

No. 864,699.

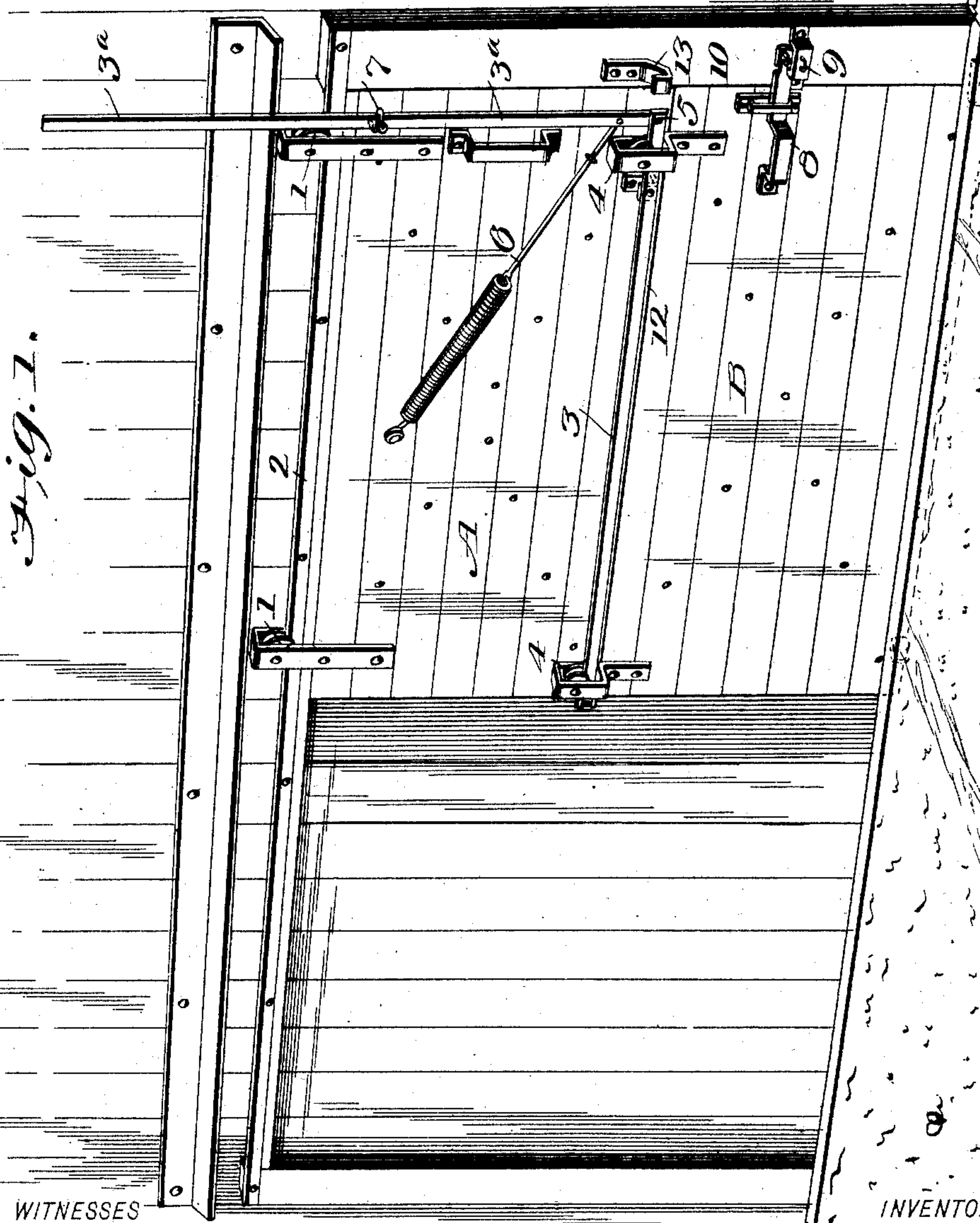
PATENTED AUG. 27, 1907.

S. SCHOOLEY.

BARN DOOR.

APPLICATION FILED MAR. 23, 1907.

2 SHEETS—SHEET 1.



WITNESSES

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Amos W. Hark

INVENTOR

SAMUEL SCHOOLEY
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ATTORNEYS

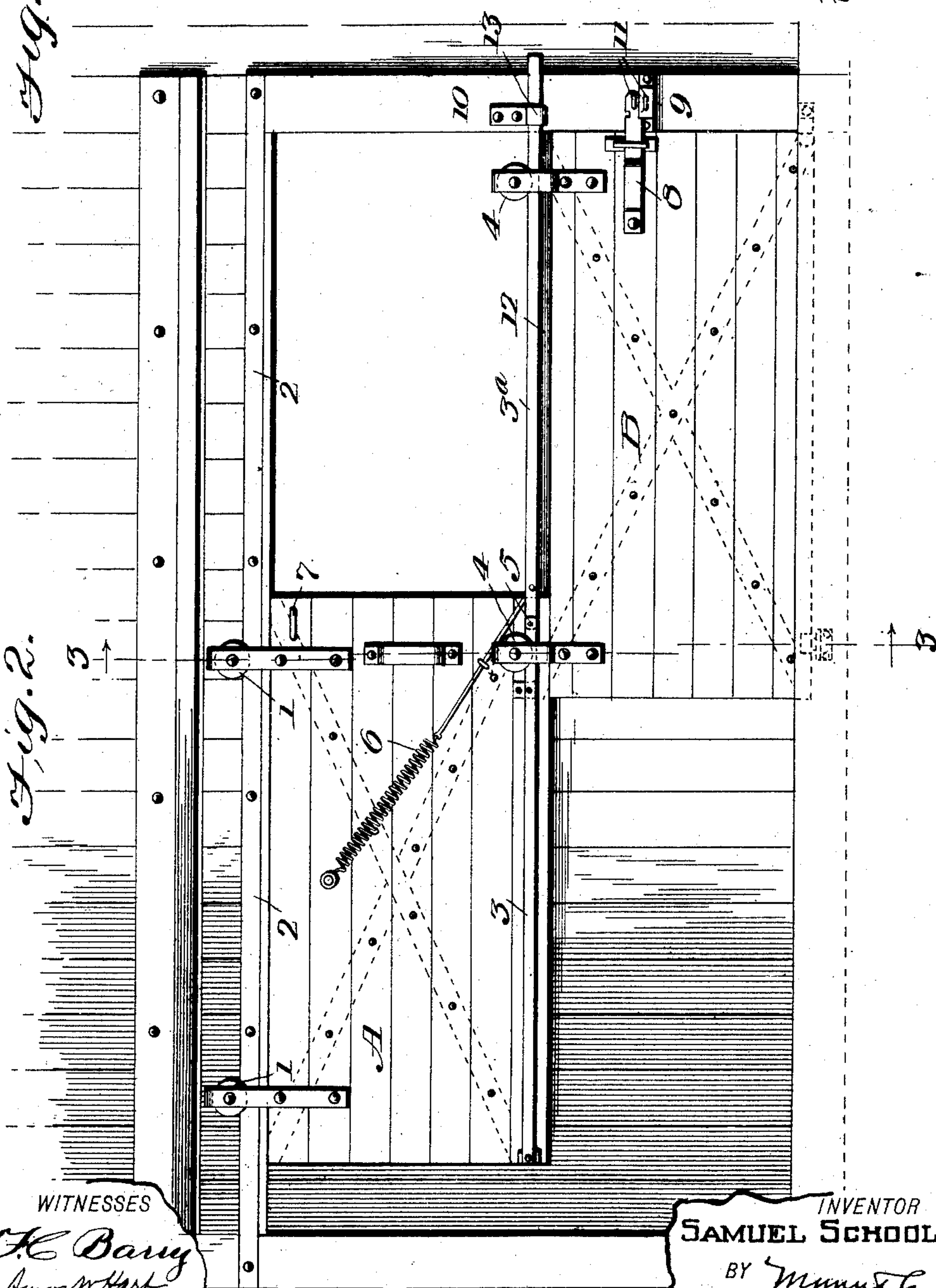
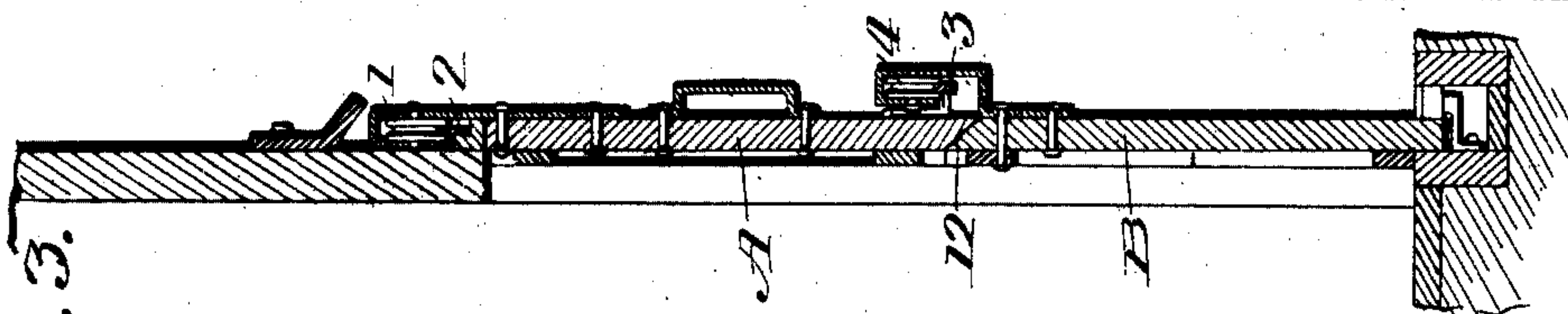
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UNITED STATES PATENT OFFICE.

SAMUEL SCHOOLEY, OF TYRO, KANSAS.

BARN-DOOR.

No. 864,699.

Specification of Letters Patent.

Patented Aug. 27, 1907.

Application filed March 23, 1907. Serial No. 364,034.

To all whom it may concern:

Be it known that I, SAMUEL SCHOOLEY, a citizen of the United States, and a resident of Tyro, in the county of Montgomery and State of Kansas, have invented an
5 Improvement in Barn-Doors, of which the following is a specification.

My invention is an improvement in doors which are made double, or in two parts or sections, one or both of which may be opened as convenience or conditions
10 require.

My door is of the sliding type and is divided horizontally in halves, or sections, one of which is suspended from the other and adapted to slide upon a rod or rail forming an attachment of the upper one. Thus
15 the door may be opened or closed as a whole, or the movable section may be opened or closed independently.

The details of construction, arrangement, and operation of parts are as hereinafter described, and illustrated in the accompanying drawings, in which
20

Figure 1 is a perspective view of my improved door, showing it in a closed position. Fig. 2 is a face view or elevation, showing the upper section of the door open. Fig. 3 is a vertical transverse section on the line 3—3 of
25 Fig. 2.

In the several views, A and B indicate the upper and lower sections of the door. The upper one is provided with hangers and rollers 1, the latter being adapted to run on a fixed rail 2, in a well known manner.
30 The said door or section 2 is provided near its lower edge with a fixed rail 3, and with a hinged extension rail 3^a, and the lower door or section B, is provided with hangers or rollers 4 by which it is supported and adapted to run on the rails 3—3^a. An anti-friction roller is
35 arranged for contact with the lower edge of the door or section B in a well known manner. The rail 3^a is hinged at 5 to the right hand end of the fixed rail 3, and, when not in use, as in Fig. 1, it is held in the vertical position by a spiral spring 6 attached to the door, or
40 section, A, and arranged in a diagonal position. A catch or stop 7 is attached to the door, or section, A, and with this the extension rail 3^a engages when raised and held in the vertical position. The lower door, or section, A, is provided with a hinged latch 8 which is adapted to
45 engage a hasp 9 attached to the scantling, or post, 10. The latch and hasp are provided with eyes 11, which, when the lower door is closed, are brought into coincidence, and thus adapted to receive the bow of a padlock, or other suitable fastening. The upper door or

section A may have a similar or other preferred fastening arranged inside or outside. The adjacent or meeting edges of the doors or sections A—B, are scarfed, or beveled, as indicated in Fig. 3, so that they form a close and sliding joint and are held in engagement by reason of such construction of the joint and the engagement
55 of the rollers 4 with the rail 3—3^a.

In Fig. 1 both sections of the door are shown closed. Let it be supposed that it is desired to open both doors or sections simultaneously; then the latches or fastenings of both sections are disengaged, and, by means of
60 suitable handles, the sections are slid together or rolled back, the upper rollers then traveling on the upper fixed rail 2, and the lower rollers 4 remaining immovable on the lower rail 3. If now it be desired to close the lower section B, it is pushed to the right, and its
65 rollers 4 will then travel on the fixed rail 3, and the right hand one will come into engagement with the hinged and extensible rail 3^a and push it down into the horizontal position shown in Fig. 2, the spring 6 yielding as indicated. In such position the rail 3^a falls into, and
70 is supported in horizontal position by, an open catch 13 attached to the post 10. Thus the door or section B runs on the extended horizontal rail 3^a until arrested by contact with the post 10, the latch at the same time automatically engaging the hasp 9. Thus the upper
75 portion of the doorway will be left open, as in Fig. 2. The upper section A can then be closed, if desired, in which case the rail 3, fixed on the lower portion of the section A will run under the right hand roller of the lower section B, until it reaches the position indicated
80 in Fig. 1, which will allow the hinged rail 3^a to be drawn upward by the spring 6 into the normal vertical position.

By the above described construction, arrangement, and combination of parts I form a double door, which
85 may be operated as a whole, or either section of which may be operated independently of the other.

What I claim is:

1. The improved door comprising two horizontal sections which are movable independently, the upper one having a fixed rail at its lower edge and a hinged rail forming, when in horizontal position, the extension of such fixed rail, and the lower section provided with devices by which it is guided on such fixed and extensible rail, substantially
90 as described. 95

2. The improved door comprising sections arranged vertically and adapted to slide horizontally together or independently of each other, the upper section having a rail fixed at its lower edge, and an extension rail hinged and adapted, when in horizontal position, to aline with the
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fixed rail, a spring for holding the extension rail normally in vertical position but permitting it to be thrown down into horizontal position when engaged by the rollers of the lower section, substantially as described.

- 5 3. The combination, with a fixed upper rail and a post arranged vertically in connection with a doorway, of a door composed of two horizontal sections, one having hangers and rollers by which it is supported and adapted to travel on the such fixed rail, and provided at its lower
10 edge with a fixed rail, the lower section having hangers

and rollers adapted to travel on the lower fixed rail of the upper section, and an extension rail forming an attachment of the upper section and adapted to be placed in horizontal position for support of the lower section when the upper one is opened, as shown and described.

SAMUEL SCHOOLEY.

Witnesses:

WM. MASON,
C. H. Pocock.