(No Model.)

W. A. SCHUSSMANN.

DOOR.

No. 387,698. Patented Aug. 14, 1888.

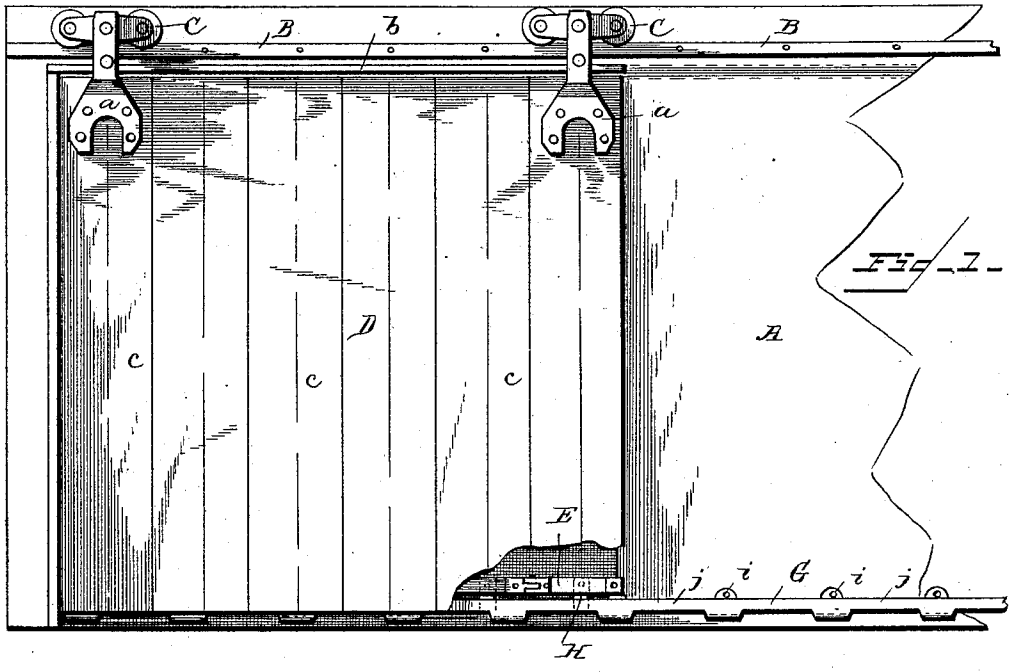


Fig. 1.

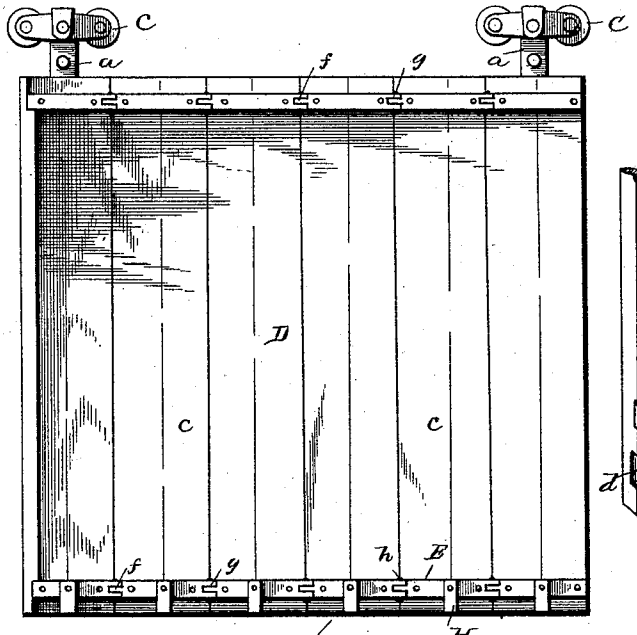


Fig. 3.

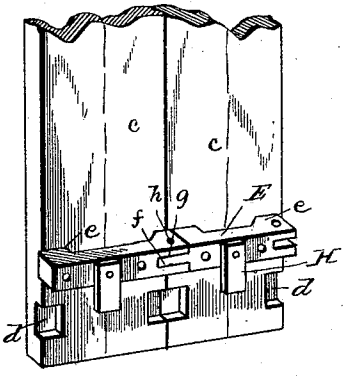


Fig. 2.

Witnesses,
Albert Spieden.
Alfred T. Gage.

Inventor,
William A. Schussmann,
By his Attorney
Franklin P. Hough.

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UNITED STATES PATENT OFFICE

WILLIAM A. SCHUSSMANN, OF CALUMET HARBOR, WISCONSIN.

DOOR.

SPECIFICATION forming part of Letters Patent No. 387,698, dated August 14, 1888.

Application filed April 9, 1888. Serial No. 270,125. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. SCHUSSMANN, a citizen of the United States, residing at Calumet Harbor, in the county of Fond du Lac and State of Wisconsin, have invented certain new and useful Improvements in Doors; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in doors, and more particularly to barn or car doors; and it has for its object to generally improve upon the construction of this class of doors.

The novelty resides in the peculiar combinations, and the construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly defined in the claim.

The invention is clearly illustrated in the accompanying drawings, in which—

Figure 1 represents a side view of a portion of a building or car provided with a door constructed in accordance with my invention, parts being broken away in order to better show the construction and arrangement of some of the parts. Fig. 2 is a view of the rear side of the door, with parts broken away. Fig. 3 is a side elevation of the rear side of the door.

Referring now to the details of the drawings by letter, A designates a portion of the side of a car or building, and B a guide-rail, on which run the rollers C, which support the door D. These rollers are journaled in the brackets *a*, secured to the upper edge of the door in any suitable manner.

b is a cap above the door, to shed the rain and snow.

The door D is made in vertical sections *c*, which are connected together in the following manner: The adjacent edges of the sections are formed with recesses or sockets *d* on the rear face of the sections. The straps E are formed at each end with a lug or projection, *e*, of a size and shape to fit the socket or recess *d* in the sections *c*, and said straps are also formed at one end with a tongue, *f*, and at the other end with a groove, *g*, the tongue of one strip fitting loosely in the groove of the adjacent strip and pivoted therein by means of the vertical pin *h*, passed through said tongue and groove. This construction allows of the sections of the door varying slightly to accommodate themselves to any inequalities in the track over which it runs, or for other causes. The straps may be made of any length desired, and are designed to be secured to the door-sections in any suitable manner.

Along the lower part of the building or car I secure the guiding-strip G, of any suitable material. This strip is formed with the ears or lugs *i*, by which it is secured in place, leaving the guiding portion *j* free, and on the inner face of the door, at or near its lower edge, preferably to the straps E, I secure the downwardly-projecting strips H, which work between the car or building and the guiding portion *j*, the lower edges of the straps E moving near the edge of said guiding portion.

No claim is made in this application to the devices for hanging and guiding the door, as the same forms the subject-matter of a separate application filed by me of even date herewith, and having the Serial No. 270,124.

What I claim as new is—

The combination, with the door-sections formed at their adjacent edges with sockets *d*, of the straps E, formed with lugs *e*, fitting in said sockets, and with tongues and grooves pivotally connected together by vertical pivots, substantially as shown and described.

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

WILLIAM A. SCHUSSMANN.

Witnesses:

CHARLES F. SCHUSSMANN,

HERMAN REIMERS.