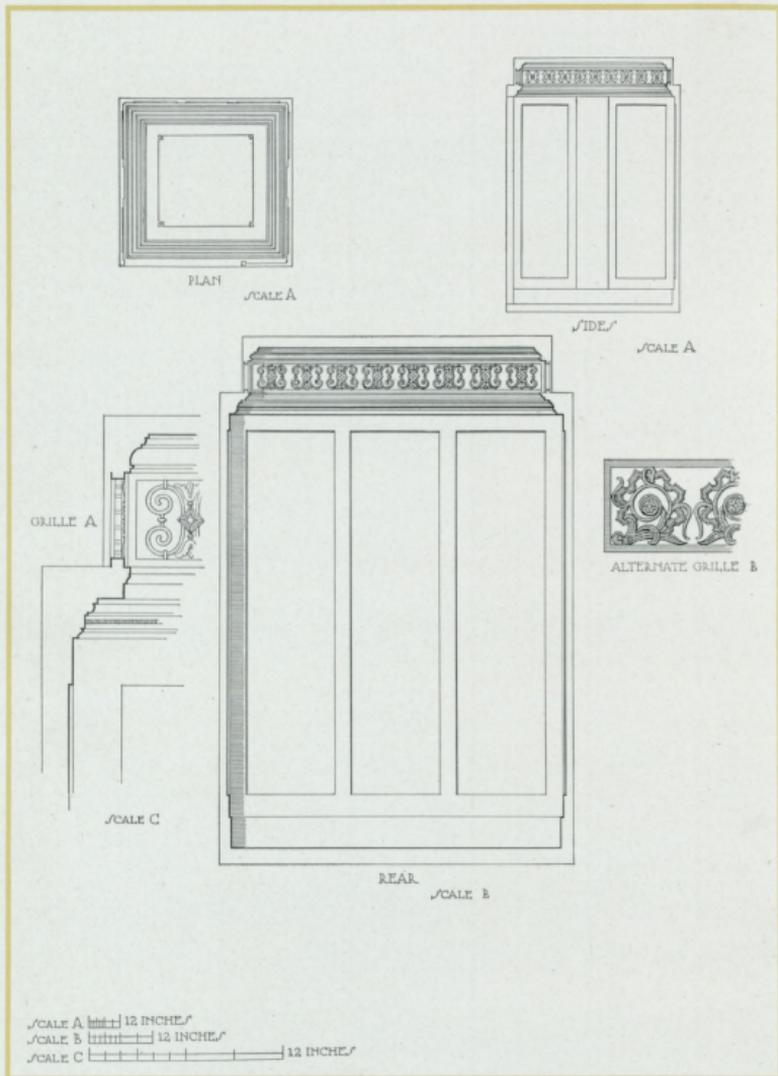
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DETAIL ELEVATOR CAR C 65



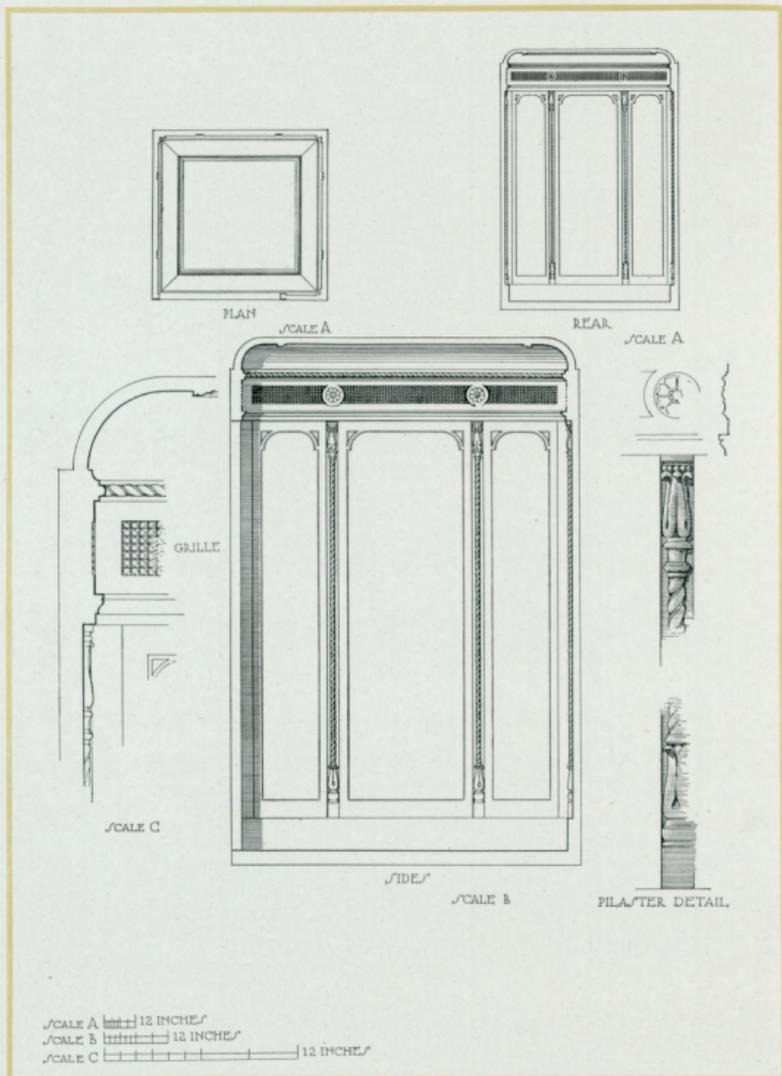
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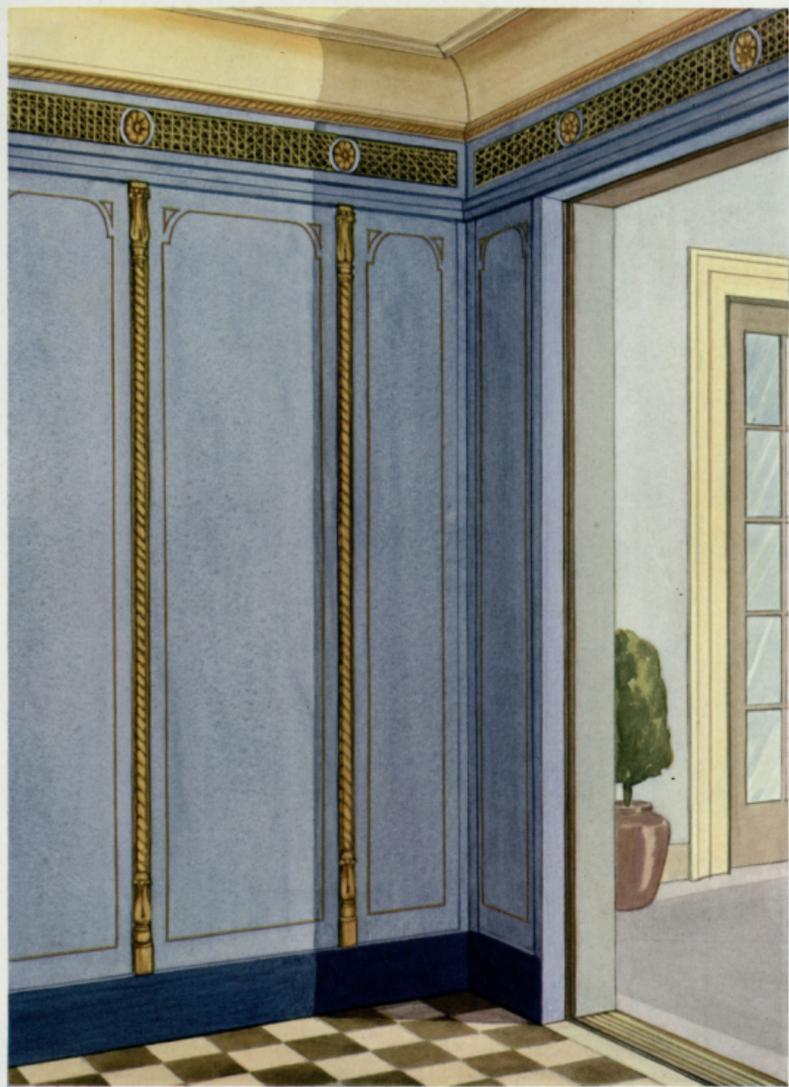
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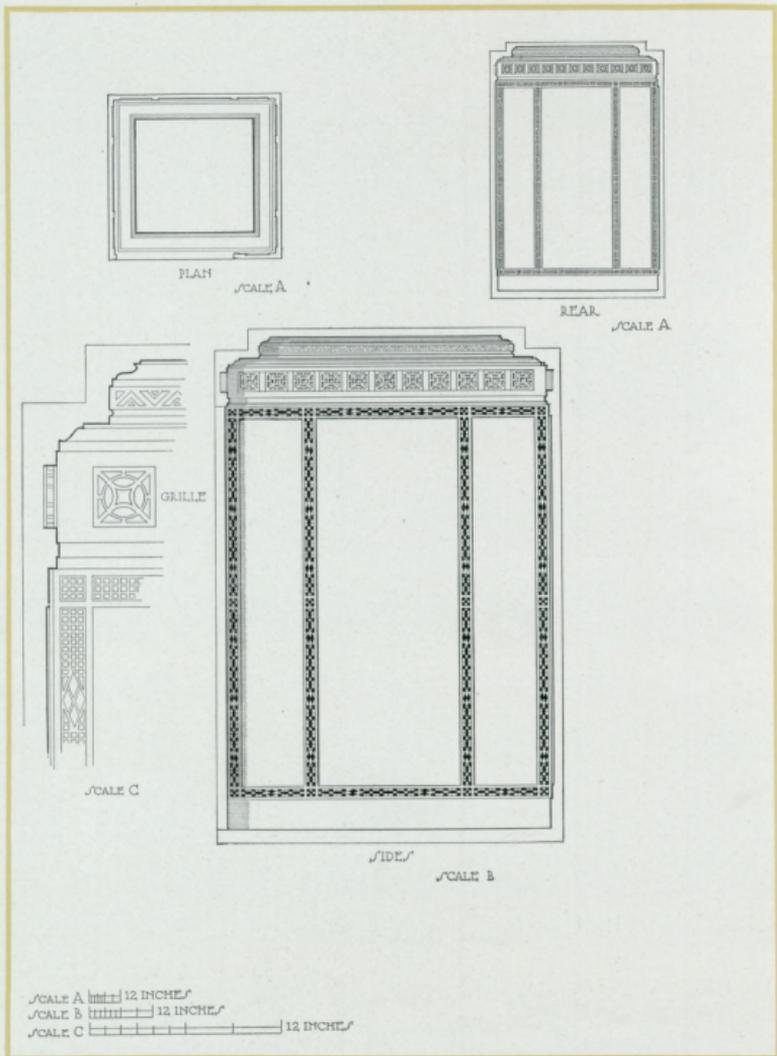
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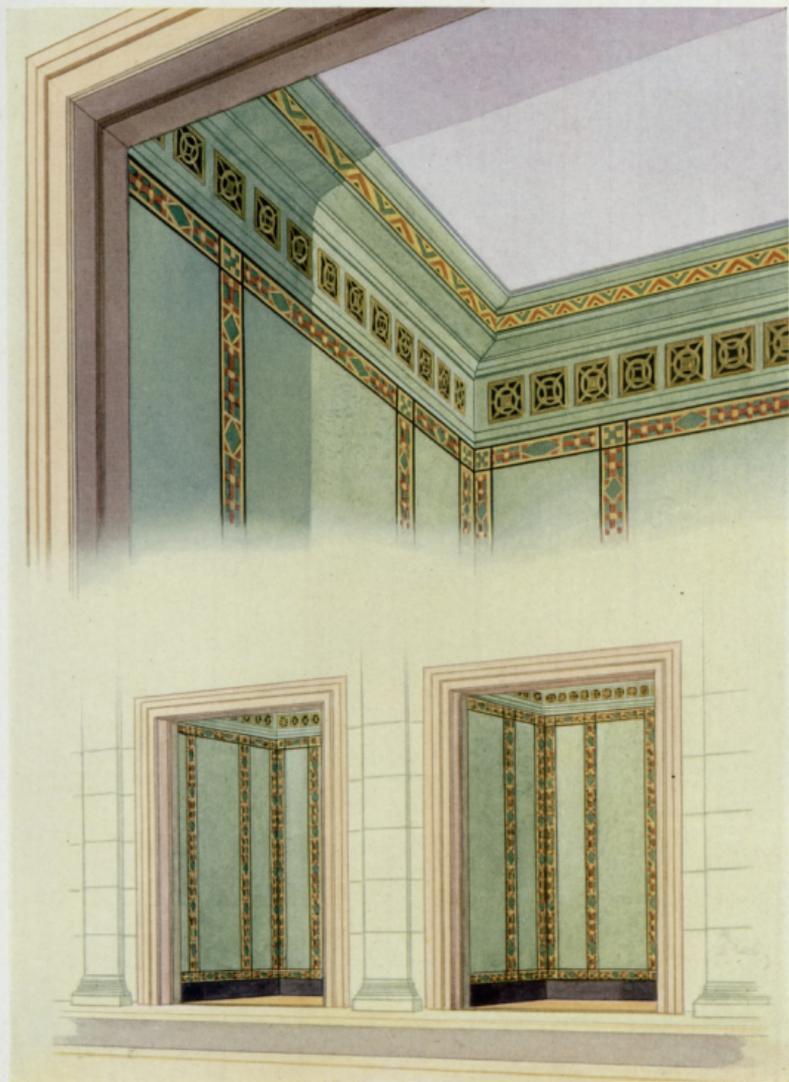


DETAIL ELEVATOR CAR C 67

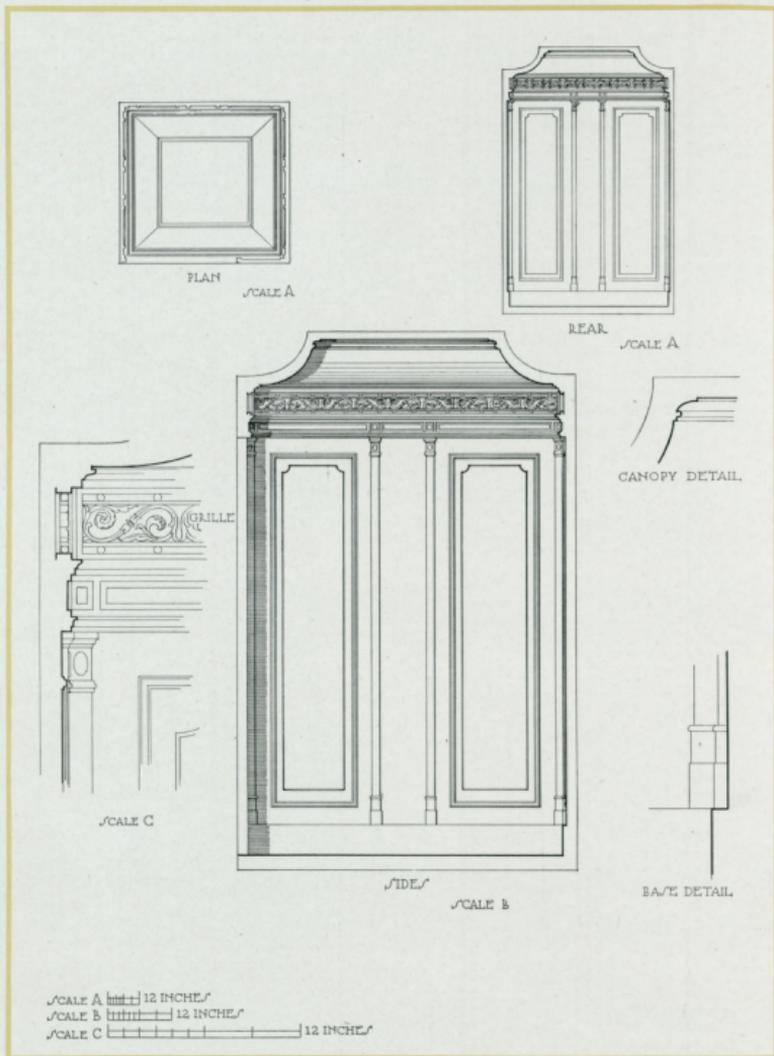


ELEVATOR CAR C 67





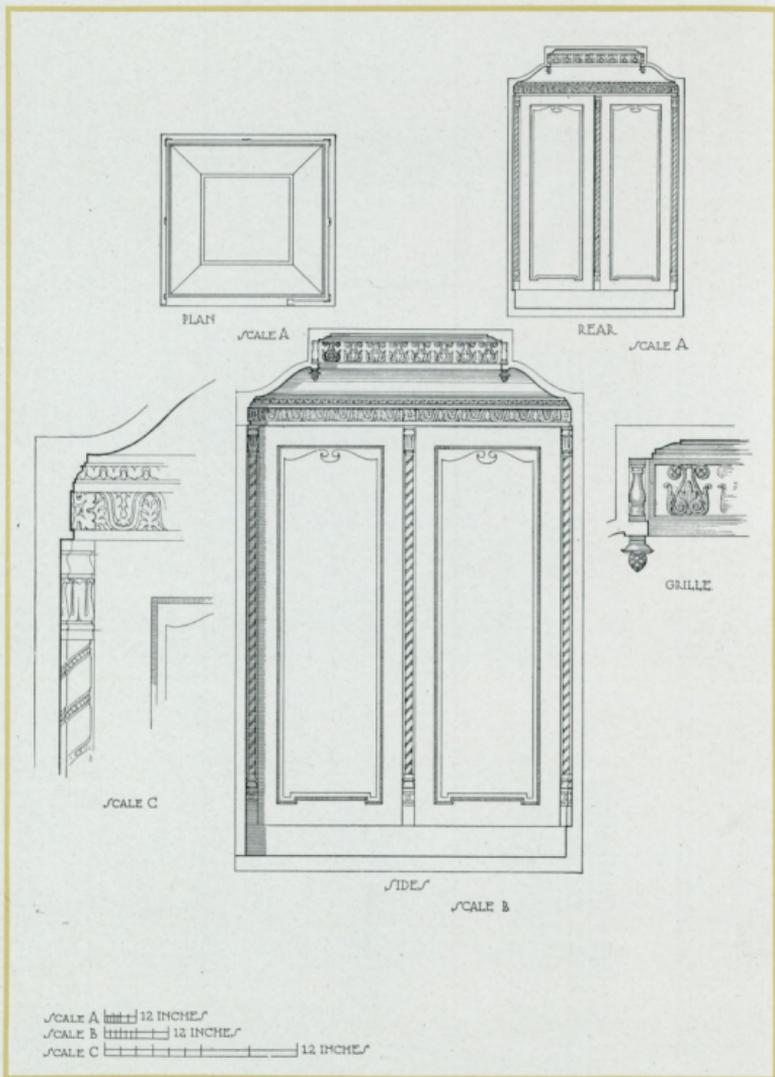
ELEVATOR CAR C 68



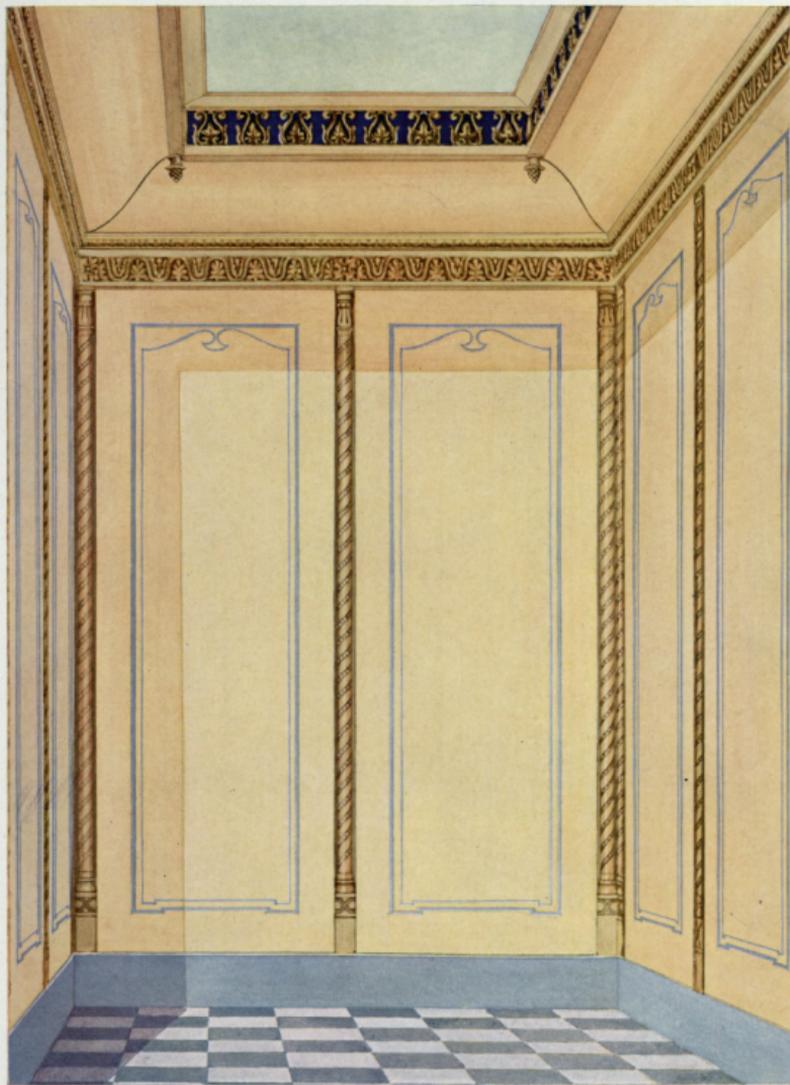
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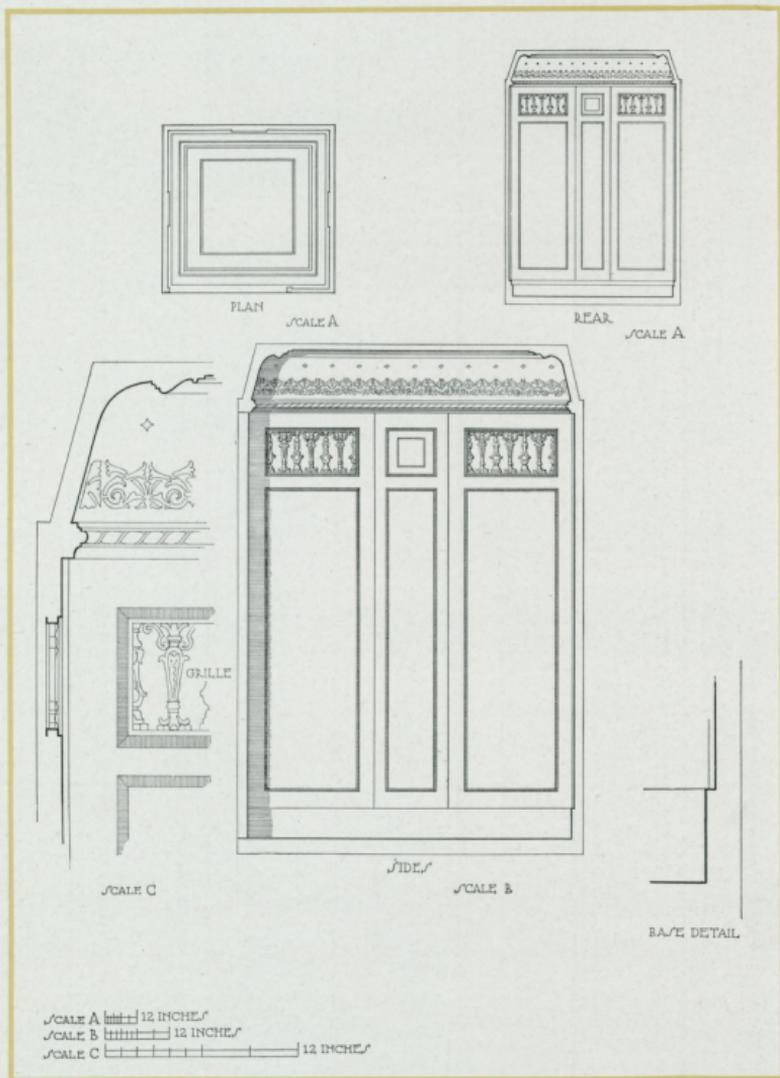
ELEVATOR CAR C 69



DETAIL ELEVATOR CAR C 70



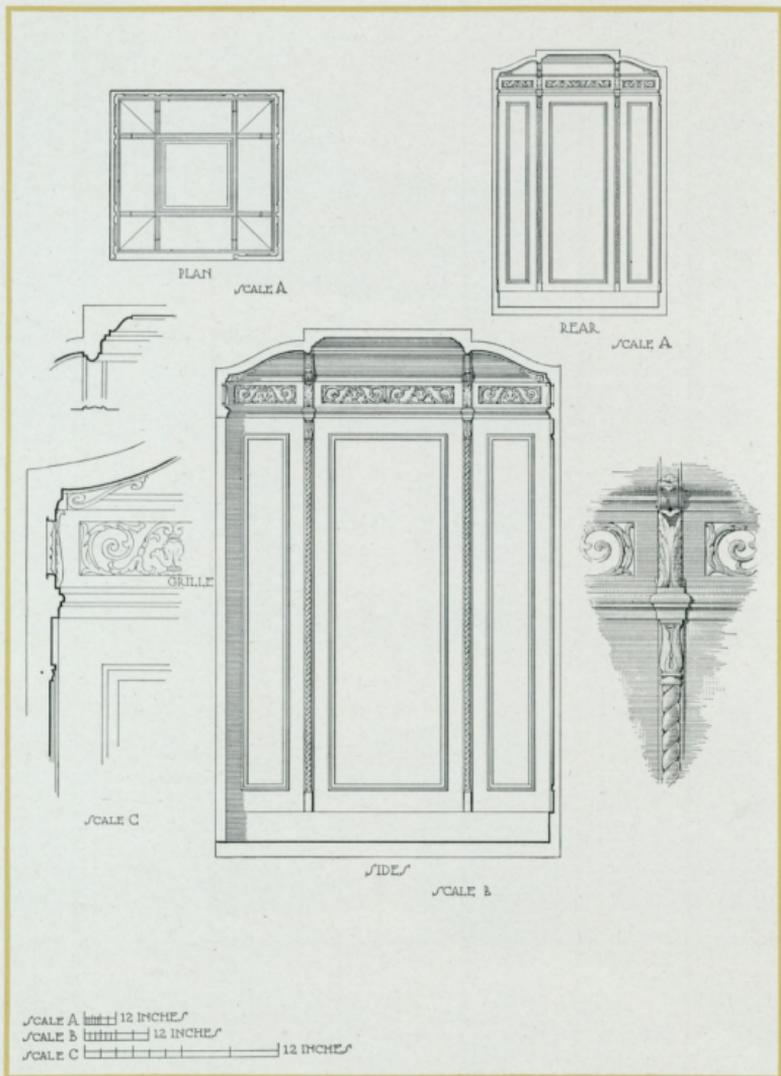
ELEVATOR CAR C70



DETAIL ELEVATOR CAR C 71



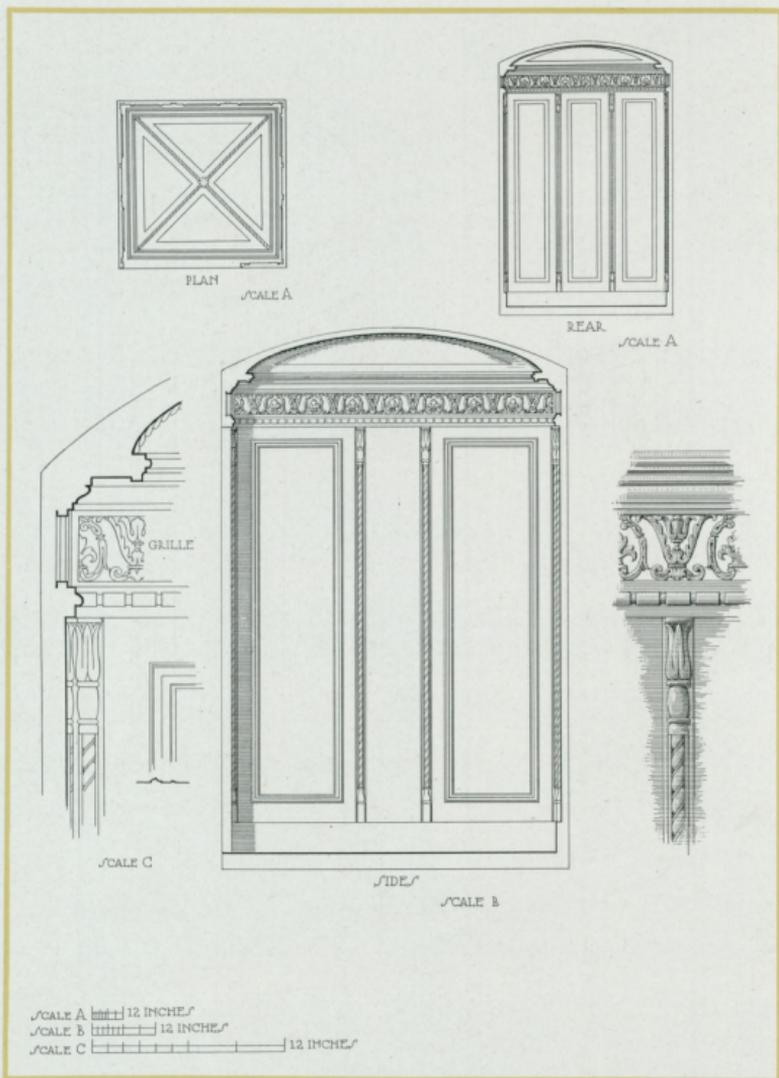
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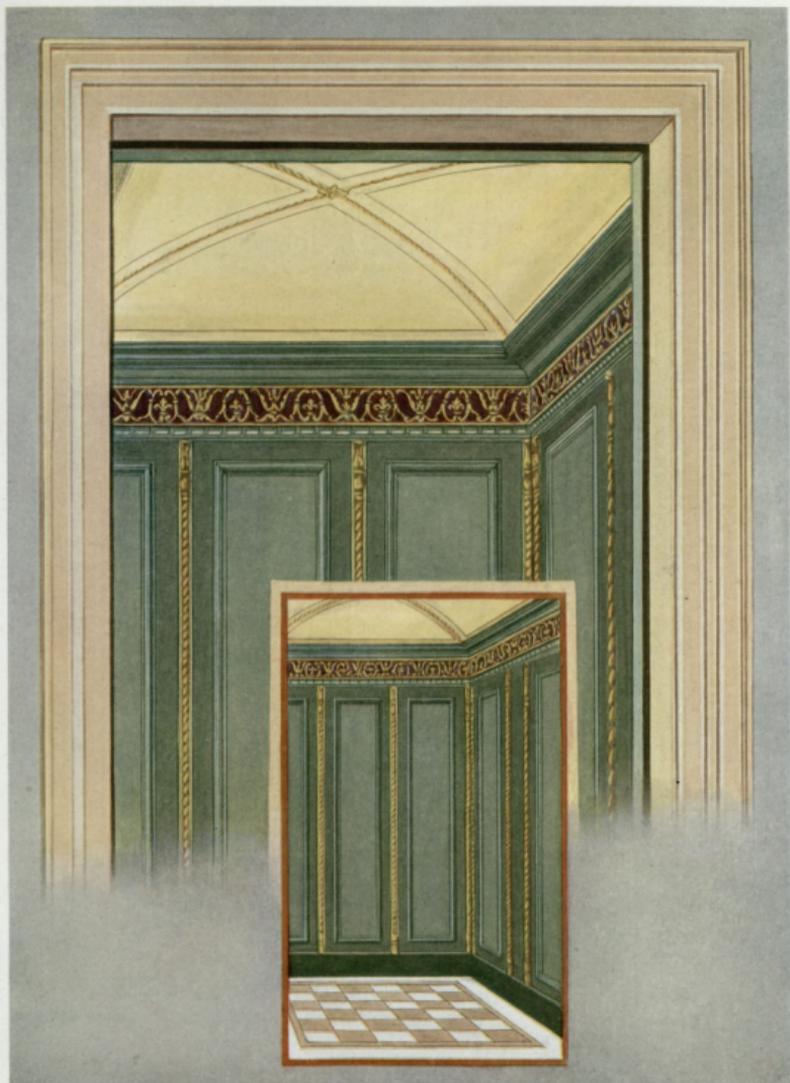
DETAIL ELEVATOR CAR C72



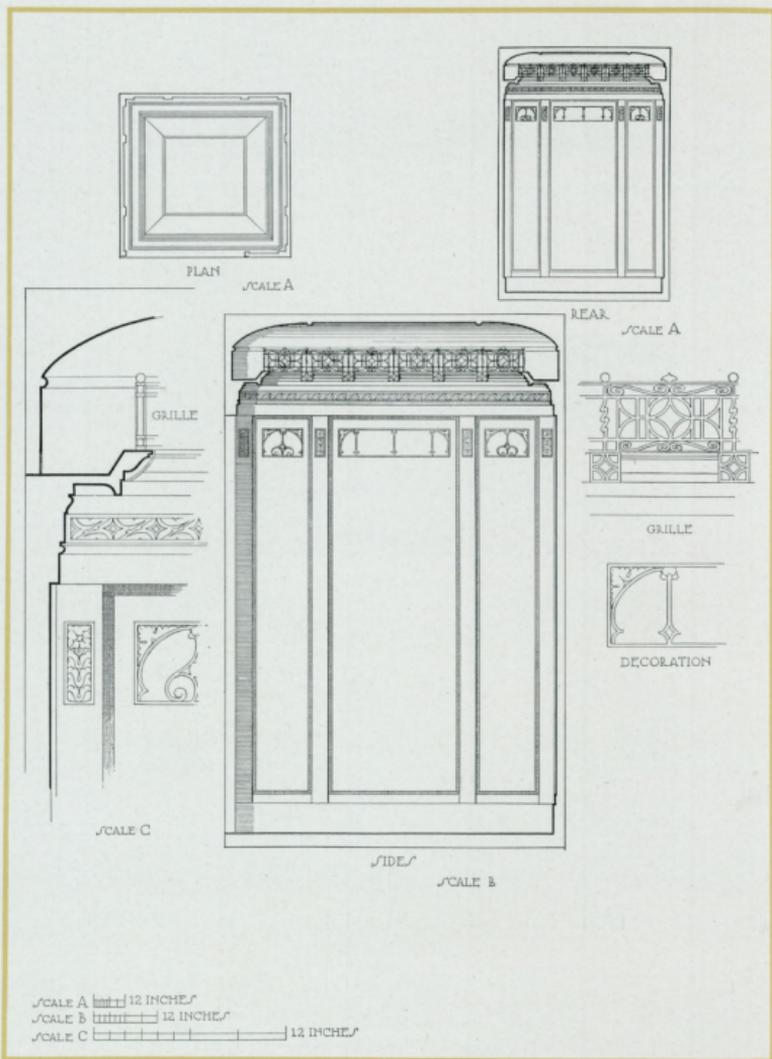
ELEVATOR CAR C 72



DETAIL ELEVATOR CAR C 73



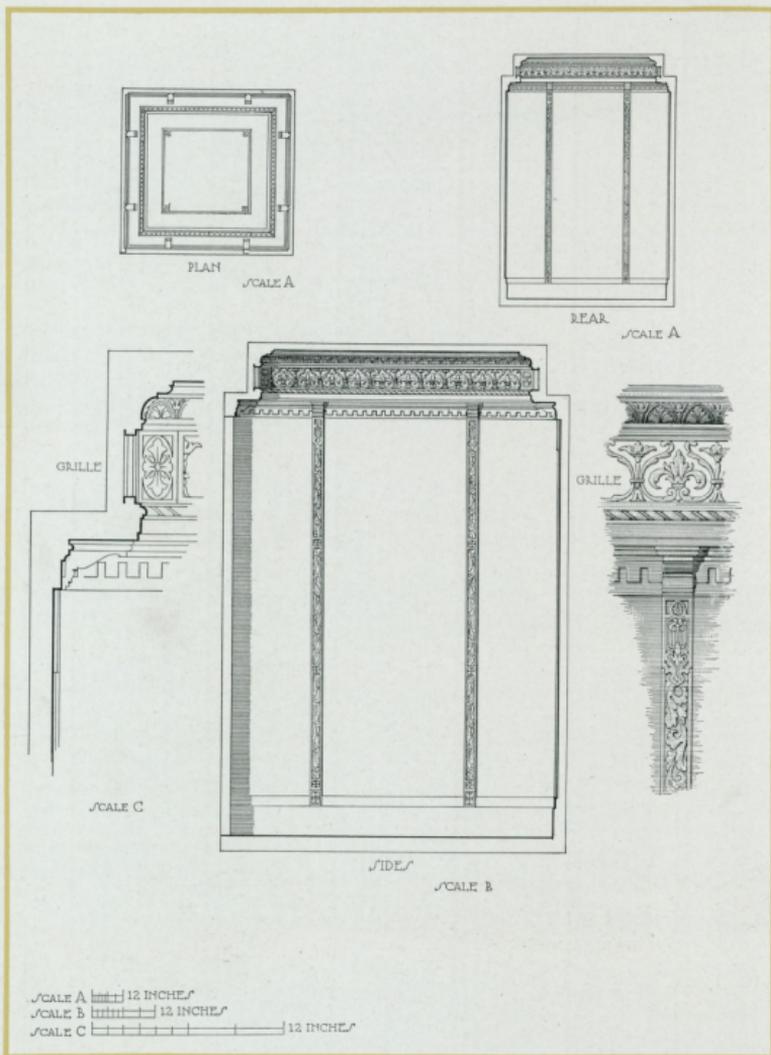
ELEVATOR CAR C73



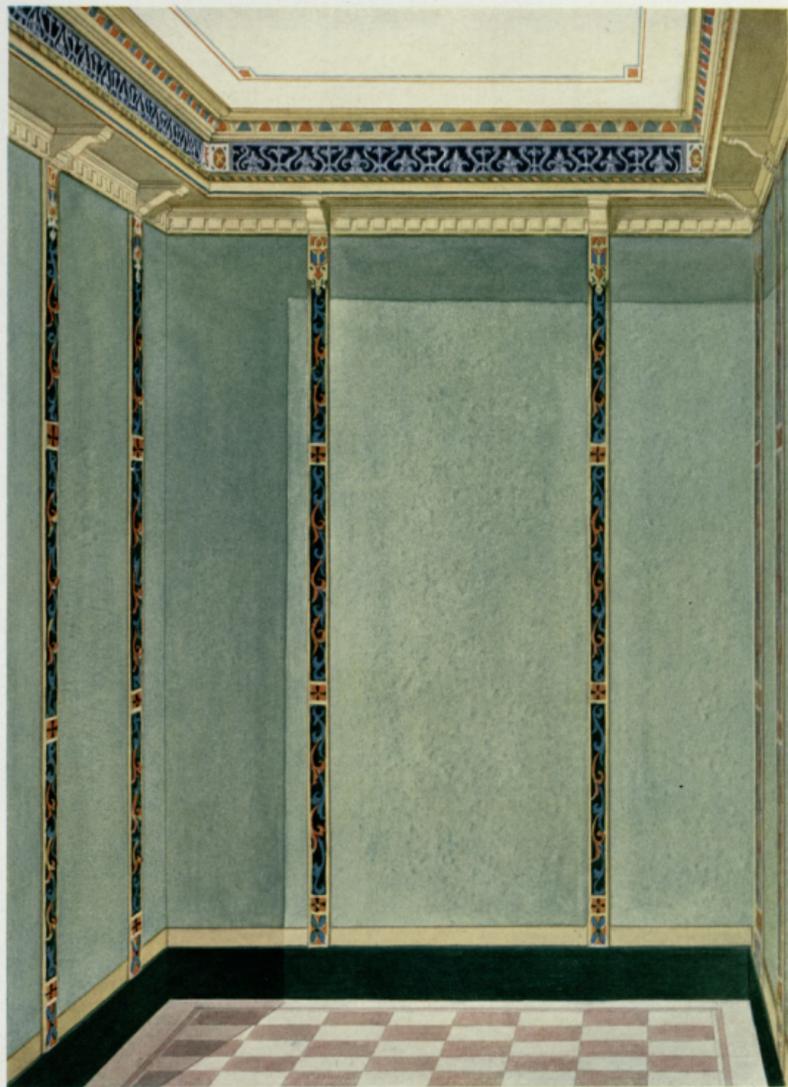
DETAIL ELEVATOR CAR C 74



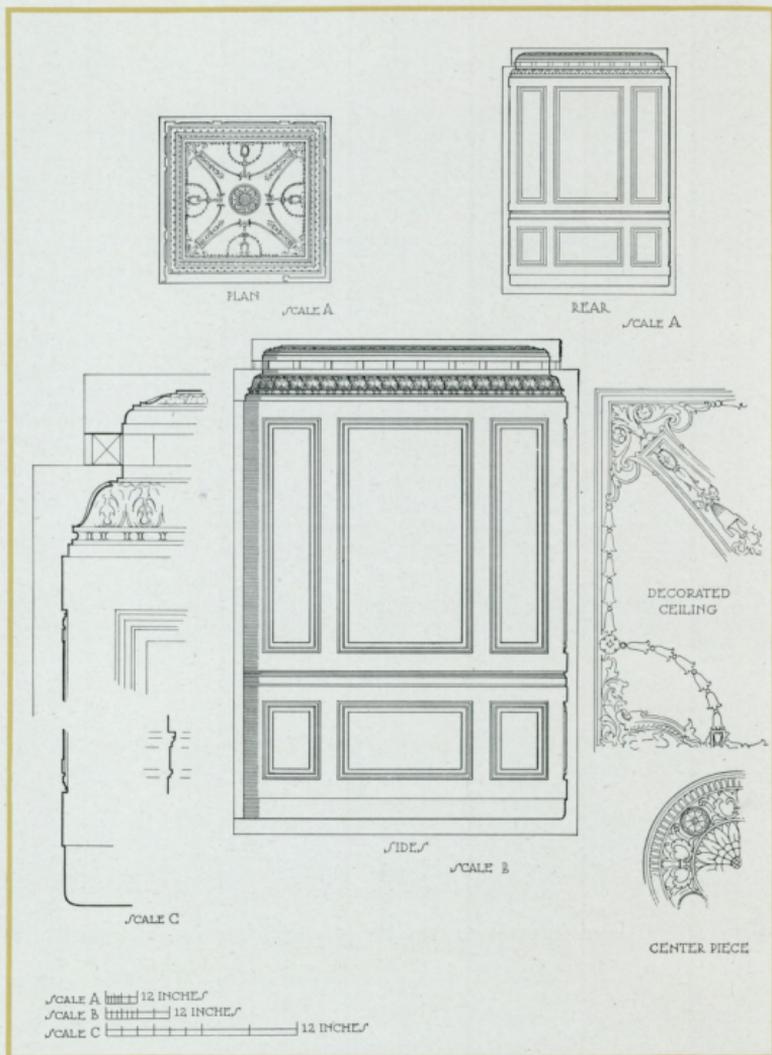
ELEVATOR CAR C74



DETAIL ELEVATOR CAR C75



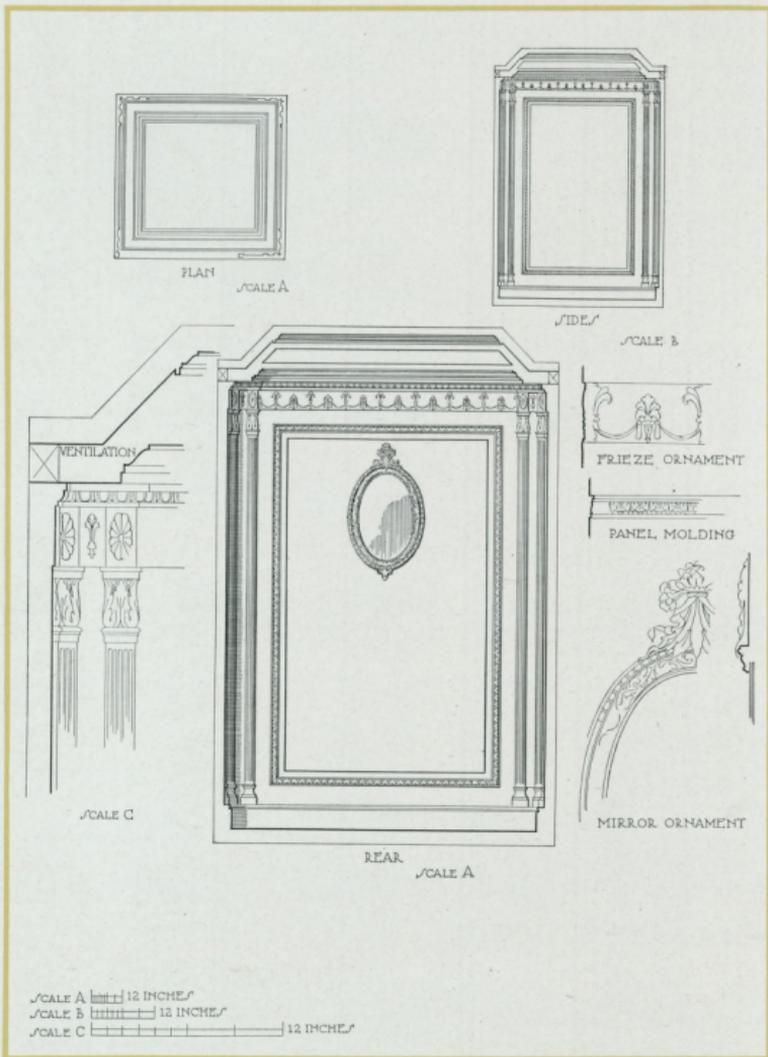
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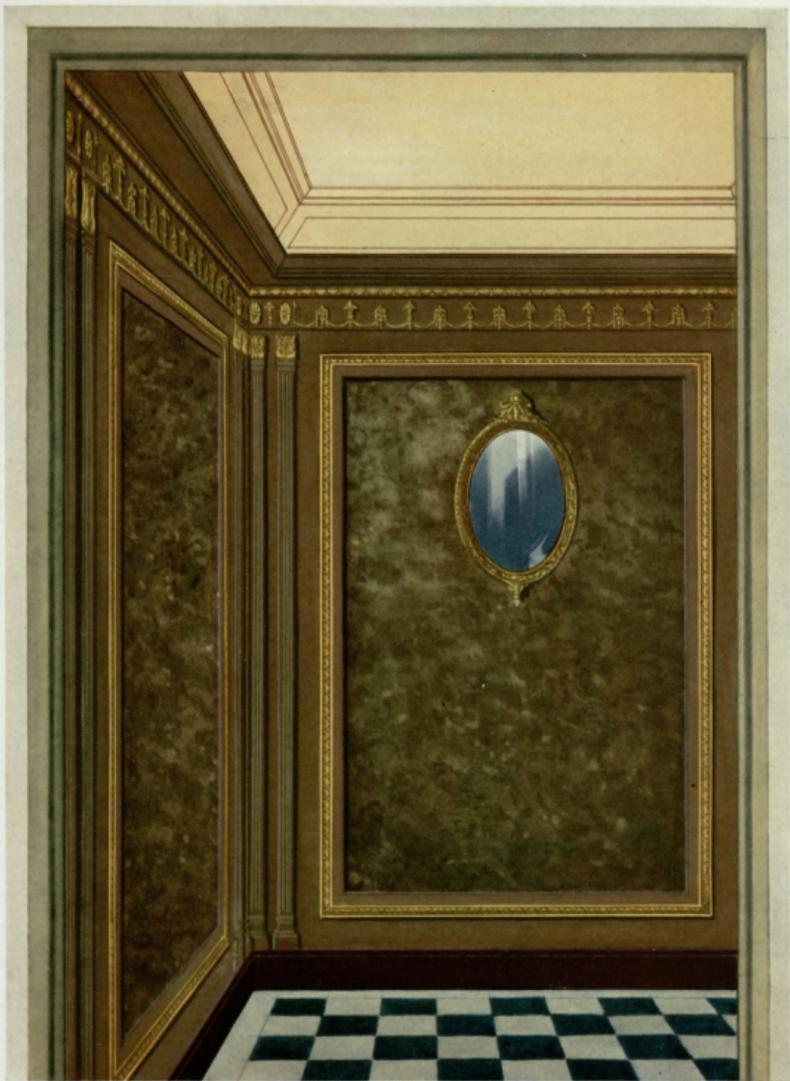
DETAIL ELEVATOR CAR C 76



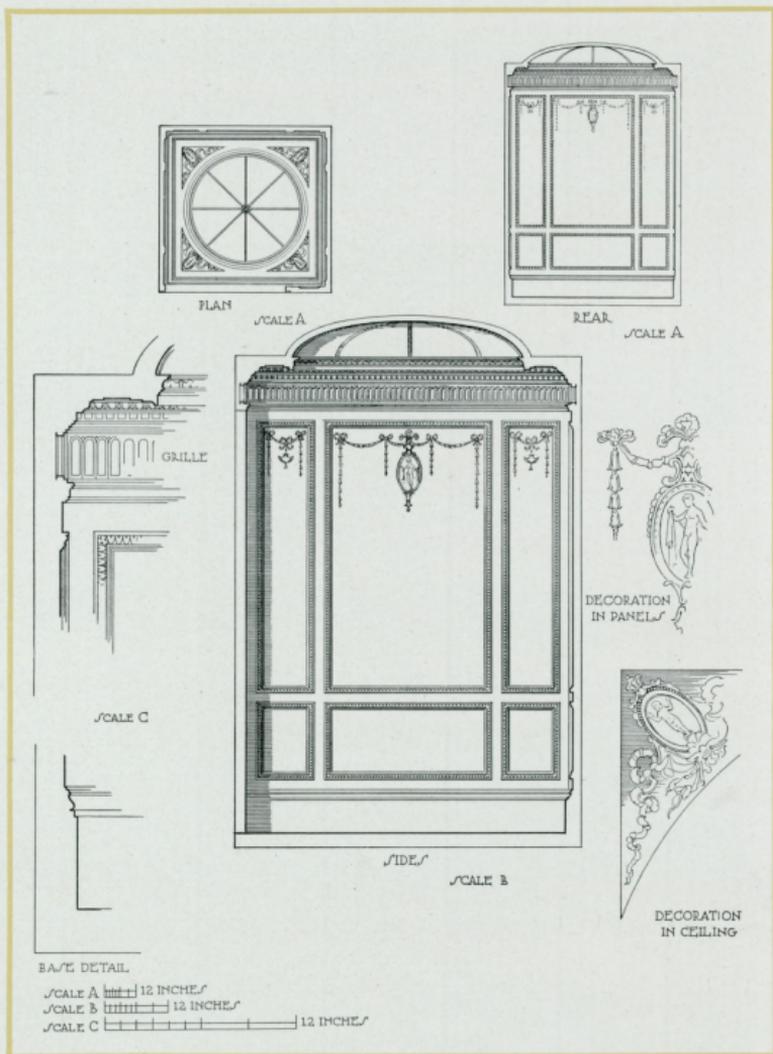
ELEVATOR CAR C 76



DETAIL ELEVATOR CAR C 77



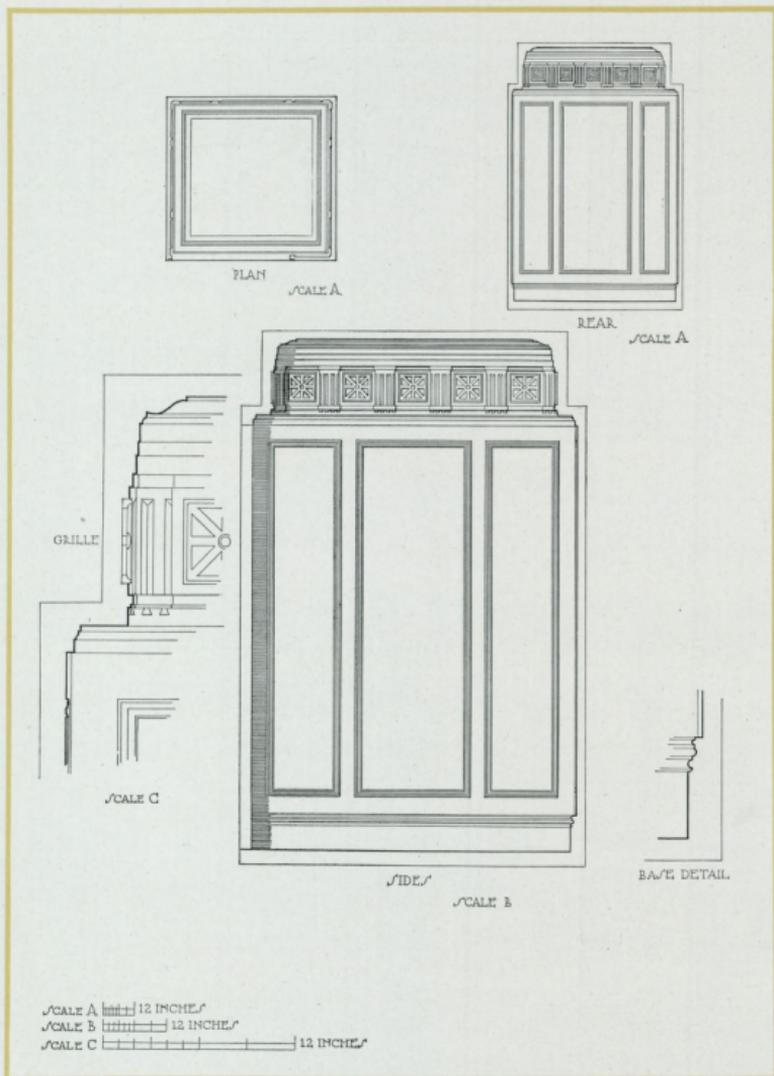
ELEVATOR CAR C 77



DETAIL ELEVATOR CAR C 78



ELEVATOR CAR C78



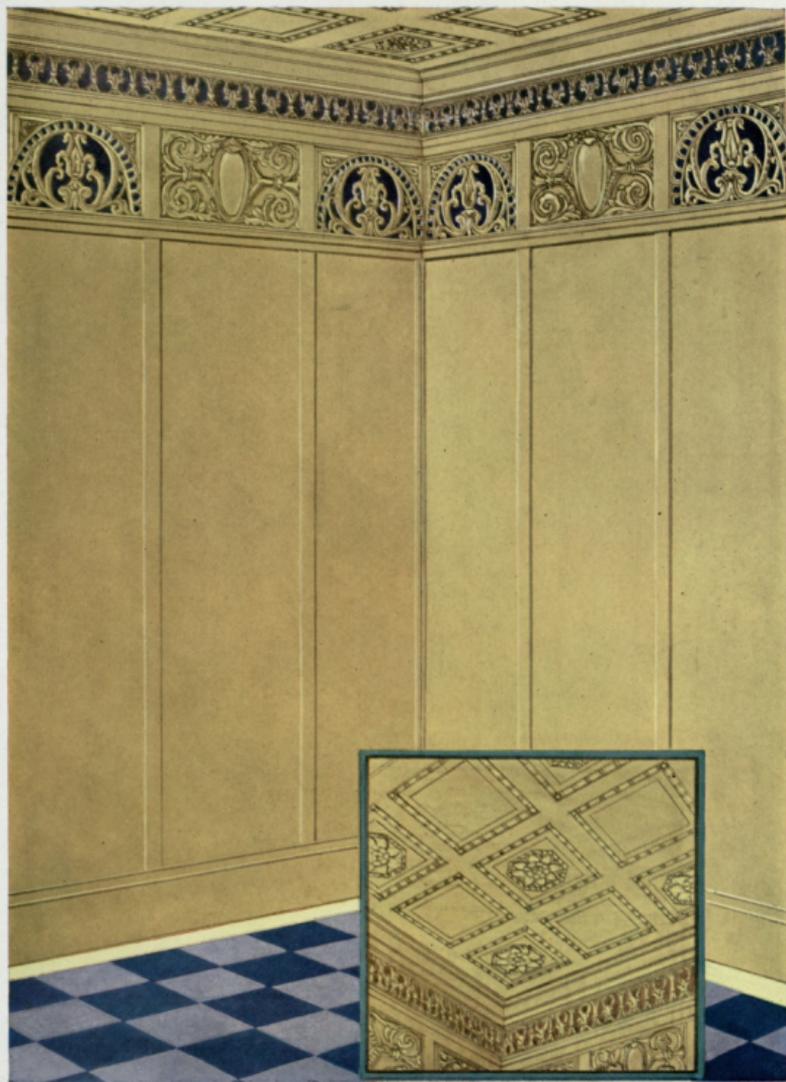
DETAIL ELEVATOR CAR C 79



ELEVATOR CAR C 79



DETAIL ELEVATOR CAR C 80



ELEVATOR CAR C 80

SECTION SIXTEEN

Light Fixtures

THE light fixtures illustrated have been designed with special consideration to car illumination, as well as to eliminate undesirable shadows and breakage. The various fixtures are adapted to car designs listed as follows:

ELEVATOR	CAR	C 45	FIXTURES	No.	L 60.	L 62.	L 65
"	"	C 46	"	No.	L 60.	L 62.	L 65
"	"	C 47	"	No.	L 60.	L 62.	L 65
"	"	C 48	"	No.	L 60.	L 62.	L 65
"	"	C 49	"	No.	L 60.	L 62.	L 65
"	"	C 50	"	No.	L 60.	L 62.	L 65
"	"	C 51	"	No.	L 61.	L 62.	L 65
"	"	C 52	"	No.	L 60.	L 61.	L 62
"	"	C 53	"	No.	L 60.	L 61.	L 62
"	"	C 54	"	No.	L 60.	L 68.	L 72
"	"	C 55	"	No.	L 60.	L 62.	L 65
"	"	C 56	"	No.	L 63.	L 64.	L 67
"	"	C 57	"	No.	L 61.	L 69.	L 72
"	"	C 58	"	No.	L 60.	L 62.	L 72
"	"	C 59	"	No.	L 60.	L 70.	L 71
"	"	C 60	"	No.	L 61.	L 64.	L 72
"	"	C 61	"	No.	L 61.	L 64.	L 72
"	"	C 62	"	No.	L 61.	L 66.	L 72
"	"	C 63	"	No.	L 61.	L 62.	L 71
"	"	C 64	"	No.	L 61.	L 64.	L 69
"	"	C 65	"	No.	L 60.	L 61.	L 62
"	"	C 66	"	No.	L 68.	L 69	
"	"	C 67	"	No.	L 63.	L 64.	L 68
"	"	C 68	"	No.	L 67.	L 68.	L 71
"	"	C 69	"	No.	L 63.	L 71.	L 72
"	"	C 70	"	No.	L 67.	L 69.	L 71
"	"	C 71	"	No.	L 67.	L 68.	L 71
"	"	C 72	"	No.	L 66.	L 69.	L 71
"	"	C 73	"	No.	L 62.	L 71.	L 72
"	"	C 74	"	No.	L 68.	L 69.	L 71
"	"	C 75	"	No.	L 64.	L 68.	L 69
"	"	C 76	"	No.	L 64.	L 63.	L 73
"	"	C 77	"	No.	L 63.	L 66.	L 77
"	"	C 78	"	No.	L 62.	L 66.	L 73
"	"	C 79	"	No.	L 61.	L 64.	L 66
"	"	C 80	"	No.	L 64.	L 66.	L 72



LIGHT FIXTURES FOR ELEVATOR CARS

SPECIFICATIONS FOR ELEVATOR ENTRANCES

THE Contract for the Elevator Entrances to be let in its entirety to one manufacturer having an acknowledged reputation for the highest grade equipment in this line, who is to assume undivided responsibility for the complete installation.

This Contractor is to take all field measurements, and to co-operate with the elevator manufacturer in securing full co-ordination of the entrance equipment with the elevator installation.

This specification contemplates the furnishing and installing of all elevator entrances complete, including all structural supports and steel work, the bucks, jamps, headers, housing, cover plates, sills, facias, doors, hangers, complete hardware and operating mechanism.

Steel Framing. Structural supports, struts and bucks to be arranged to frame opening in manner indicated with vertical members carrying from beam to beam. Horizontal members where forming lintel shall be of sufficient strength to carry wall construction above openings. The entire frame work shall be rigid and of sufficient strength to withstand without deflection or vibration the strain of power operation.

Housing. Steel header and housing to be formed of $\frac{3}{16}$ -inch plate securely bolted to vertical angles with re-enforcement where required to receive hangers and operating mechanism. Hinged cover plate to be arranged in sections and provided and fitted with approved hinges and catches for ready access from inside of car to hardware and devices.

Jamps. Each entrance is to be provided with formed steel jamps and soffit of .109 thickness. Jamps to be full-welded and secured to sills and steel header. (Specify design from Catalogue, Section 4.)

Sills are to be of cast bronze or cast iron, as indicated, with approved type of non-slip surface in doorways. Sills are to be cast solid with slots machine-grooved for operation of door guides. (Catalogue, Section 9.)

Facias are to be furnished full width of hatch extending from header to sill, neatly paneled of cold rolled steel .109 thickness. These facias are to be properly re-enforced both horizontally and vertically. Access doors to indicator mechanism and approved floor numerals at each landing, to be provided. (Catalogue, Section 9.)

Trims. Trim in section shown to be furnished integral with jamb so that no screw heads will show from face side, making contact with jamb member around entire opening uniform and absolutely tight. Plinths of height shown will be furnished where required. (Catalogue, Section 5.)

Door Panels. The door panels are to be of design indicated on drawings not less than .078 thickness best grade furniture steel. Stiles are to be seamless. All joints to be securely welded. Bottoms of doors to be provided with guide shoes fitting accurately to machine-grooved slots in sill. The moldings and glass stops, where required, to be in section indicated with member on hatch side removable for setting of glass in pure gum rubber channels. (Specify design, Catalogue, Section 2.)

Hangers and Hardware. Provide and install hangers of special type, designed for power operation. Hangers and tracks to be full-machined in every detail, and no type except that which has been actually tested under power operation will be considered. (Catalogue, Sections 10, 11, 12, 13.)

Operating Equipment. Complete arrangements are to be made for operating equipment, not only in the design of the hanger as previously mentioned, but in connection with the housing, steel supports and such compensating mechanism as may be necessary.

Where door closers, interlocks, or power operating equipment are included, type should be specified. (Catalogue, Sections 12 and 13.)

Glass. Where doors are glazed, wire glass is to be furnished and set by this contractor, in gum rubber channels. (Catalogue, Section 14.)

Finish. The finish of all structural parts is to be two-coat, rust-resisting paint. All exposed surfaces, including jamps, trims, doors, facias, headers, housing, to be oven-baked, seven-coat enamel, hand rubbed. (Specify color, Catalogue, Section 17.) For steel electro-plated or solid bronze finishes, see paragraph 6, *a* and *b*, page 179.

Erection. This contractor is to install all of the above mentioned equipment in position at building, using mechanics skilled in the erection of elevator entrances. All supporting members to be securely fastened to structural work of building. Enclosure parts to be set in perfect register with car openings and absolutely true with plumb hatch lines, insuring minimum clearance.

SPECIFICATIONS FOR METAL ELEVATOR CARS

1. *a* Furnish and install Elevator Cars of Tyler manufacture in accord with their design (specify number) to suit platform size as indicated on plans.
 - b* Furnish and install Elevator Cars of Tyler manufacture in accord with design shown on architectural drawings to suit platform size as indicated on plans.
 - c* Allow the sum of \$ each for Elevator Cars to be of Tyler manufacture and in accord with design selected by the architect. This allowance to cover car built to platform size, in finish specified, with ceiling emergency exit; all f.o.b. factory. Erection, freight, and other accessories hereinafter called for to be in addition to the net allowance specified above.
2. Cars are to be constructed of steel, or Tyler Standard Bronze of material not less than .078 thickness for side walls, and .125 for soffit and ceiling members.
3. All car panels are to be properly re-enforced to prevent buckling. Panel connections shall be of light-proof construction.
4. Secure car to platform with through bolts to eliminate noise and vibration. Provide each car with kick plates of bronze or a rustless iron base (specify kind).
5. Furnish top emergency exit of size and type to meet code requirements.
6. *a* Cars are to be finished in seven-coat baked enamel, rubbed to a honed finish, in color selected. (Specify finish, whether plain enamel, bronze enamel, or grained.) Where cars are of steel, to be finished in electro-bronze plate, all material shall be pickled, polished, cleaned, cyanide-copper plated, acid-copper plated, and bronze plated, with proper voltage and time element, and colored to match approved sample. Coat all surfaces with clear lacquer.
 - b* Bronze cars are to be finished in natural brushed bronze, or oxidized bronze in color selected by the architect. Surfaces to be waxed, oiled, or lacquered, as required.
7. The following accessories are recommended and should be specified:
 - a* 1 ¼ inch diameter, solid bronze hand rails, or 3-line bronze hand rails of smaller diameter.
 - b* Bronze certificate frames.
 - c* Work platform of ¼-inch steel sufficiently re-enforced and braced to carry live load of 200 pounds per square foot.
 - d* Side emergency exits for adjacent cars.
 - e* Louvres at back of grilles finished to match grilles.
 - f* Light fixtures, of design selected.
 - g* Fandoliers for ventilation.
 - h* Operator's seat complete with re-enforcements for attachment to side of car. Seat can be made of either wood or metal.
 - i* Bronze-plated collapsible gates arranged to slide behind front panels, hung with ball bearing hangers; tracks and hangers concealed above soffit.
 - j* Furnish doors in design shown to slide behind front panels. Doors to be 1 inch thick with clearances not in excess of ⅛-inch. Provide machine-grooved sills; hangers to be of special approved design for power operation. The doors are to be of cast aluminum finished as specified. Provide structural supports attached to car platform and cross-heads so that doors and equipment will stand independent of car structure, and entire unit will operate without vibration. (These doors, as specified, are intended for use in connection with high speed full automatic operation.)
 - k* Provide bronze architrave around door opening in car.
 - l* The panel which receives the operating and signal fixtures to be designed to accommodate these accessories.
 - m* Bronze hooks for protective pads.
 - n* In connection with combination service and freight cars, furnish protective pad ¼ inch thick, with eyelets for attaching to bronze hooks on car sides and rear. Pad to form protection to car when being used for freight purposes.

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THE TYLER PLANT

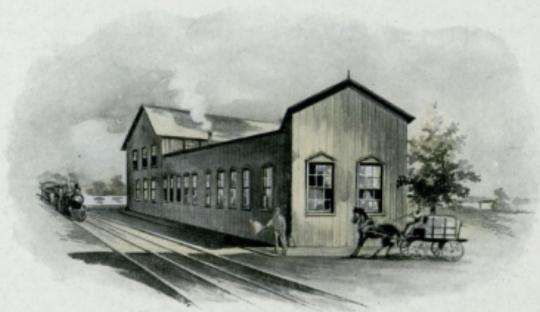
1872-1927

MORE than a half century ago, Washington S. Tyler laid the foundation for the business known today throughout the world as The Tyler Company.

The original one-story structure as well as the present plant occupying more than ten acres of ground space are pictured.

Within the Tyler plant, every manufacturing facility including more than fifty skilled crafts represented in the design and manufacture of elevator entrances and cars is available. Thus absolute co-ordination of the inter-related parts, with no division of responsibility is assured.

The complete satisfaction expressed by thousands of building owners and architects in Tyler Equipment shows the high regard in which the Company's work is held, and is due, in no small measure, to its full control in the manufacture of every item required in elevator entrances and cars.



THE TYLER PLANT IN 1872



GENERAL OFFICES AND PLANT OF THE TYLER COMPANY AT CLEVELAND

SECTION 17—FINISHES

Solid Color Enamels

THE plain enamel shades illustrated are standard. Other colors to match special samples can be furnished. The materials used for Tyler finishes are prepared and mixed in the Company's laboratories to secure the best possible results. The electric oven equipment for baking is the most modern. Special attention has been given to assure a smooth, tough and elastic enamel that will wear under the severe usage which elevator entrances and cars receive.

Verde Enamels

A selection of the more popular shades in Verde Enamels is shown.

Bronze Enamels

Bronze Enamels are available in the natural metallic tints, or with color effects. It has not been possible to show the numerous colors and textures obtainable in these finishes. Special samples to be used with any desired color scheme will be submitted.

Grained Enamel Finishes

The beautiful grain and satin effects of the finest woods can be accurately matched on metal. The Tyler process for this work is unusual and assures results which are perfect reproductions of the original wood. Photographic, lithographic, and roller processes, producing mechanical effects, are not used.

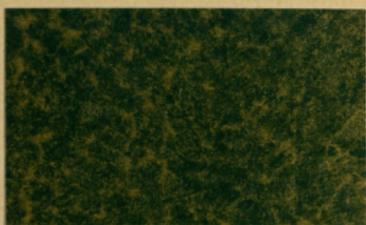
Inlays and stripings which afford pleasing combinations can be produced in any design.

All finishes are seven-coat, special process work and oven baked.





FINISH V 7



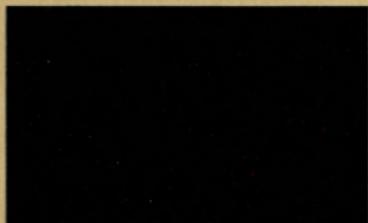
FINISH V 8



FINISH V 9



FINISH V 10



FINISH V 11



FINISH V 12



FINISH V 13



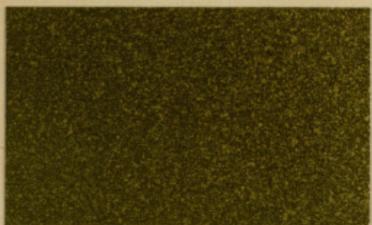
FINISH V 14



FINISH BR 11



FINISH BR 12



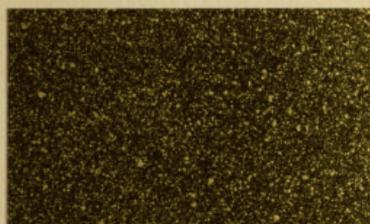
FINISH BR 13



FINISH BR 14



FINISH BR 15



FINISH BR 16



FINISH BR 17



FINISH BR 18



FINISH GR 17



FINISH GR 18



FINISH GR 19



FINISH GR 20



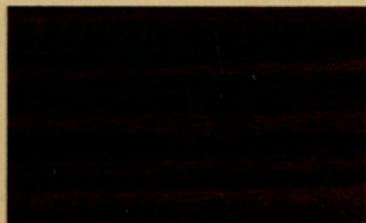
FINISH GR 21



FINISH GR 22



FINISH GR 23



FINISH GR 24



FINISH GR 25



FINISH GR 26



FINISH GR 27



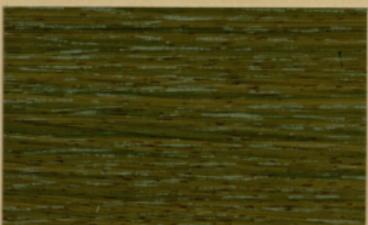
FINISH GR 28



FINISH GR 29



FINISH GR 30



FINISH GR 31



FINISH GR 32

METAL FINISHES
in
BRONZE, BRASS AND COPPER

SOME of the beautiful finishes obtainable in solid bronze, brass and copper are suggested on the following page.

These same effects with a number of color variations are obtainable on steel through the Tyler electro-plate process, and so faithful are the reproductions that they cannot be distinguished from the solid metals.

Combinations of the metal finishes with the enamels also are very attractive and popular.

The use of electro-plated finishes in connection with the elevator entrances and cars suggested in this book, is recommended for the consideration of the architect and owner.



FINISH P 85



FINISH P 86



FINISH P 87



FINISH P 88



FINISH P 89



FINISH P 90



FINISH P 91



FINISH P 92

