GEORGE L. WAITT.

Improvement in Sliding-Door and Sash Guides.

No. 114,731. Patented May 9, 1871.

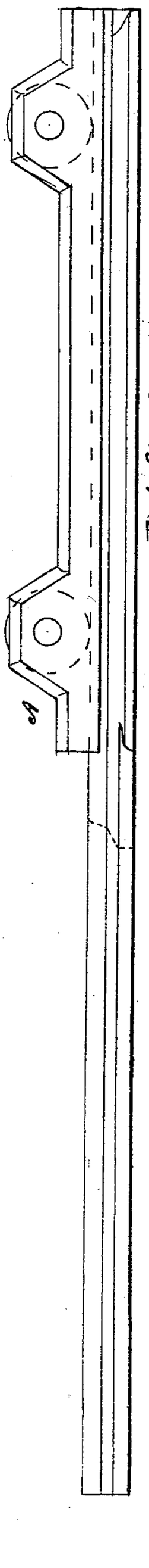

Fig 1. Side Elevation

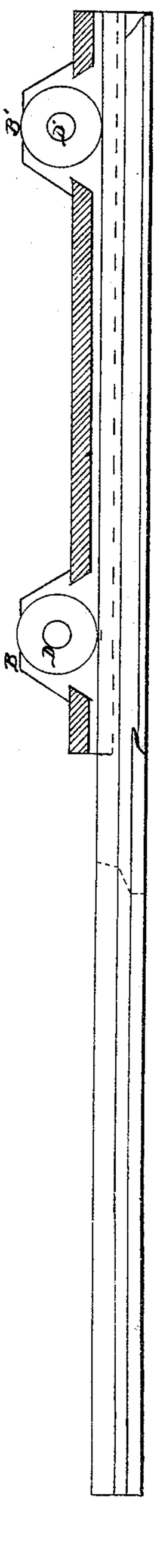

Fig 2. Section

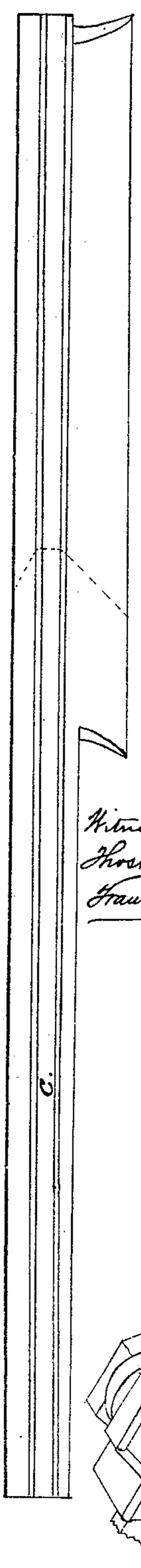

Fig 3 Plan of Railway.

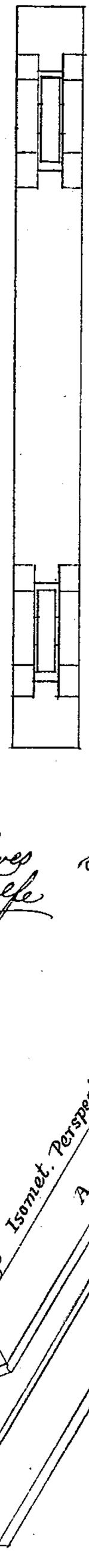

Fig 4. Top View Guide.

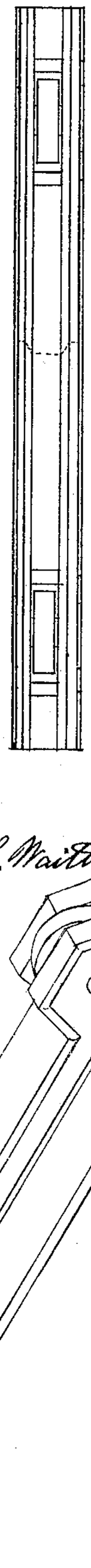

Fig 5. Bottom View Guide

Fig 6. Side View

Fig 7. End View.

Witnesses,
Thos B Reeves
Frank Wolfe

G. L. Waitt

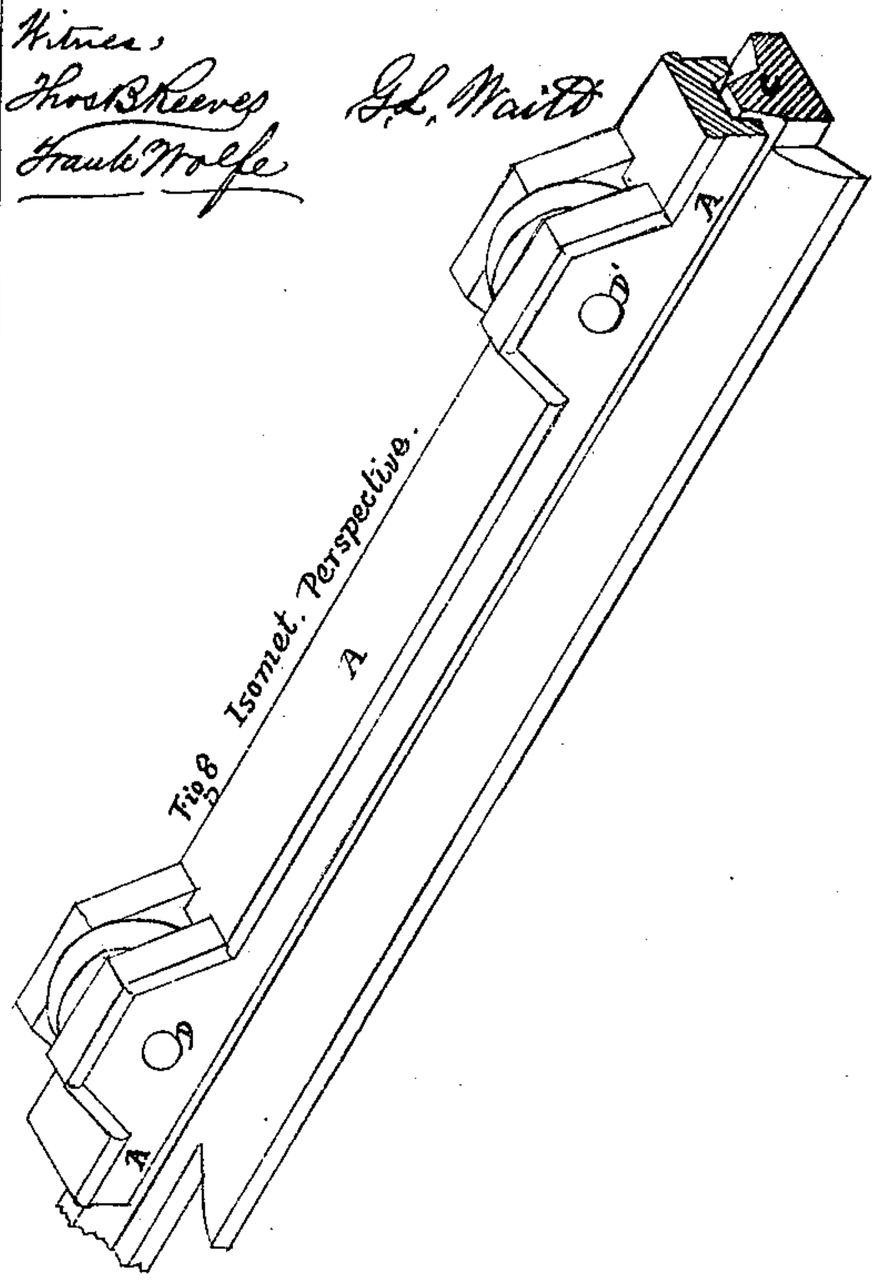

Fig 8 Isomet. Perspective.

UNITED STATES PATENT OFFICE.

GEORGE L. WAITT, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN SLIDING DOOR AND SASH GUIDES.

Specification forming part of Letters Patent No. **114,731**, dated May 9, 1871; antedated April 27, 1871.

To all whom it may concern:

Be it known that I, GEORGE L. WAITT, of the city and county of Philadelphia, State of Pennsylvania, have invented an Improved Door and Sliding Window Guide, of which the following is a specification.

The object of my invention is to afford a guide to the rollers of the door, sash, or other frame which will avoid all liability to slip on the part of the rollers from the rail or surface on which the rollers revolve.

Figure 1 is a side elevation. Fig. 2 is a section. Fig. 3 is a plan of railway. Fig. 4 is a top view of guide. Fig. 5 is a bottom view of guide. Fig. 6 is a side view of roller. Fig. 7 is an end view of roller. Fig. 8 is an isometrical perspective view of guide with rollers and rails.

A is the frame of the guide, made of brass or other metallic or durable substance, and either made solid or in sections to fit the size of the rail on which the rollers revolve. B B′ are the rollers; C, the rail; D D′, the axles of the rollers. The bottom of the frame of the guide extends below the top surface of the rail on either side, as shown best in Figs. 1 and 8, with sufficient play to enable the rollers to revolve readily over the surface of the rails. By this means the rollers B B′ are guided and directed in the line of the axis of the rail in such a manner that it is impossible that they should slip off, while by the extension of the frame of the guides some distance in advance of the rollers on either side any liability to jam is avoided.

Instead of the grooved roller and rounded rail now in use in car-doors, a flat roller and flat rail are substituted, by which, owing to the diminished friction, the doors slip readily to and fro.

I expressly disclaim the use of friction-rollers as any novelty.

I claim as my invention—

As an article of manufacture, the iron grooved traveling shoe, with rollers secured in lugs cast on its inner side and passing through slots in its face, to work upon the rail underneath, all as described.

G. L. WAITT.

Witnesses:

FRANK WOLFE,

FRANCIS S. CANTRELL.