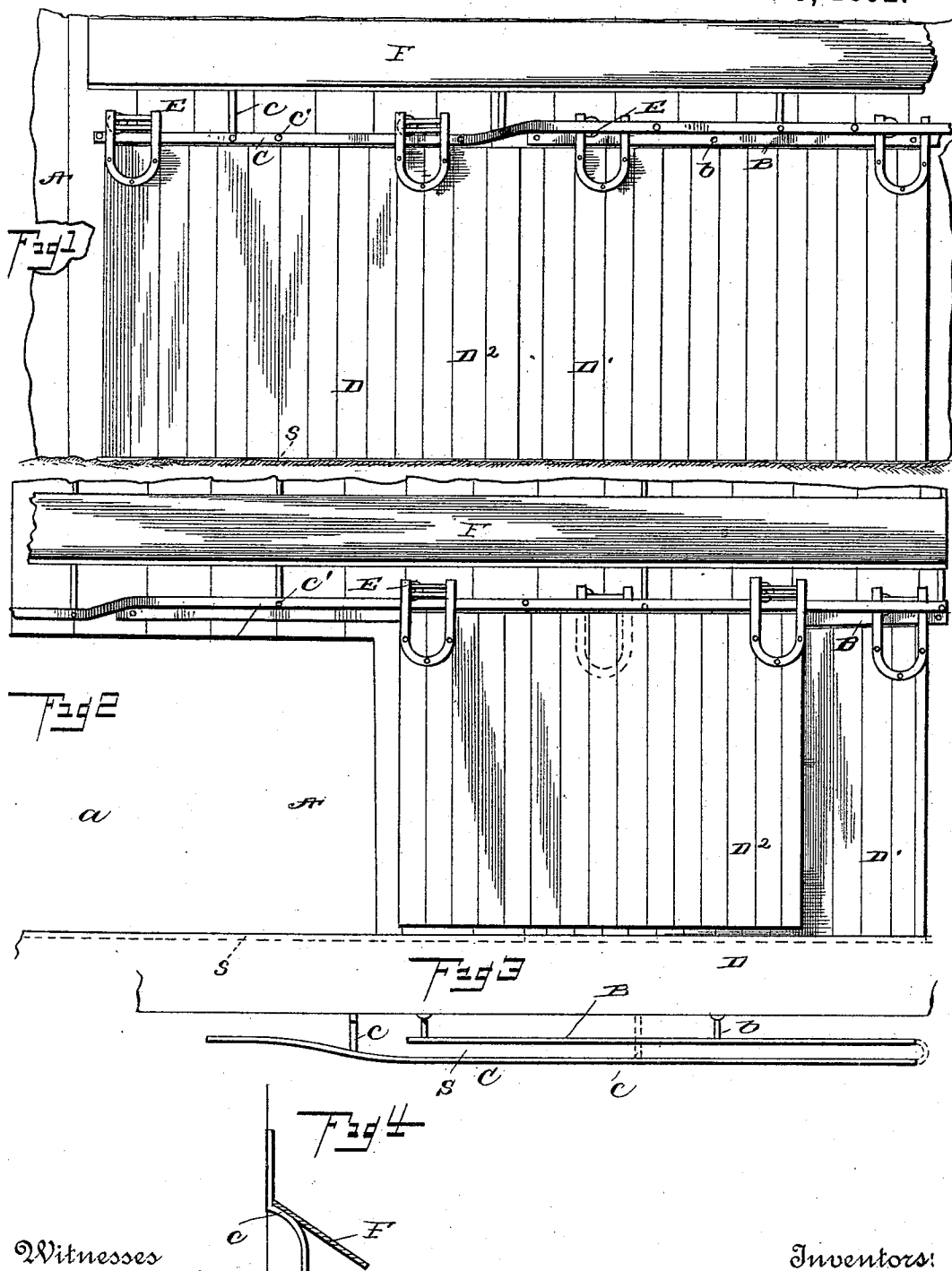


(No Model.)

C. H. GOLLING & F. D. LEA.
ROLLING OR SLIDING DOOR.

No. 470,191.

Patented Mar. 8, 1892.



Witnesses

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CHARLES H. GOLLING AND FRANK D. LEA, OF NEVADA, OHIO.

ROLLING OR SLIDING DOOR.

SPECIFICATION forming part of Letters Patent No. 470,191, dated March 8, 1892.

Application filed June 19, 1891. Serial No. 396,807. (No model.)

To all whom it may concern:

Be it known that we, CHARLES H. GOLLING and FRANK D. LEA, citizens of the United States, residing at Nevada, in the county of Wyandot and State of Ohio, have invented certain new and useful Improvements in Rolling or Sliding Doors; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to rolling or sliding doors or gates, and has particular relation to the construction of the tracks therefor.

The object of the invention is to provide, in combination with a door or gate of this character formed in two vertical sections, an arrangement of tracks whereby said sections are adapted to overlap when the door is open, and thus occupy but half the space usual to doors or gates of this character.

To this end the invention consists in the construction and arrangement of the means employed for controlling the movement and location of the door or gate, substantially as will be hereinafter fully set forth.

In the drawings, Figure 1 is a front elevation illustrating our invention, the door being closed. Fig. 2 is a similar view, the door being open. Fig. 3 is a top or plan view, the storm-guard being removed. Fig. 4 is a detail end elevation illustrating one of the supporting-brackets and the storm-guard.

Corresponding parts in the figures are denoted by the same letters of reference.

Referring to the drawings, A designates the side of a barn or other building, in which is a door-opening *a*. Above the latter, suspended by suitable brackets *b*, is a straight horizontal track B, which may be of any suitable construction, and extends over but about one-half the doorway *a* and is located at one side the latter.

C designates a second track, supported by overhanging brackets *c* and by brackets *c'*, similar to the brackets *b*. The track C at one end occupies the remaining space over the doorway, said portion of the track being in a direct line with the track B and forms, practically, an interrupted continuation thereof. At the inner end of the track B the track C is curved outwardly and upwardly, as shown,

and from thence extends parallel with the former track and in a horizontal plane above the same, a space S being formed between the tracks.

While the tracks B and C are here shown as separate and independent of one another, it will be obvious that, if desired, for convenience in manufacture, they may be formed of a single strip of metal, bent to form the two tracks, as shown in dotted lines in Fig. 3.

D designates the door, which is formed by two vertical sections D' D², suspended from the tracks by hangers or rollers E of any suitable construction, said sections being conjunctively of sufficient width to close the doorway *a*. The lower ends of the sections are normally sealed in a straight guide *s*, the latter serving to prevent swinging of the door-sections. The section D' is supported from the track B, while the section D² is carried by the track C. In use, when the doorway is closed, the section D² occupies the portion of the track C on a line with the track B, and the section D' occupies the inner portion of the latter track and abuts against the opposing edge of the other section. To open the door the section D' is thrown outwardly on its track, while the section D² is thrown in the same direction around the curve of its track and onto the portion thereof above the plane of the track B, overlapping the section of the door thereon. As the section D² ascends the upward curve of its track it is elevated above the guide *s*, said section being permitted to move into a different horizontal plane from the guide and free from engagement with the latter.

Supported upon the brackets *c* is a storm-guard F, inclined outwardly and extending throughout the length of both tracks.

The operation and advantages of our invention will be readily understood by those skilled in the art to which it appertains.

Heretofore where doors of this character have been employed upon small barns and other buildings, the single doors, owing to their great width, would frequently when open cover side doors, windows, ventilators, and the like, and to make use of the latter it became necessary to close the main door while they were in use. This has been in a measure overcome by dividing the door into two

sections, the latter being thrown to opposite sides of the doorway, the area covered by the door-sections being the same, however, as before; but by the employment of our improved means the door-sections are readily adapted to overlap or fold one over the other, thus occupying but the space of half the door.

We claim as our invention—

1. The combination, with a horizontal track having a curve at approximately its center, dividing said track into two parts out of alignment but parallel to each other, and a short track parallel with one of said parts, of a door formed in two sections and independently mounted one on each track, substantially as and for the purpose set forth.

2. The combination, with a straight track and a track having a portion of its length on a line therewith, thence curved outwardly and upwardly, and extending parallel with the first-mentioned track, of the door formed in two vertical sections, the latter being respectively carried by said track, substantially as set forth.

3. The herein-described track for rolling or sliding doors or gates, consisting of the straight

track B and the track C, extending in a line with the latter, curved outwardly and upwardly near its center, and thence extending parallel with the track B, substantially as and for the purpose set forth.

4. The combination, with a straight track, a track having a portion of its length on a line therewith, thence curved outwardly and upwardly and extending parallel with the first-mentioned track, but in a different horizontal plane, and a straight guide in a vertical plane with said straight track, of the door formed in two vertical sections, the latter being respectively carried by said tracks and working in the guide, the section carried by the curved track being adapted to be released from the guide when the door is opened, substantially as and for the purpose set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

CHARLES H. GOLLING.
FRANK D. LEA.

Witnesses:

E. W. KNAPP,
W. S. BALLIET.