

PATENT SPECIFICATION

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(54) FOLDING PARTITION

(71) We, HOUGH MANUFACTURING CORPORATION, a corporation of the State of Connecticut, United States of America, of 1027 South Jackson Street, Janesville, Wisconsin 53545, United States of America, do hereby declare the invention for which we pray that a patent may be granted to us and the method by which it is to be performed to be particularly described in and by the following statement:—

This invention relates to train operated folding partitions in which the panels are hinged together in side by side relation for movement of the partition between a folded or stacked position and a partition forming or unstacked position in which the panels are aligned edge to edge, and more particularly, to folding partitions of the top supported, centre stacking type in which when stacked the panels are disposed symmetrically with respect to the overhead supporting rail.

As is well known in the art, when the panels of the top supported centre stacked folding partition type each have their own centre mounted carrier, and adjacent panels are hinged together at their edges to form a train, the partition tends to act in pantograph or lazy-tong manner, in that the presence of the inter-panel hinges results in simultaneous and unyielding movement of all the panels when one panel is moved. Because of the tendencies of the panels of such an arrangement to become damaged, either at the panel hinges or elsewhere, when so interconnected, it has long been the practice in this field when the panels are all edge connected in a train, to support only every other panel from an overhead carrier. Such arrangements have a number of disadvantages, such as the need for rub rails on either side of the track, and the need for very accurate mounting of the trackways in special elevational disposition to over-

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come incorrect folding tendencies. Another disadvantage is that regardless of the span the partition is to close, an odd number of panels is required since the first and last panels each must have its own carrier. This means that, given a span that could be closed by an even number of standard width panels, an odd number of panels still must be employed, which obviously requires special manufacturing considerations that increase the cost of making and installing the partition.

In another known arrangement the panels of top supported centre stacked folding partitions are hinged together in groups of no more than about two or three panels to a group. In arrangements such as this, obviously each group of panels requires separate handling in unfolding or stacking the partition.

According to the present invention there is provided a folding partition arrangement comprising a plurality of panels hinged together in side by side relation for movement between partition forming and folded positions, an overhead trackway defining the path of movement of said panels between their said positions, each of said panels having a carrier operably mounted on said trackway for guiding relation therewith, with certain of said carriers being secured to the respective panels for movement with respect thereto along the width dimension of the respective panels as said panels are moved between their folded and partition forming positions.

Still other features and advantages will become obvious or be apparent from a consideration of the following detailed description and the application drawings in which like parts are given like reference numerals throughout the several views.

In the drawings:—

Figure 1 is an elevational view of a specific

embodiment of the invention, with the panels shown in their unfolded or wall forming positions;

Figures 2, 3 and 4 are diagrammatic plan views illustrating the partition arrangement of Figure 1, showing the manner in which the partition is moved between its stacked relation of Figure 2 and its wall forming or unfolded relation of Figure 4;

Figure 5 is a cross-sectional view through the overhead trackway, showing the relation thereto of one of the panels supported by the trackway and its carrier;

Figure 6 is a view similar to that of Figure 5, but taken at the location of the leading panel carrier;

Figure 7 is a fragmental elevational view of the upper end of one of the panels, taken from the far side of the partition shown in Figure 1, and illustrating the operative locations of the panel carrier in the stacked and wall forming positions of the panel, with the wall forming position of the carrier being indicated in dashed lines;

Figure 8 is a diagrammatic side elevational view of the overhead trackway, illustrating the manner in which a drive chain may be applied thereto for motor operation of a partition in accordance with this invention;

Figure 9 is a fragmental sectional view through the lower end of one of the panels illustrating the seal arrangement therefor;

Figure 10 is a diagrammatic plan view of a preferred edge-connected or train operated partition arrangement in accordance with this invention; and

Figure 11 is a diagrammatic fragmental cross-sectional view along line II-II of Figure 10.

However, it is to be understood that the specific drawing illustrations provided are supplied primarily to comply with the requirements of the Patent Laws, and that the invention may have other embodiments that are intended to be covered by the appended claims.

Reference numeral 10 of Figures 1 to 4 generally indicates one embodiment of the invention comprising a train operated foldable panel arrangement including a plurality of panels 12 suspended from a trackway 14 by roller type carrier units 16, and hinged at together alternate side edges, as at 18 (see Figures 2 to 4), to swing between the partition-forming (edge-by-edge) positions shown in Figures 1 and 4 and the folded or stacked position of Figure 2, in which the panels are disposed in side by side positioning adjacent the room wall 20 or the like at one side of the space 22 which is to be partitioned by the foldable panel arrangement 10 (the opposed wall is indicated at 24).

The partition arrangement 10 is of the top supported centre stacked type, meaning

that the panels 12 are supported from their upper ends 23, and the carriers 16 are disposed at the centre points of the panels 12 in the stacked position of the partition.

As indicated in Figures 5 to 7 and 9, each panel 12 is preferably constructed in a manner that is basically similar to that described in Holloway U.S. Patent No. 3,450,185, and thus each panel comprises a frame 30 (see Figure 5) formed of a top member 32, spaced side members 34 and 36 (see Figure 1), and a bottom member 38 (see Figure 9), with the top, bottom and side members being formed from extruded lengths of aluminium or otherwise, as may be preferred. The side members may have the transverse cross-sectional configuration substantially conforming to that shown in said U.S. Patent No. 3,450,185, while the top and bottom frame members 30 and 38 should have their transverse cross-sectional configurations modified in the manner indicated in Figures 5, 6 and 9. Frames 30 each mount a pair of opposed, spaced apart covers 26 and 28, seated in cover edge receiving recesses 29 formed by frame members 32, 34, 36 and 38, as disclosed in said Holloway patent (two different types of covers are shown in Figures 5 and 9).

In accordance with this invention, the carriers 16 are not fixed in position relative to the respective panels, but rather are free to move or float along the width dimension of the respective panels, or float between the two positions shown in Figure 7 as the panels are moved from the stacked position of Figure 2 to the wall or partition forming position of Figure 4, or from the position of Figure 4 to the position of Figure 2. The carriers 16 each comprise an upper trolley 40 that rides in trackway 14, in the conventional manner, and a lower trolley 41 that rides in a trackway 42 that is defined by the respective panel frame upper members 32. The trolleys 40 and 41 of each carrier 16 are connected together by adjustable pendant connector 44. In the form shown, each panel top member 32 has the transverse cross-sectional configuration shown in Figures 5 and 6 for its full length (except where it is excised at its ends for connection to side frame members 34 and 36 in accordance with said U.S. Patent No. 3 450 185), and the floating movement of each panel is limited by suitable spaced stops 46 and 48 (see Figure 7) applied across the trackway 42.

Each carrier 16 in the form shown is preferably biased for movement toward the leading edge 25 of the respective panels, with respect to the direction of movement of the panels from the stacked position of Figure 2 to the wall forming position of Figure 4, as by employing a suitable biasing arrangement, such as the spring biasing spring de-

vice 50 that is diagrammatically illustrated in Figure 7. However, device 50 is intended primarily to keep the carriers 16 adjacent the leading edge of the respective panels, and this function could be served by utilizing a suitable magnetic or mechanical releasable latching device that would release the carrier as its panel starts to move toward the stacked position.

- 10 As indicated in Figures 5 and 6, the overhead trackway 14 is equipped with laterally extending trim members or pieces 52 and 54 removably applied to either side thereof, which are respectively equipped with sealing elements 56 and 58 that cooperate with sealing elements 60 and 62 of the respective panel top frame members 32 to form an acoustical seal 63 at the top of the panel when the panels are in the closed position.
- 20 Where the partition 10 is to be motor operated, the overhead trackway is provided with an endless drive chain type drive 64, comprising a drive chain 66 of a suitable type trained about sprockets journaled at the ends of the trackway, with the runs 72 and 74 of the chain 66 operating in and supported by the respective slideways 76 and 78 that are defined by the respective trim elements 52 and 54.

- 30 The drive chain 66 is suitably connected to the leading panel carrier 16 by a suitable connecting device 79 that is indicated in Figure 6.

- 35 The lower frame member 38 of each of the respective panels is preferably equipped with a floating seal member 80 disclosed and claimed in British patent specification No. 1 379 702. Member 80 comprises a strip 84 conveniently formed from a suitable vinyl product or its equivalent, and is preferably of one piece construction having the configuration indicated. Reference may be had to Patent specification No. 1 379 702 for a complete description of the strips 84, but for purposes of this disclosure it is pointed out that the strips 84 are proportioned to extend the length of the respective members 38, and define a sealing wall portion 86 formed with longitudinally extending edge portions 88 and 90 that are protuberant in nature, and are formed to interfit with the slots 92 and 94 that are defined by the frame members 38, in the manner indicated in Figure 9. The outwardly facing surfaces 96 of the sealing wall portion 86 are adapted to engage the floor surface to be sealed, and the strip 84 has extending from the other side surface 98 thereof a pair of sealing flaps or strip portions 100 and 102 that slidably engage the inside surfaces 104 and 106 of the respective members 38 in accommodating variations in the level of floor surface 105.

- 65 In the specific panel arrangement of Figures 1 to 4, the panels 12 are connected by hinge 111 to a panel segment 112 which

is of full height and is in turn pivoted as at 113 at its top and bottom edges, adjacent jamb structure 114, to move between the positions indicated in Figures 2 and 4 as the panels 12 are moved between folded and unfolded positions. In the embodiment 10A of Figure 10, the panels 12 are not hinged to the jamb 112A, but rather the stacking end panel 12 has mounted towards it trailing edge 116 a bracket 316 roller carrying a 117 (see also Figure 11) that rides in a trackway section 118 of simple channel shaped cross-sectional configuration, and suitably supported above the panels 12 at the angulation indicated in Figure 10, which is approximately 70 to 80 degrees with respect to the plane of the panels in their unfolded wall forming position, with the trackway section 118 being inclined toward the wall 22.

In any event, a basic feature of this invention is that as the panels 12 are moved from the stacked relation shown in Figure 2 to the partition forming relation shown in Figure 4, their carriers move from the panel centre full line position of Figure 7 to the dashed line position of Figure 7 at the leading edge 25 of the panel. As the panels are returned to their stacked position, the movement of the carrier 16 is reversed.

In the showing of Figures 2 to 4, the path of movement of each carrier 16 is illustrated by the rectangles 119 shown along the tops of panels 12.

It will be observed that this invention thus provides a number of important advantages:

For instance, the rigid mechanical pantograph type operation of conventional train operated partitions that are of the top supported centre stacked type is avoided, while at the same time permitting each panel of the partition to be supported by its own carrier. This means that the load carrying requirements of the panel hinges are reduced, permitting smaller or thinner hinges and thus avoiding the need for protruding hinges due to hinge strength thickness requirements.

Each panel having its own carrier also adds to the stability of the partition. This is particularly important in stacking and unstacking. The incorrect folding problems of conventional train operated partitions are avoided (keeping in mind that conventional train operated partitions require that only alternate panels have a carrier) without using rub rails. Elimination of back folding problems not only frees the partition from severe strain on hinges and carriers, but also avoids having to take special precautions in track installation that are designed specially to avoid incorrect folding.

Another advantage of particular importance is the fact that as the partition moves to its wall forming position the carriers move to a position adjacent the hinge points

of the partition, which thus provides a stabilizing structure where it is needed most, and ensures that the partition will be in its desired flat condition when in its wall forming relation, without requiring rub rails to achieve this end.

Another important advantage is that the panels of the partition may be either even or odd in number, as may seem best desirable from the standpoint of economic installation. Conventional train operated partitions, which have required that only alternate panels have a carrier, have also required that the panels be only odd in number, since the first and last partitions each have to have a carrier. This means that in practicing this invention, and particularly where the embodiment of Figure 10 is employed, the number of partitions employed may be either even or odd and of all the same size in width.

As already indicated, the details of the individual panels 12 may follow those described in the said U.S. Patent No. 3,450,185, except for the improvements referred to in this application. In this connection, the frame members 32, 34, 36 and 38 are all preferably extruded aluminium components having the cross-sectional configurations indicated and cut to appropriate lengths and otherwise excised for assembly in the manner indicated in said Holloway patent.

As disclosed in said U.S. patent, the panels may be reinforced by rods 150 extending between the web portions of the respective side frame members 34 and 36 and secured in place by suitable bolts 151, as indicated in said U.S. patent.

The panel covers 26 and 28 may be arranged in one of the manners described in said U.S. patent, while the bottom frame member 38 and the seal 80 therefor are arranged in a manner described in the said application. Alternatively, a mechanical seal of the type disclosed in said U.S. patent may be employed in place of seal 80.

The top frame member 32 is in the form of a channel-shaped configuration including a base portion 130 and spaced vertically disposed side flange portions 132 and 134 (see Figure 5) each formed with an appendage or extension structure 136 shaped to define the respective cover receiving recesses 29. The appendages or extensions 136 are also slotted as indicated at 138 to mount the respective seal elements 60 and 62.

As indicated in Figure 5, the side surfaces 140 and 142 of the respective flange portions 132 and 134 form abutments against which inner cover portions 26A and 28A, where employed, abut.

The frame member 38 is further formed to define opposed projections 144 and 146 that define the respective rollerways 148 and 150 with which the trolley 41 engages to support the respective panels 12. The pro-

jections 144 and 146 together with the web 130 and flange portions 132 and 134 define the trackway 42 of the respective panels 12.

The frame member 38 is formed with depending flanges 156 and 158 for reinforcing purposes.

The specific trackway 14 illustrated is of the suspended mounted type, and in the form shown generally comprises channel shaped member 160 defining web portion 162 and spaced flange portions 164 and 166 that respectively define opposed extensions 168 and 170 that are respectively formed to define the respective rollerways 172 and 174 on which the trolley 14 rides to support the respective carriers 16 and panels 12 from trackway 14. The channel member 160 also defines the substantially parallel spaced apart, upwardly directed, extensions 176 and 178 that define the upwardly facing abutment portions 180 and 182 against which the upwardly-open mounting channel member 184 is secured by bolt 186 applied to attachment plate 188 formed with threaded opening 190 for the bolt 186. Channel member 184 is formed with suitable openings 192 to receive bolts that suspend same from the ceiling or the like.

The respective flange portions 164 and 166 of the channel member 160 each define a pair of upwardly directed projections 194 and 196, and 198 and 200, respectively, which are respectively received in the parallel pairs of mounting slots 202 and 204, and 206 and 208, of the respective trim pieces 52 and 54.

The trim pieces 52 and 54 each define a base wall 210 formed with upstanding reinforcing walls 212 and 214 (that define decoration panel receiving recesses 215) and dovetail groove 216 to receive a suitable aligning pin (not shown) at joints of these members. The base wall 210 further includes the upstanding flange 218 that is integral with web 220 affixed to upstanding flange 222 defining the respective hook portions 224 and 226 which engage the respective projections 194 and 196. Walls 212 and 214 support either the drop header panel 195 or ceiling panel 197 that are shown in Figure 6.

The base wall 210 also includes upstanding wall 230, which together with wall 218 and the base wall 210 define the respective slideways 76 and 78 for the drive chain runs 72 and 74, respectively. The slideways may be lined with an anti-friction liner 234 formed from a suitable plastics material.

The base wall 210 of the respective trim pieces 52 and 54 is formed with suitable undercut slot 236 to mount the respective seal elements 56 and 58.

The seal elements 56, 58, 60 and 62 that are illustrated are preferably formed from vinyl or other suitable plastics materials and

each defines a base wall 240, a plurality of spaced apart upstanding flanges 242, and a ridge 244 of T shaped cross-sectional configuration proportioned to slidably fit in and substantially complement the respective slots 138 and 236. The inner flange 242 of the respective seal strips includes an extension 246 arranged for abutting relation with the opposed portions of the panel top frame member 32 or of and the trim members 52 and 54 for bracing and sound sealing purposes.

The carriers 16 each comprise a roller panel guide or upper trolley 40 and a lower or panel trolley 41 pivotally connected together by a connector device 44. The trolley 40 comprises a suitable body 250 having spaced pairs of wheels or rollers 252 suitably journaled on same, and through which extends the bolt 254 that is part of the connector 44, and is received in internally threaded sleeve 256 which is fixed as by welding to the body 258 that comprises the lower trolley 41. Lock nut 260 is employed to hold the bolt 254 in adjusted relation when the respective panels are suspended at the proper relation with respect to the trackway 14. If desired, the pairs of rollers 252 of trolley 40 may be journaled on end sections of body 250 that are journaled to the main portion of the body in a conventional manner to swivel about a horizontal axis extending longitudinally of body 250.

The lower trolley 41 further comprises suitable rollers 264 journaled in spaced pairs at the ends of same, with the rollers being spaced inwardly of the respective ends 266 and 268 of the lower trolley so that the latter may engage the respective stops 46 and 48.

The bolt 254 is received in the body 250 of trolley 40 for rotational movement therein to permit the desired swivelling movement of the bolt 254 and the trolley 41 it carries relative to the trackway 14. Bolt 54 includes suitable head 270 which rests on a suitable washer 272 that may have antifriction characteristics.

The stops 46 and 48 are similar in structural arrangement, each comprising a channel-shaped or an angle-shaped element 280 (see Figure 7) suitably fixed in place on the web portion 130 of the panel frame member 32, and within trackway 42, as by employing a suitable screw 282. The angle members 280 of each panel are spaced apart the distance required so that the carriers 16 engage them at the respective positions indicated in Figure 7. As previously indicated, when the carrier 16 is in the full line position of Figure 7, the panel is in stacked relation, while the carrier is in the dashed line position of Figure 7, the panel is in its partition forming relation.

The leading panel 12 may have a suitable

resilient bumper 285 applied to its leading edge 25 that bears in sound sealing relation against wall 24 in the wall forming position of the partition 10.

The resilient biasing device in the form 70 shown comprises a suitable tension spring 290 having one of its ends 292 suitably anchored to a bracket 294 suitably fixed to the frame member 32, and having its other end 296 secured to a cord 298 trained over a pulley 300 suitably journaled on the frame member 32 and connected to trolley 40 at 302. This device is shown for illustrative purposes only, however, as its primary function is to hold the carriers adjacent edges 25 while the panels remain in their wall forming positions, and thus releaseable latch or catch devices of a suitable mechanical, magnetic or frictional type appropriately cooperating with the individual carriers and releasing them when the panels are to be stacked will be satisfactory.

The sprockets 68 and 70 of the drive 64 are keyed to the respective shafts 304 and 306 which are journaled in suitable brackets 308 and 310 affixed to either end of trackway 14. Shaft 306 is driven by a suitable drive chain trained over sprocket 312, that is keyed to shaft 306, and driven by a suitable motor drive (not shown).

In the arrangement of Figures 1 to 4, the panel 112 includes extension 301 that cooperates with jamb member 303.

In the arrangement 10A of Figure 10, the panels 12 and their carriers 16 are the same as the embodiment 10. Edge 116 of the stacking end panel seats against jamb member 112A in the partition forming position of partition 10A, as indicated in dashed lines. In this arrangement, the panels may be started in their folding operation, for their wall forming relation, without having to press the first hinge joint out of alignment with the rest of the panels, as is required by the arrangement of a half panel adjacent the jamb connection of Figures 1 to 4. Arrow 314 of Figure 4 indicates the folding starting action required for that embodiment.

The roller 117 of Figure 10 is journaled on a bracket 316 fixed to the stacking end panel 12. Stop 318 at the end 320 of guide-way 118 braces the panels in the stacked position.

While the embodiments illustrated are of the top supported type the invention applicable to folding partitions of the bottom supported type in which type the carriers 16 do not serve weight supporting purposes but retain their roller guiding function.

WHAT WE CLAIM IS:—

1. A folding partition arrangement comprising a plurality of panels hinged together in side by side relation for movement between partition forming and folded positions,

each defines a base wall 240, a plurality of spaced apart upstanding flanges 242, and a ridge 244 of T shaped cross-sectional configuration proportioned to slidably fit in and substantially complement the respective slots 138 and 236. The inner flange 242 of the respective seal strips includes an extension 246 arranged for abutting relation with the opposed portions of the panel top frame member 32 or of and the trim members 52 and 54 for bracing and sound sealing purposes.

The carriers 16 each comprise a roller panel guide or upper trolley 40 and a lower or panel trolley 41 pivotally connected together by a connector device 44. The trolley 40 comprises a suitable body 250 having spaced pairs of wheels or rollers 252 suitably journaled on same, and through which extends the bolt 254 that is part of the connector 44, and is received in internally threaded sleeve 256 which is fixed as by welding to the body 258 that comprises the lower trolley 41. Lock nut 260 is employed to hold the bolt 254 in adjusted relation when the respective panels are suspended at the proper relation with respect to the trackway 14. If desired, the pairs of rollers 252 of trolley 40 may be journaled on end sections of body 250 that are journaled to the main portion of the body in a conventional manner to swivel about a horizontal axis extending longitudinally of body 250.

The lower trolley 41 further comprises suitable rollers 264 journaled in spaced pairs at the ends of same, with the rollers being spaced inwardly of the respective ends 266 and 268 of the lower trolley so that the latter may engage the respective stops 46 and 48.

The bolt 254 is received in the body 250 of trolley 40 for rotational movement therein to permit the desired swivelling movement of the bolt 254 and the trolley 41 it carries relative to the trackway 14. Bolt 54 includes suitable head 270 which rests on a suitable washer 272 that may have antifriction characteristics.

The stops 46 and 48 are similar in structural arrangement, each comprising a channel-shaped or an angle-shaped element 280 (see Figure 7) suitably fixed in place on the web portion 130 of the panel frame member 32, and within trackway 42, as by employing a suitable screw 282. The angle members 280 of each panel are spaced apart the distance required so that the carriers 16 engage them at the respective positions indicated in Figure 7. As previously indicated, when the carrier 16 is in the full line position of Figure 7, the panel is in stacked relation, while the carrier is in the dashed line position of Figure 7, the panel is in its partition forming relation.

The leading panel 12 may have a suitable

resilient bumper 285 applied to its leading edge 25 that bears in sound sealing relation against wall 24 in the wall forming position of the partition 10.

The resilient biasing device in the form 70 shown comprises a suitable tension spring 290 having one of its ends 292 suitably anchored to a bracket 294 suitably fixed to the frame member 32, and having its other end 296 secured to a cord 298 trained over 75 a pulley 300 suitably journaled on the frame member 32 and connected to trolley 40 at 302. This device is shown for illustrative purposes only, however, as its primary function is to hold the carriers 80 adjacent edges 25 while the panels remain in their wall forming positions, and thus releaseable latch or catch devices of a suitable mechanical, magnetic or frictional type appropriately cooperating with the individual 85 carriers and releasing them when the panels are to be stacked will be satisfactory.

The sprockets 68 and 70 of the drive 64 are keyed to the respective shafts 304 and 306 which are journaled in suitable brackets 90 308 and 310 affixed to either end of trackway 14. Shaft 306 is driven by a suitable drive chain trained over sprocket 312, that is keyed to shaft 306, and driven by a suitable motor drive (not shown).

In the arrangement of Figures 1 to 4, the panel 112 includes extension 301 that cooperates with jamb member 303.

In the arrangement 10A of Figure 10, the panels 12 and their carriers 16 are the 100 same as the embodiment 10. Edge 116 of the stacking end panel seats against jamb member 112A in the partition forming position of partition 10A, as indicated in dashed lines. In this arrangement, the panels may 105 be started in their folding operation, for their wall forming relation, without having to press the first hinge joint out of alignment with the rest of the panels, as is required by the arrangement of a half panel adjacent the 110 jamb connection of Figures 1 to 4. Arrow 314 of Figure 4 indicates the folding starting action required for that embodiment.

The roller 117 of Figure 10 is journaled on a bracket 316 fixed to the stacking end 115 panel 12. Stop 318 at the end 320 of guideway 118 braces the panels in the stacked position.

While the embodiments illustrated are of the top supported type the invention applicable to folding partitions of the bottom supported type in which type the carriers 16 do not serve weight supporting purposes but retain their roller guiding function.

WHAT WE CLAIM IS:—

1. A folding partition arrangement comprising a plurality of panels hinged together in side by side relation for movement between partition forming and folded positions, 130



an overhead trackway defining the path of movement of said panels between their said positions, each of said panels having a carrier operably mounted on said trackway for
 5 guiding relation therewith, with certain of said carriers being secured to the respective panels for movement with respect thereto along the width dimension of the respective panels as said panels are moved between
 10 their folded and partition forming positions.

2. A folding partition arrangement according to claim 1 adapted for train operated centre stacking between opposed
 15 wall surfaces of a space to be partitioned, wherein each said carrier is secured to its respective panel for movement with respect thereto along the width dimension of the respective panel from a position adjacent the
 20 centre of the respective panel to a position adjacent the leading edge of same as said panels are moved between folded and partitioned forming positions.

3. A folding partition arrangement according to claim 2, wherein said panels are all of substantially equal dimension in width, with said partition extending between
 25 said wall surfaces in the wall forming position of same.
 30

4. A folding partition arrangement according to claim 2, wherein at the stacking end of said partition a half width panel
 35 connects said panels to a jamb at said stacking end.

5. A folding partition arrangement according to any preceding claim including
 40 means for resiliently biasing said carriers toward positions adjacent the leading edges of the respective panels.

6. A folding partition arrangement
 45 according to any preceding claim including driving means secured to the carrier of the panel at the leading end of said partition for moving said panels between said positions.

7. A folding partition arrangement
 50 according to any preceding claim wherein the panel at the stacking end of said partition has a guide roller secured to same adjacent the trailing edge of same, there being a
 55 guide track mounted in guiding relation to said guide roller at an angle on the order of 70 to 80 degrees with respect to the path of movement defined by said trackway for guiding said stacking end panel trailing edge
 60 between the wall folded and wall forming positions thereof.

8. A folding partition arrangement according to any preceding claim wherein
 65 each of said carriers comprises a roller

panel guide movable in said overhead trackway and said panels each comprise a frame including a top member defining a panel trackway extending along the width dimension of the panel, and a panel trolley riding
 70 on the respective panel trackways, with the panel guide being pivotally connected to the panel trolley whereby said overhead trackway guides the respective trolleys for movement relative to the respective panel trackways.
 75

9. A folding partition arrangement according to claim 8 wherein each panel includes means for releasably securing said
 80 roller panel guides at positions adjacent the leading edge of the panel.

10. A folding partition arrangement according to claim 8 or claim 9, wherein
 85 each panel includes stop means limiting said movement of said roller panel guides along the respective panel trackways.

11. A folding partition arrangement
 90 according to any of claims 8 to 10, wherein said overhead trackway comprises a generally channel shaped member having portions forming rollerways on either side of the channel therein, said roller panel guides
 95 each including a guide trolley riding on the respective rollerways, said panel trolleys being connected to the respective guide trolleys for swinging movement about a substantially vertical axis for accommodating
 100 panel movement between said partition forming and folded positions.

12. A folding partition arrangement according to claim 11 including an endless
 105 drive chain trained lengthwise of said overhead trackway and adjacent same, means for connecting one run of said chain to the roller guide of the leading panel, and means for selectively driving said drive chain in
 110 forward and reverse directions to move said panels between said partition forming and folded positions.

13. A folding partition arrangement
 115 according to claim 12 wherein the runs of said drive chain are supported by trim members carried by said channel member.

14. A folding partition arrangement
 120 according to any of claims 8 to 13, including interengaging acoustical sealing means carried by said overhead trackway and the respective panels for interengaging in acoustical sealing relation in the partition forming
 125 position of said panels.

15. A panel for a folding partition arrangement according to claim 1, comprising
 130 a frame including a top member defining



- a panel trackway extending along the width dimension of the panel, and a panel trolley arranged to ride on the panel trackway, with the panel trolley being adapted to be oper-
5 ably connected to the carrier for said panel for guiding the trolley for movement in the panel trackway as the panel moves between stacked and unstacked positions.
- 10 16. A folding partition arrangement, substantially as herein described with reference to the accompanying drawings.
17. A panel for a folding partition arrangement substantially as herein described with reference to the accompanying draw- 15 ings.

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