2 Sheets--Sheet 1.

G. M. DARLEY.

Hanging Sliding-Doors.

No. 133,359. Patented Nov. 26, 1872.

Fig. 1

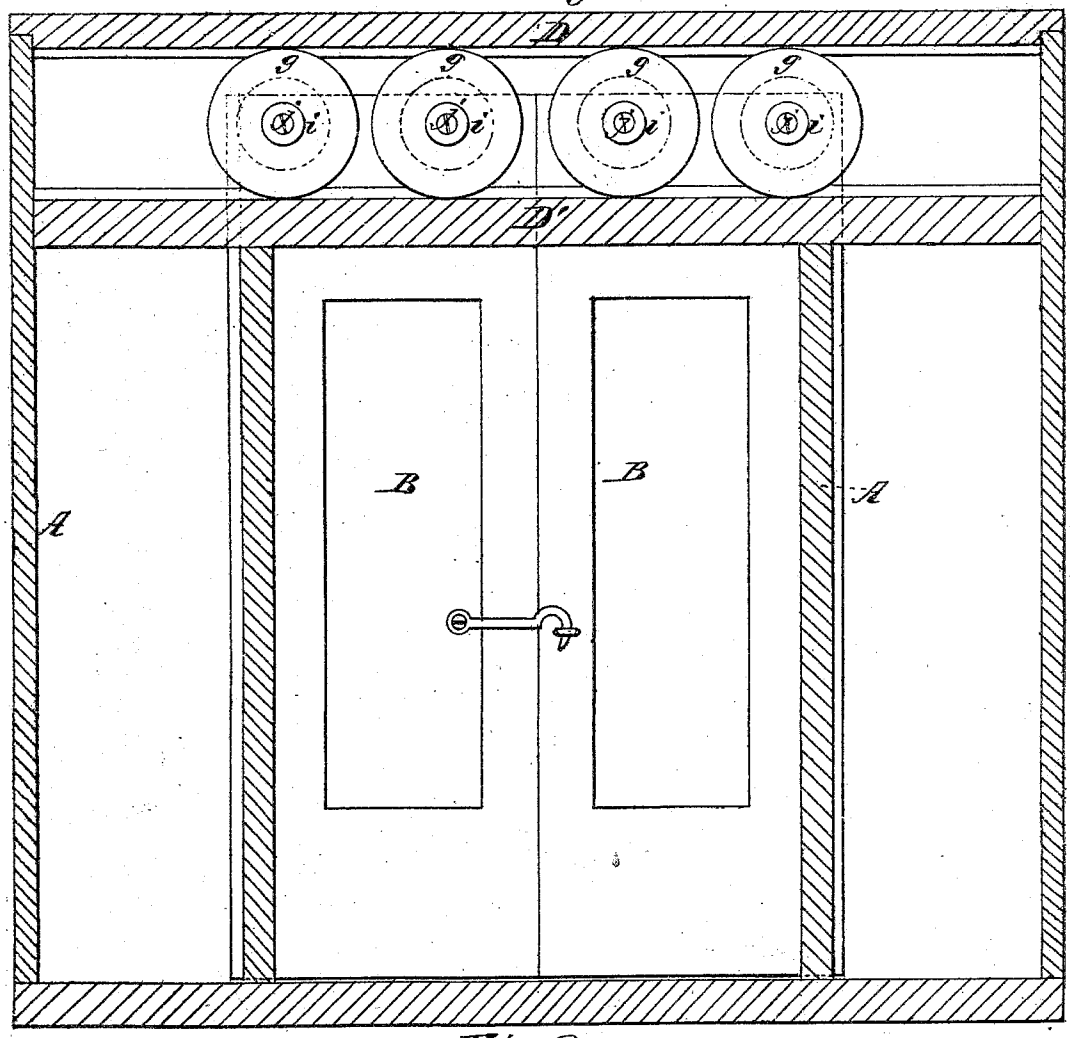
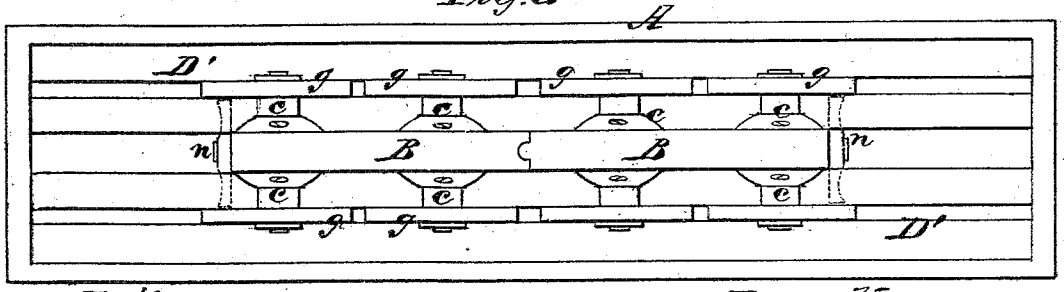


Fig. 2



Witnesses.
C. Hopkell.
J. N. Campbell.

Inventor
Geo. M. Darley
by
Munn, Pendell & Lawrence

2 Sheets--Sheet 2.

G. M. DARLEY.

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Fig 3

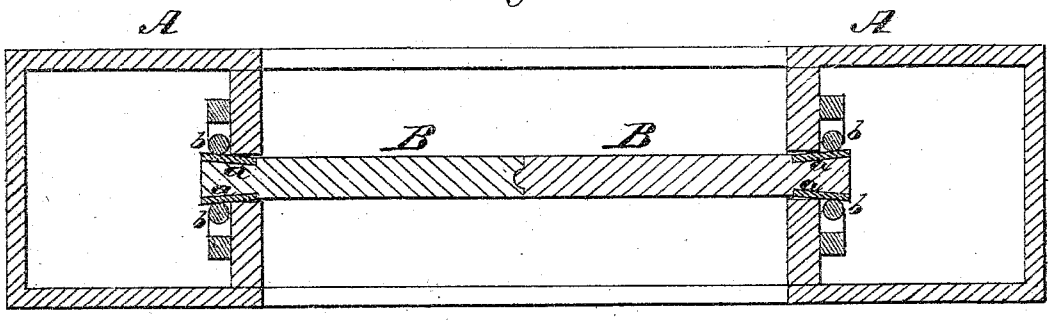
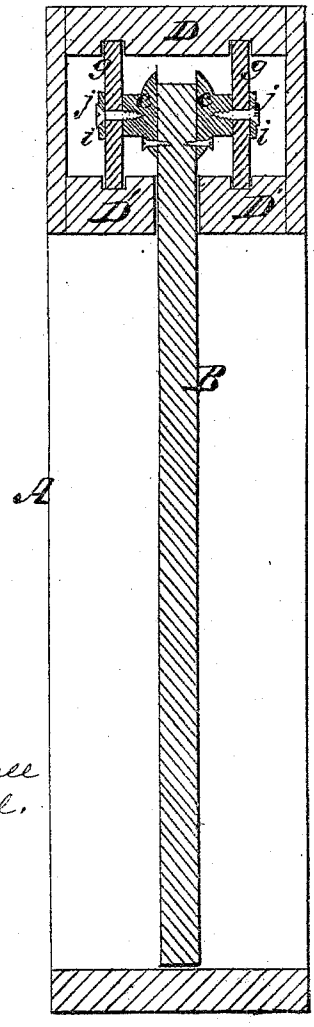


Fig 4



Witnesses.
R. G. Campbell
J. N. Campbell.

Inventor
George M. Darley
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UNITED STATES PATENT OFFICE.

GEORGE M. DARLEY, OF NEBRASKA CITY, NEBRASKA.

IMPROVEMENT IN HANGING SLIDING DOORS.

Specification forming part of Letters Patent No. **133,359**, dated November 26, 1872.

To all whom it may concern:

Be it known that I, GEORGE M. DARLEY, of Nebraska City, county of Otoe and State of Nebraska, have invented certain new and useful Improvements in Hanging Doors; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1, Plate 1, is a section taken vertically through a door-frame, showing two doors hung therein. Fig. 2, Plate 1, is a top view of the frame, exposing the roller-supports. Fig. 3, Plate 2, is a horizontal section through two doors provided with weather-strips and roller-guides. Fig. 4, Plate 2, is a vertical section through a door, its frame, and two roller-supports.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to improvements which are applicable to either single or folding doors that are suspended from above by means of rollers, so as to open and shut freely, as will be hereinafter explained.

The following description of my invention will enable others skilled in the art to understand it.

In the accompanying drawing, A represents a door-frame or casing, which is adapted for two laterally-movable doors, B B, which are suspended from grooved tracks D′ D′ by means of wheels *g g*. If desired, the wheels *g g* may be held down in their grooves by means of a grooved cap, D. I do not believe the cap D is necessary, although for very light doors it may be used. The wheels *g* may be of any desired size. They are centrally perforated and applied to circular brackets *c* by means of washers *i* and screws *j*, so that they will turn freely around the necks of the said screws. The brackets *c* have circular hubs and flanged bases, through which latter holes are made to receive the screws which secure the brackets to the sides of the doors. It is desirable for many reasons to finish doors at the shop before they are taken to the building, and to do this requires that the wheels *g* and their brackets should be so made that they can be accurately adjusted upon the doors when the latter are in the positions required for them. The brackets *c* have several perforations through their flanges, and after the door or doors are set in proper position in the frame the brackets can be conveniently secured to them and the wheels adjusted properly into their respective grooved tracks. To prevent the doors from being drawn entirely out of the sides of the frame A, I apply buttons *n* to the edges of the doors, as shown in Figs. 1 and 2, which buttons, when turned horizontally, as shown, will serve as stops, and effect the object stated. The doors represented in Fig. 3 are faced with narrow rubber strips *a a*, which extend from the upper to the lower ends of the doors, and are let into recesses which are slightly beveled. When these doors are shut the strips *a a* will wedge in between the side strips of frame A and make comparatively tight joints. Strips of rubber cloth or other suitable material may be applied to the bottom edges of the doors, to the top, and to the meeting-edges, which will prevent the ingress of cold air, and, for outside doors, will keep out rain and dust. In Fig. 3 I have also represented, near the lower end of each door B, inside of the casing, two rollers, *b b*, which are on each side of the space through which the door is moved. These rollers *b b* are applied to suitable bearings which are secured to the casing, and they are arranged so as to prevent lateral motion of the door, at the same time allowing the door to be moved easily.

I am aware that it is not new to suspend doors by means of rollers or wheels which are supported upon tracks; and, therefore, I do not claim, broadly, this feature.

What I do claim as new, and desire to secure by Letters Patent, is—

1. The wheels *g* applied to flanged brackets *c* by means of screws *j* and washers *i*, in combination with tracks D′ and doors B, substantially as set forth.

2. The beveled or wedging weather-strips *a a*, applied to the doors B, substantially as set forth.

GEORGE M. DARLEY.

Witnesses:
Z. N. CAMPBELL,
EDM. F. BROWN.