

(No Model.)

W. R. R. TILLION.
GUIDE TRACK FOR SLIDING DOORS.

No. 307,078.

Patented Oct. 21, 1884.

Fig. 1.

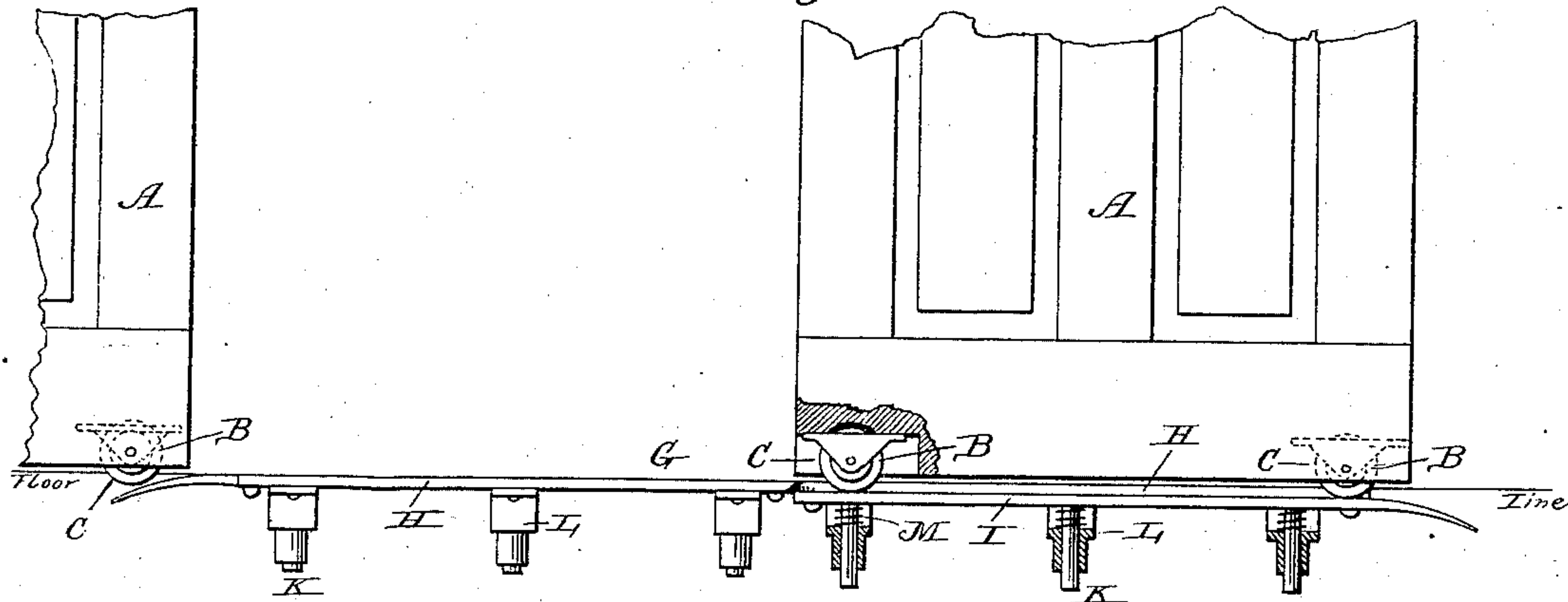


Fig. 2.

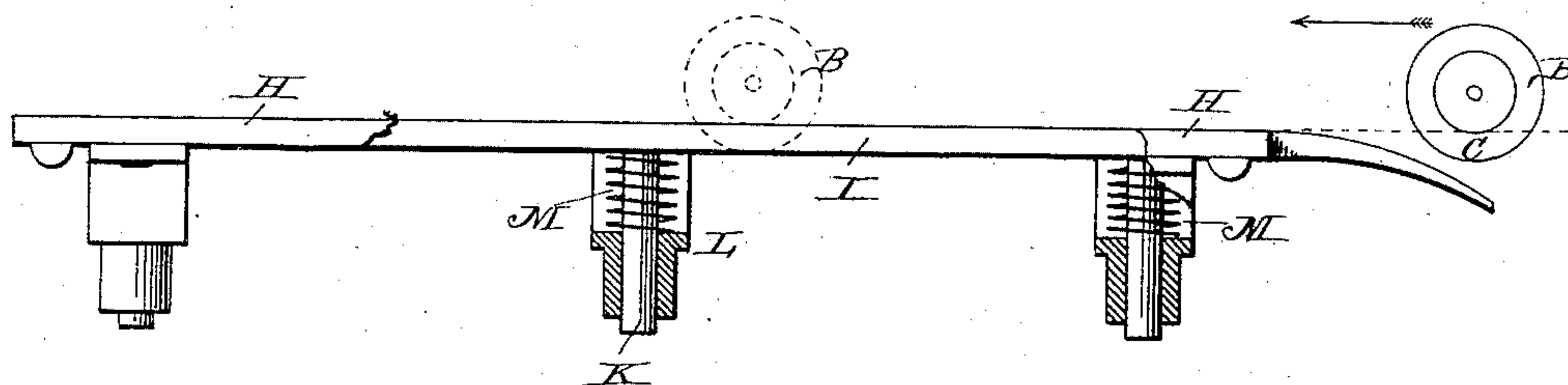
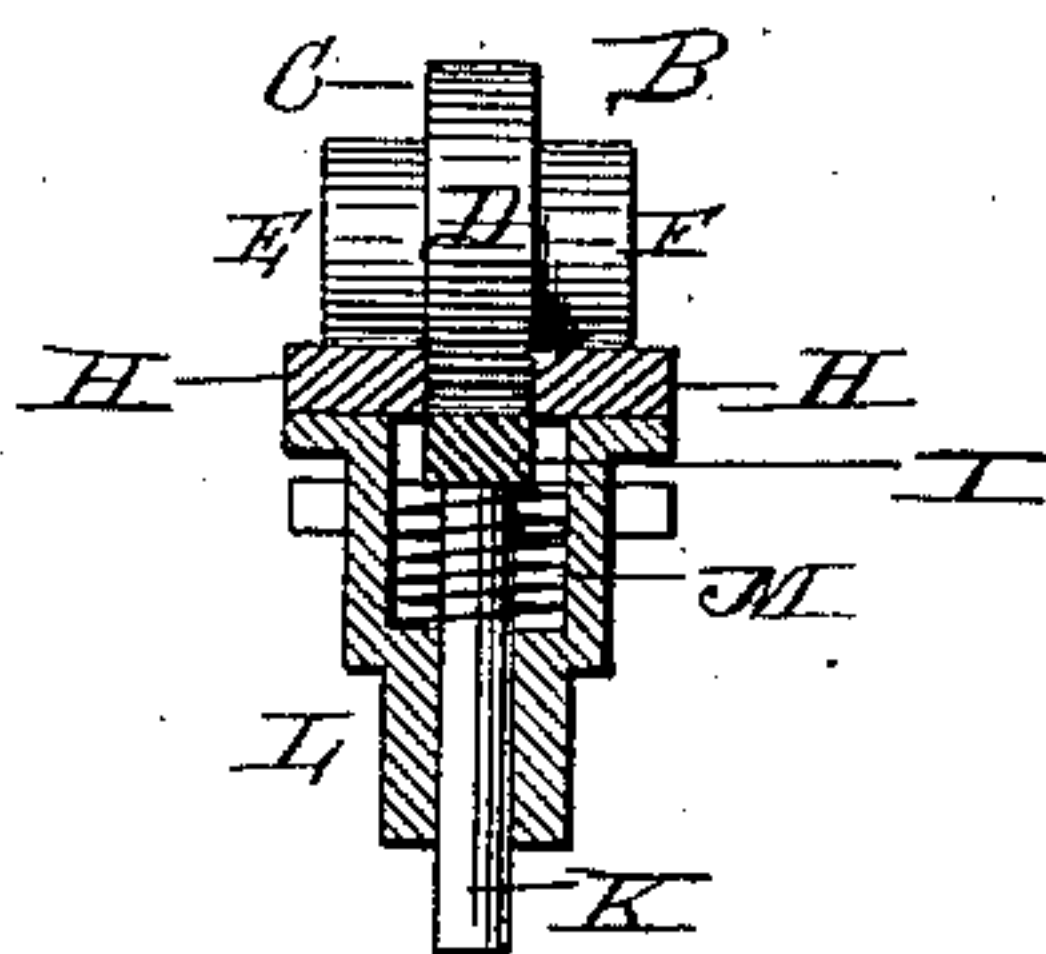


Fig. 3.



Witnesses:

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GUIDE-TRACK FOR SLIDING DOORS.

SPECIFICATION forming part of Letters Patent No. 307,078, dated October 21, 1884.

Application filed September 5, 1884. (No model.)

To all whom it may concern:

Be it known that I, WM. R. R. TILLION, of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Guide-Tracks for Sliding Doors; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in guide-tracks for sliding doors; and it consists in, first, the combination of the double track and a spring-actuated central rail, with the sliding door provided with rollers having raised portions, so that said rollers bear upon both the side tracks and the central rail, the central rail being depressed below the level of the side tracks when the door is upon it, but which rises to the level of the floor when the door is open, substantially as shown; second, the combination, with a sliding door, of the side rails having brackets secured to their under side, a central rail having depending guiding-pins which extend through the brackets, and springs for forcing the rail to its normal position when the door is open, all of which will be more fully described hereinafter.

In the accompanying drawings, Figure 1 is a side elevation, partly in section, of an apparatus embodying my invention which is adapted to be applied to a sliding door. Fig. 2 is an enlarged detailed side elevation, partly in section, of one of the sections of my track. Fig. 3 is an enlarged detail cross-section of the same.

A represents a sliding door which is provided with rollers B, on its lower edge, in the usual manner. These rollers are each provided with a central shoulder, C, and thus the rollers have three bearing-surfaces, D, E, and F, as shown in Fig. 3.

G represents the track upon which the door slides, and which is formed in sections. These sections consist of the bearing-rails H, which are mortised into the floor so as to have their upper sides on a level with it, and thus present no unsightly or inconvenient obstruction, such as is now rendered necessary by the sliding doors in common use. In between these rails H is placed the rail I, from which

depend the guide-pins K, which extend through the bearing-brackets L, that are secured to the under sides of the rails H. Springs M are placed upon pins K, and bear between the under side of the rail I and the upper side of the bearing-brackets, and thus keep the rail I normally at the upward limit of its movement and flush with the rails H. The outer ends of the rail I are curved downwardly, as shown, so as to permit the rollers B to be easily mounted thereon when the door is moved, so as to cause it to roll upon the rail I. The bearing-surface D of the rollers bears upon the rail I and depresses it, and the surfaces E and F of said rollers bear upon the rails H. While the door is closed the rail I is forced downward, but when the door is open the springs M raise the rail I up to the level of the rails H, and thus avoid presenting an obstruction to the floor, and leave no recess which is liable to become filled with dirt and trash.

A track for sliding doors thus constructed will be found exceedingly cheap, simple, and serviceable, and presents obvious advantages over the projecting tracks which extend above the level of the floor that are now in common use.

Having thus described my invention, I claim—

1. The combination of the double track, and a spring-actuated central rail, with the sliding door provided with rollers having raised portions so that said rollers bear upon both the side tracks and the central rail, the central rail being depressed below the level of the side tracks when the door is upon it, but which rises to the level of the floor when the door is open, substantially as shown.

2. The combination, with a sliding door, of the rails H, having the brackets L, secured to their under sides, rail I, secured between the rails H, and having depending guiding-pins which extend through the brackets L, and springs M, for forcing the rail I to its normal position when the door is open, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM R. R. TILLION.

Witnesses:

JAMES F. McCANN,
HY. FRANKLIN.