

(No Model.)

LE GRAND TERRY.

RAIL AND RAIL SUPPORT FOR BARN DOORS.

No. 282,237.

Patented July 31, 1883.

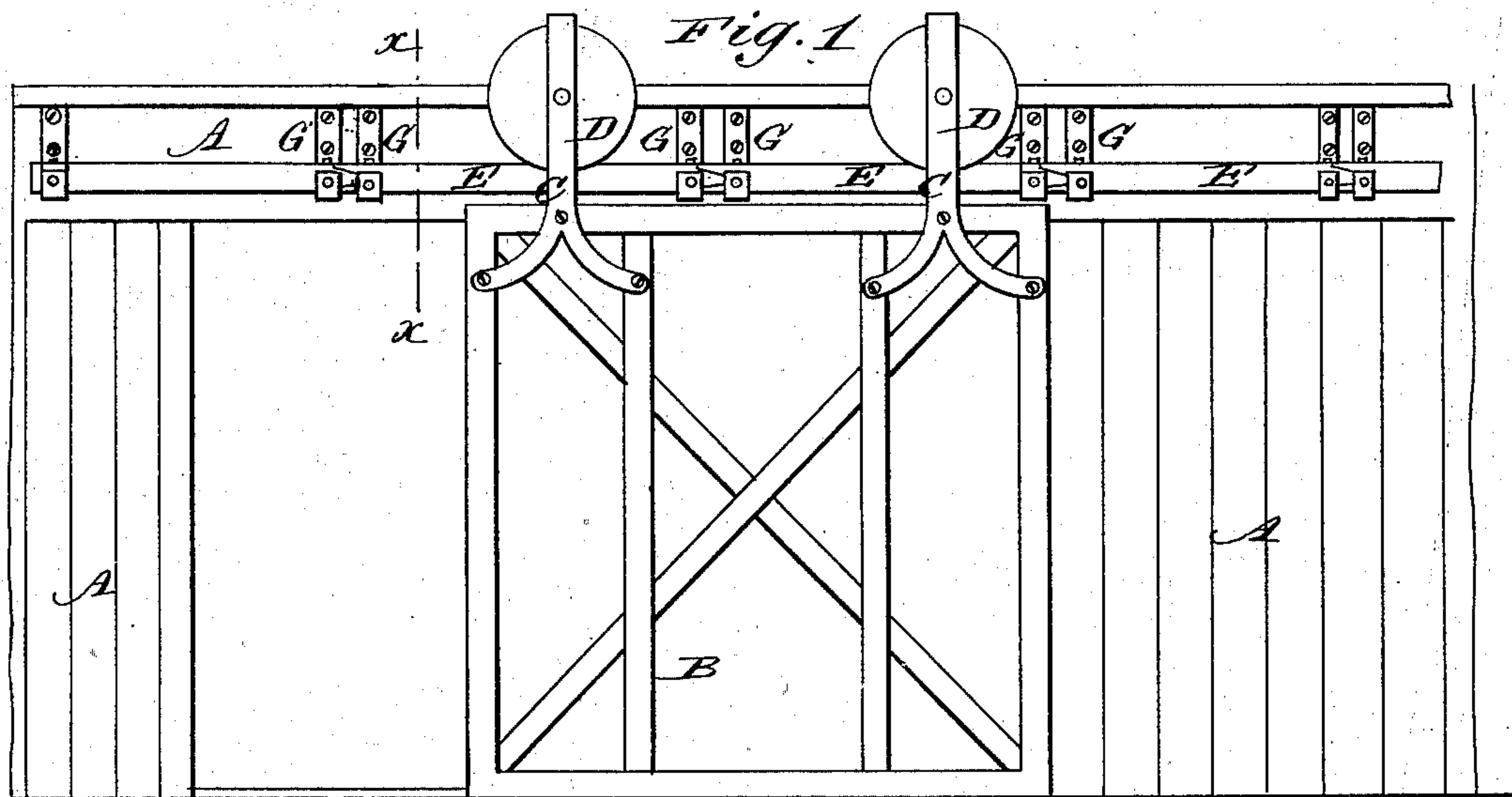


Fig. 2

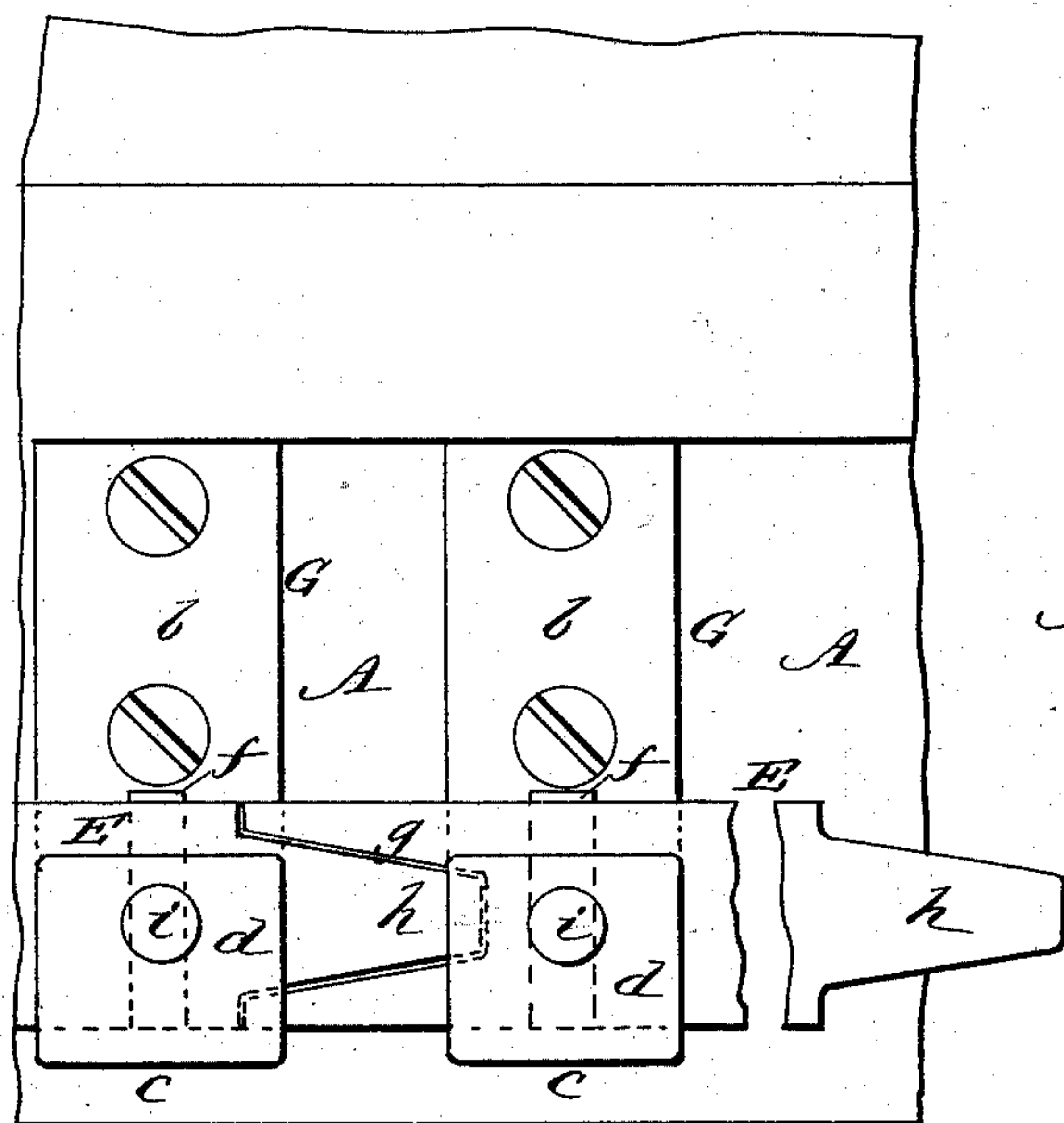
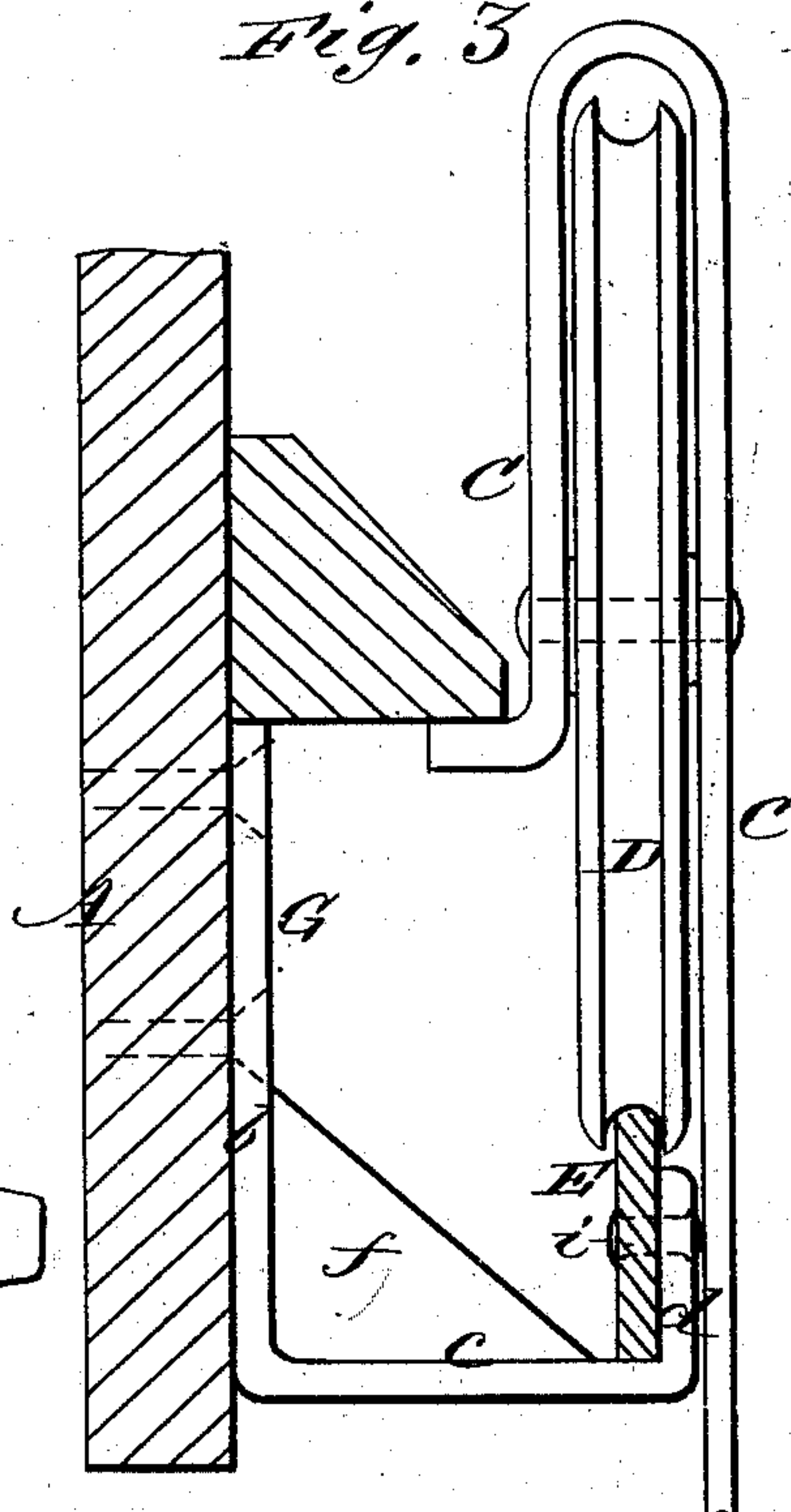


Fig. 3



WITNESSES:

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UNITED STATES PATENT OFFICE.

LE GRAND TERRY, OF DUNDEE, NEW YORK.

RAIL AND RAIL-SUPPORT FOR BARN-DOORS.

SPECIFICATION forming part of Letters Patent No. 282,237, dated July 31, 1883.

Application filed August 29, 1882. (No model.)

To all whom it may concern:

Be it known that I, LE GRAND TERRY, of Dundee, in the county of Yates and State of New York, have invented a new and useful
5 Improvement in Rails and Rail-Supports for Barn-Doors, of which the following is a full, clear, and exact description.

This invention relates to the rails and rail-supports for barn and other doors in which
10 the door, provided with suitable hangers having attached rollers, is suspended from and arranged to run upon an overhead rail.

The invention consists in a novel construction of rail-supports which are of knee form,
15 with a front upwardly-bent lip, and are constructed with angular braces or plates uniting their bottoms and backs, whereby a light but strong rail-support is obtained sufficient to hold up the heaviest door.

The invention also consists in a peculiar lapped construction of the meeting ends of the rails or rail-sections, and arrangement of the lapped ends of the rails upon the supports
20 back of the front lips thereof, whereby the rail is prevented from sagging when the door-carrying rollers pass from one section to the other, and from springing out or in to destroy the perfect condition of the joint.

Reference is to be had to the accompanying
30 drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents an elevation of a front of a barn in part, with its door and attached
35 hangers and rollers applied to a rail, and rail-supports constructed in accordance with my invention. Fig. 2 is a front view, upon a larger scale, of the rail-sections in part, in connection with their supports; and Fig. 3, a
40 transverse section, also upon a larger scale, in the line *x x* in Fig. 1.

A indicates the front of a barn, and B its door, having attached hangers C C, fitted with rollers D D, arranged to run upon a wrought-iron rail made in sections E E. The rail E E
45 rests upon wrought-iron knee-shaped supports G G, the upright backs *b* of which are secured to the barn front or wall A, and the base portions *c* of which terminate at the front

in upward-bent lips *d*. Uniting the base *c* 5 with the back *b* of each of these supports, by welding or otherwise, is an angular brace or plate, *f*, which serves to so strengthen the support that, although of a light construction itself, it is sufficient to hold up the heaviest
5 door. The rail-sections E E, which are of flat bar or plate form set up on edge, are made to interlock at their meeting ends by means of tapering tongue-and-socket joints formed by a wedge or dovetail opening, *g*, at their one
6 end, and a correspondingly-shaped tongue, *h*, at their opposite end, whereby the rail-sections may be readily slipped to their places, one within the other, and be mutually sup-
6 porting against vertical strain in opposite directions—that is, both up and down. The lap of the rail-sections does not interfere with the uniform width and thickness or flat bar-like construction of the whole rail. The supports
7 G G are so arranged that the jointed or meeting ends of the rail-sections rest upon the supports G G back of their forward upturned lips
7 *d d*, to which they are secured by bolts, screws, or rivets *i i*. Such construction and manner of supporting the rail effectually prevents any
7 sagging of it when the rollers D D pass from one section to the other, and restrain it from springing in or out to impair the joint.

Having thus described my invention, I claim as new and desire to secure by Letters Patent— 8

1. In barn-door rail-supports, the knee-shaped support G, having an upturned lip, *d*, in front, and constructed with an angular brace, *f*, arranged to connect the base and back of the support, substantially as specified. 8

2. The rail-sections E E, constructed with interlocking joints *g h*, formed to restrict vertical strain at their meeting ends, in combination with the supports G G, having upturned front lips, *d d*, back of and to which the rail-sections are secured at their interlocking and meeting ends, all being arranged in the manner and for the purposes herein set forth. 9

LE GRAND TERRY.

Witnesses:

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