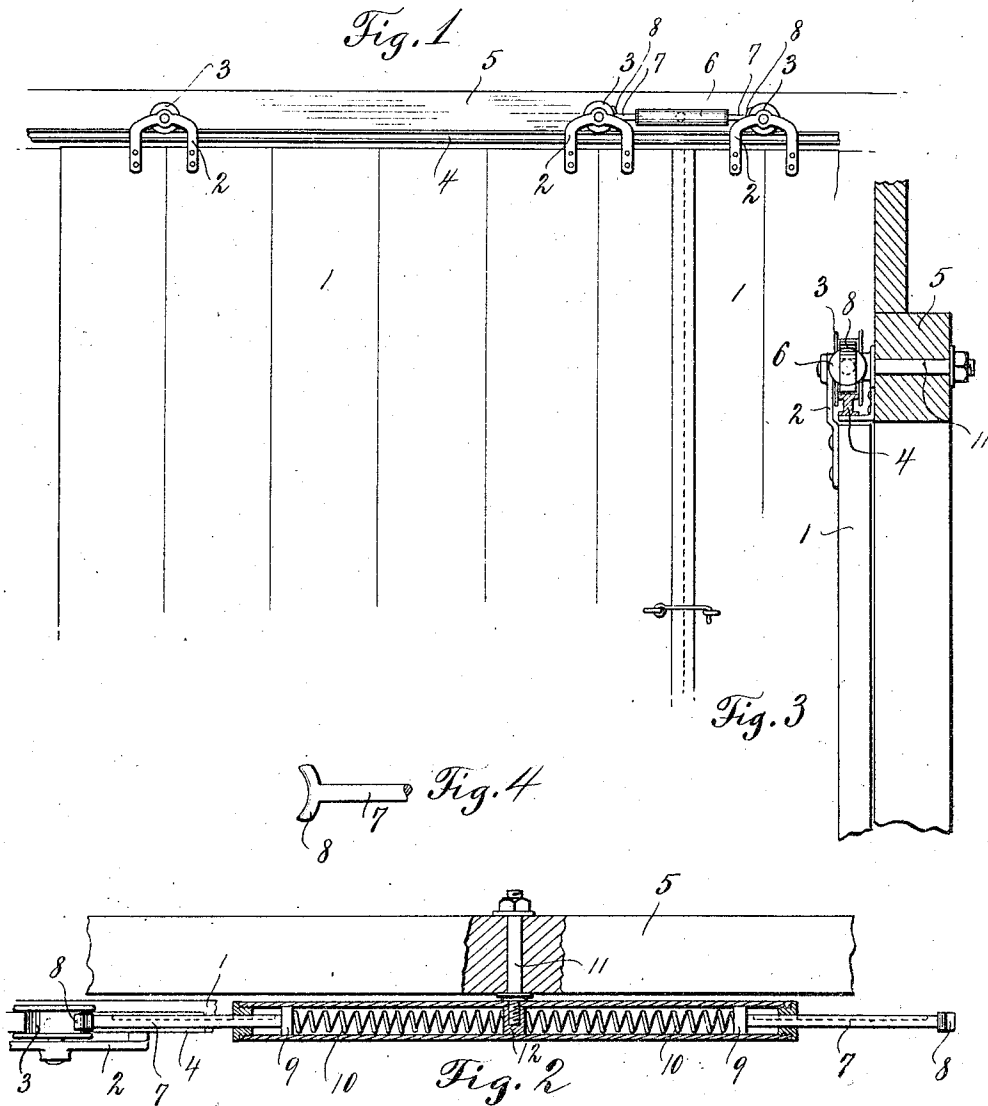


C. C. TRAUM.
DOOR CHECK.
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1,015,655.

Patented Jan. 23, 1912.



WITNESSES:

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CHARLES C. TRAUM, OF LANARK, ILLINOIS.

DOOR-CHECK.

1,015,655.

Specification of Letters Patent.

Patented Jan. 23, 1912.

Application filed May 15, 1911. Serial No. 627,173.

To all whom it may concern:

Be it known that I, CHARLES C. TRAUM, a citizen of the United States, residing at Lanark, in the county of Carroll and State of Illinois, have invented certain new and useful Improvements in Door-Checks, of which the following is a specification.

This invention relates to door checks and, has for its particular object, the provision of a simple and efficient construction to retard and sustain the jar or shock of a door when the same is slammed or closed.

More specifically, the invention consists in the provision of means to directly engage with the wheels of sliding doors in such a manner as to act as a brake to gradually retard the closing movement of the same, preventing noise and shock in such operation.

With the above and other objects in view, this invention consists in the construction, combination, and arrangement of parts, all as hereinafter more fully described, claimed, and illustrated in the accompanying drawings, wherein—

Figure 1 is a view showing the invention as applied to double doors; Fig. 2 is a plan view of the device showing the manner of securing the same to a door frame, the latter being broken away and the cylinder shown in section; Fig. 3 is a view showing the door frame partly in section and an end elevation of the device; and Fig. 4 is a view showing more clearly the construction of the buffer.

Throughout the following description and on the several figures of the drawings, similar parts are referred to by like reference characters.

Referring to the drawings, the numeral 1 represents ordinary doors supported on the guide rail 4, secured to the door frame 5, by means of the wheels or rollers 3 having their bearings in the hangers 2. Positioned above the meeting point of the doors 1 is located the door check 6 which is secured to the door frame 5 by means of a bolt 11. The door check comprising this invention consists of the cylinder 6 having therein

intermediate its ends the block 12 into which the bolt 11 is screwed for securing the same to the frame 5. Located on opposite sides of the block 12 are the coiled springs 10 bearing against the pistons 9 and tending to force the same toward the outer extremities of the cylinder 6. The pistons 9 comprise the pistonrods 7 which are guided in an obvious manner by means of openings in plugs at the opposite ends of the cylinder 6. The rods 7 have at their outer ends the brake shoes 8 which are adapted to engage with the wheels 3 when the doors are being closed.

It will be obvious from the nature of the invention that, when the doors 1 are closed, the inner wheels 3 thereon will be engaged by the brake shoes 8 and, by reason of the tension of the springs 10 against the pistons 9, the same will act as a brake, tending to retard the movement of said doors. It will be apparent that the pressure of the springs 10 will be of such strength as to sustain the shock and at the same time allow the door to entirely close.

It will also be apparent that this invention may be used in connection with single sliding doors and perform the same function therewith.

Having thus fully described my invention, what is claimed as new is:—

1. In combination, a door frame, a guide rail secured to the frame, a door, rollers supporting said door and adapted to move on said guide rail, and a door check connected to the frame comprising a cylinder, a piston and its rod having a brake shoe at its outer end adapted to engage with a wheel on the door, and a spring located in said cylinder and tending to force the piston toward the outer extremity of said cylinder.

2. In combination, a door frame, a guide rail secured to said frame, doors, rollers supporting said doors and adapted to move on the guide rail, and a door check connected to the frame at a place above the meeting point of the doors and comprising a cylinder, a block in the cylinder intermediate its ends, a bolt for connecting the

check to the frame secured in the block, pistons, their rods having brake shoes at their outer ends adapted to engage with the wheels on the door, and springs on opposite sides of the block normally tending to force the pistons toward the outer extremities of the cylinder.

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

CHARLES C. TRAUM.

Witnesses:

JOHN LOTZ,
WALTER SENTLEY.