

(No Model.)

J. R. DRILLINGER.

SLIDING DOOR.

No. 290,757.

Patented Dec. 25, 1883.

Fig. 1.

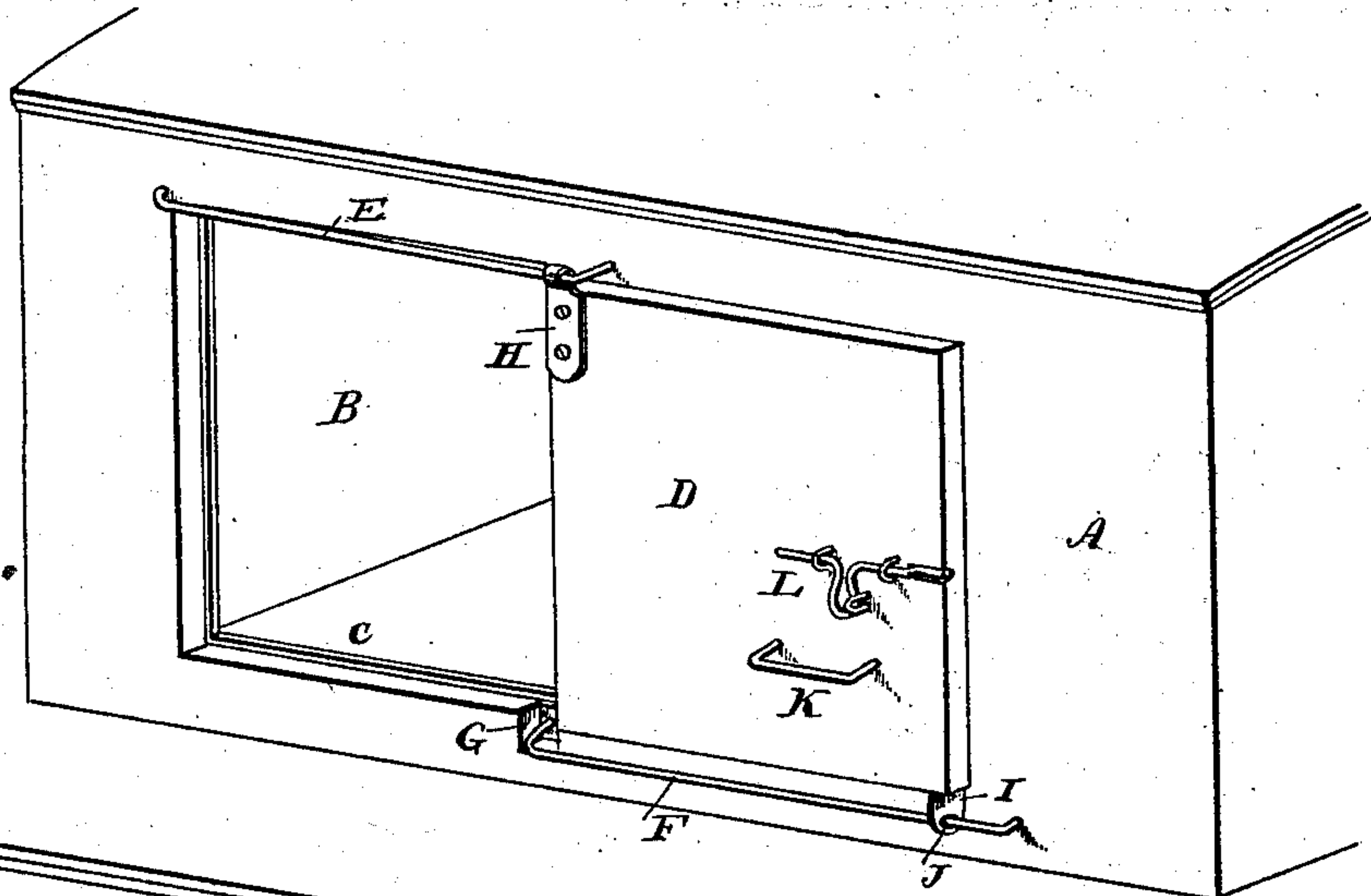


Fig. 2.

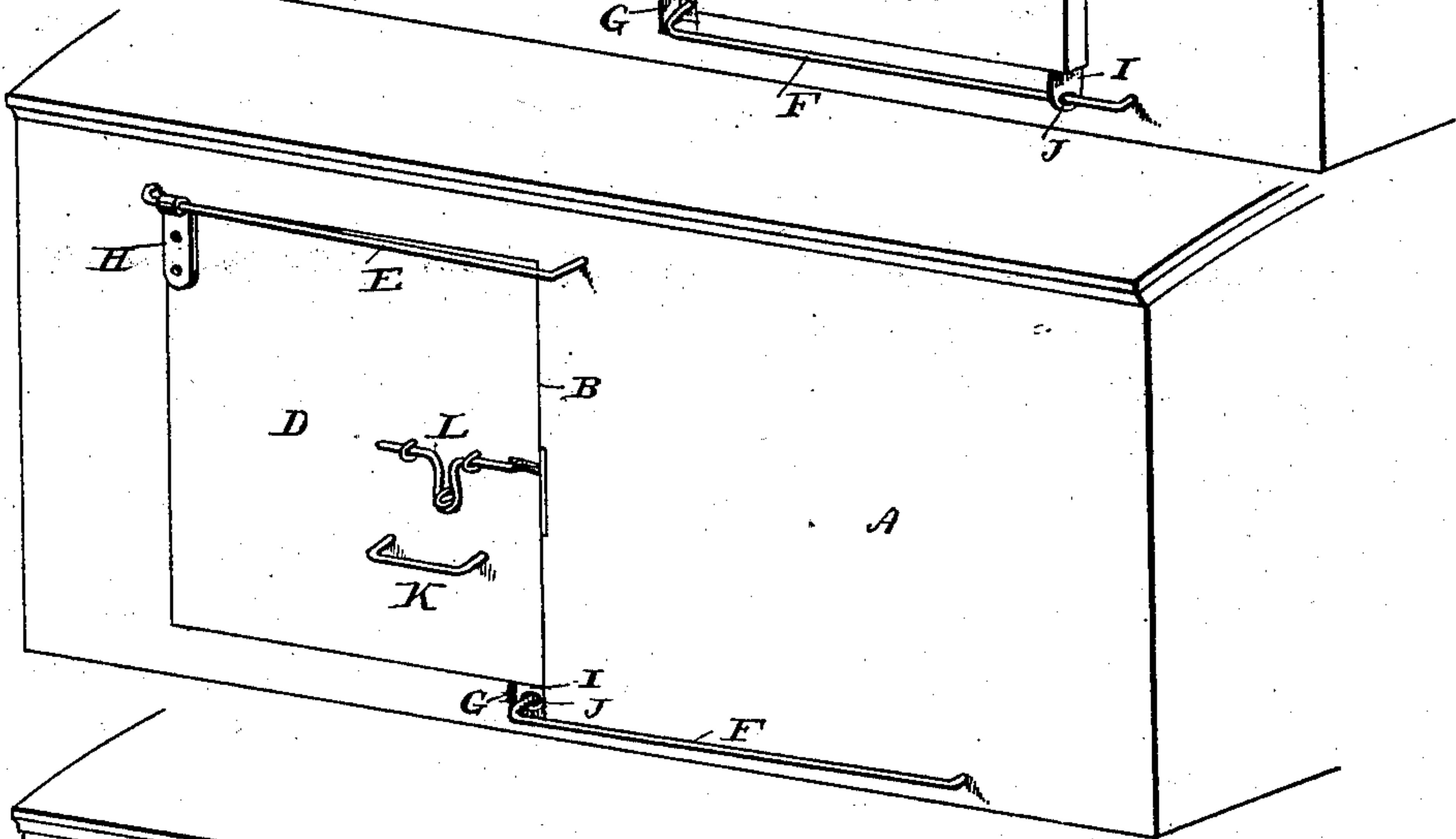


Fig. 3.

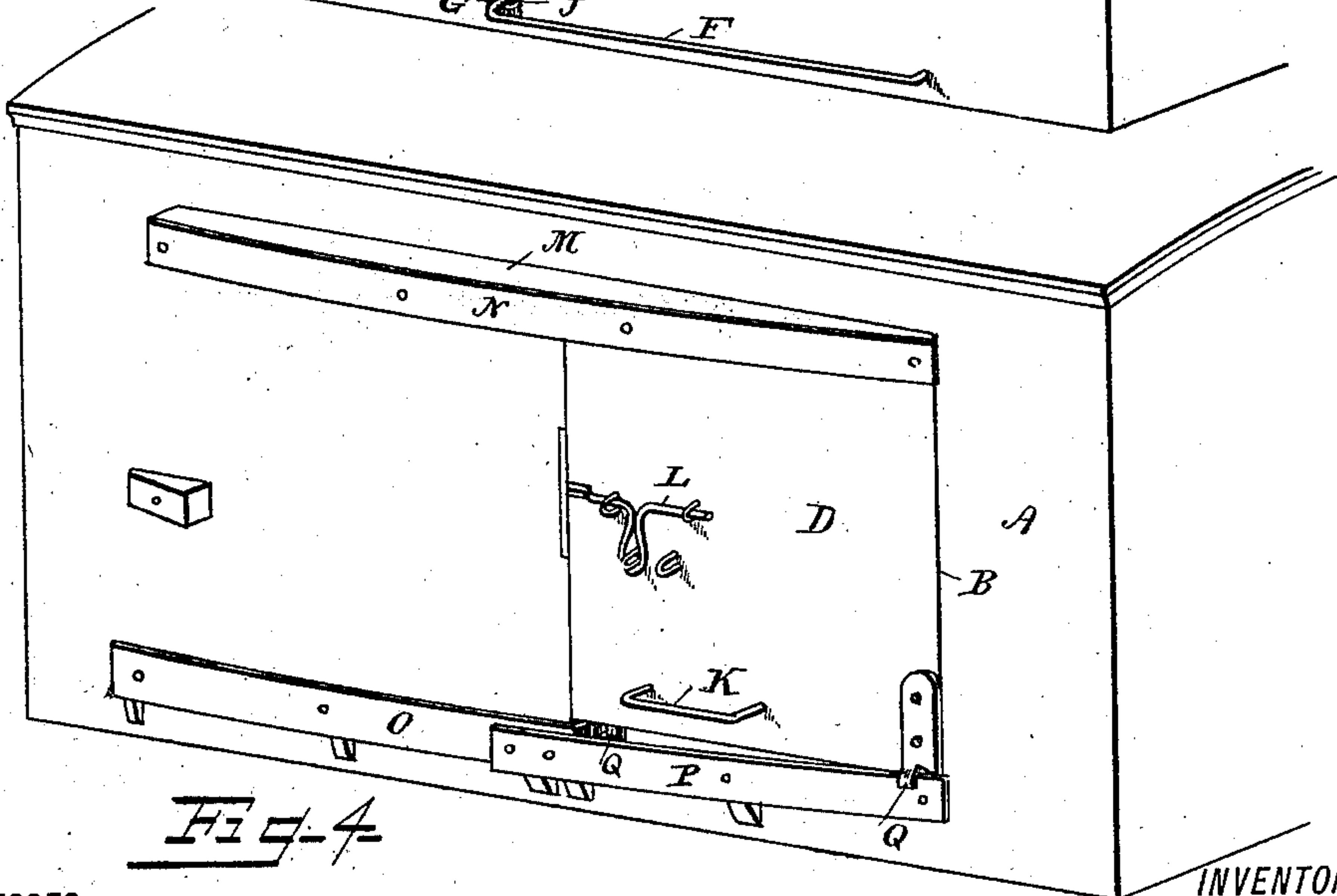
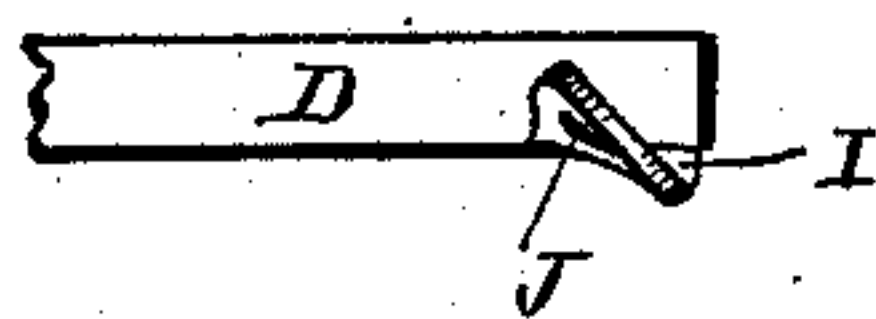


Fig. 4.

WITNESSES
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UNITED STATES PATENT OFFICE.

JAMES R. DRILLINGER, OF TERRE HAUTE, INDIANA.

SLIDING DOOR.

SPECIFICATION forming part of Letters Patent No. 290,757, dated December 25, 1883.

Application filed October 29, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES R. DRILLINGER, a citizen of the United States, residing at Terre Haute, in the county of Vigo and State of Indiana, have invented a new and useful Sliding Door, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to sliding doors for barns, railroad freight-cars, and for all other purposes for which sliding doors are used; and it has for its object to produce a sliding door which shall possess superior advantages in point of simplicity, durability, ease of operation, and general efficiency.

To this end it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, Figure 1 is a perspective view illustrating my invention as applied to the door of a railroad freight-car, the door being shown open. Fig. 2 is a perspective view of the same, showing the door closed. Fig. 3 is a perspective view illustrating a modified form of my invention, and Fig. 4 is a view showing the member I more fully.

The same letters refer to the same parts in all the figures.

A in the drawings illustrates the side of a freight-car, and B the door-opening, the edges of which are rabbetted, as shown at C, so as to form a seat for the door D, which is fitted nicely in the said seat. By this construction a tight joint is formed, which effectually excludes rain, snow, and dust.

E and F designate the tracks upon which the door is arranged to slide, and which may be made of round or flat iron or other suitable material. The upper track, E, starts at one of the upper corners of the door-opening, from whence it extends laterally, in an outward direction, over the said door-opening, its end being bent in an inward direction, and made fast to the car. The lower track, F, starts at one of the lower corners of the door-opening opposite to the starting-point of the upper track. At this point a recess, G, is formed, in the bottom of which the track F is secured. Said track first extends outward a

short distance, and then laterally in an inward direction, being finally made fast to the side of the car.

The door D is provided at one of its upper corners with an eye or hanger, H, working upon the upper track, and at its diagonally-opposite lower corner it is provided with a twisted or diagonally - arranged plate, I, having an eye or opening, J, that works upon the lower track. When the door is closed, the said plate I is accommodated in the recess G, as will be seen in Fig. 2 of the drawings. To open the door the side adjoining or directly above the starting-point of the lower track is first drawn out of the recess in which it is seated, its lower corner being supported by the perforated plate I upon the outwardly-extending part of the said track. The door may then be readily slid aside upon the tracks. To close it, the operation is simply reversed.

A suitable handle, K, and latch or lock L are provided, but in these no novelty is herein claimed.

In Fig. 3 of the drawings a modification of my invention has been shown. In this case the door is seated, as in the first instance, in the rabbetted edges of the door-opening, so as to be flush with the side of the car, or as nearly so as may be desired. Above the door-opening, and extending laterally from the same, a guard, M, with an overhanging flange, N, is provided. Below the door-opening, and extending laterally from the same, is provided a double track, O P, forming bearings for suitably-constructed hangers, Q, which slide upon the same. When the edge of the door is drawn out in the act of opening the door, the hanger at the lower corner, which is drawn out, engages the track Q, and the door may then be readily slid aside or opened.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation and advantages of my invention will be readily understood. It is simple, inexpensive, efficient, and easily applied to all ordinary sliding doors.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The combination of a door-frame having a door-opening provided with rabbetted edges

forming a seat, a door arranged in the said seat, the track E, extending from one of the upper corners of the door-opening laterally in an outward direction, over said door-opening, and having its end secured to the frame, the track F, extending from the opposite lower corner of the door-opening, first outward and then laterally in an inward direction, its end being secured to the frame, an eye or hanger at one of the upper corners of the door working upon the upper track, and a

twisted perforated plate at the opposite lower corners of the door working upon the lower track, all substantially as and for the purpose herein shown and specified. 15

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES R. DRILLINGER.

Witnesses:

MARTIN B. CRAWFORD,

ELMER F. WILLIAMS.