No. 685,893. Patented Nov. 5, 1901.

T. WILBERN.

TRACK RAIL SUPPORT FOR DOOR HANGERS.

(Application filed July 29, 1901.)

(No Model.)

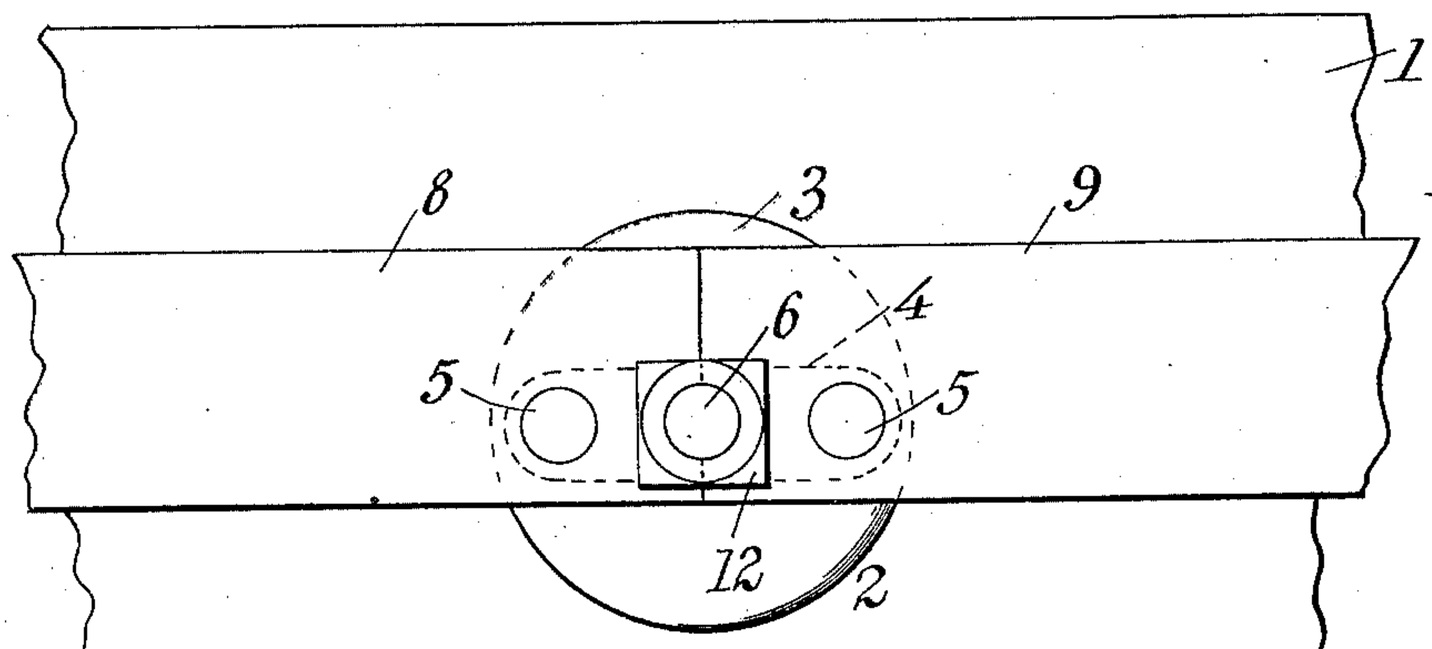


Fig. 1.

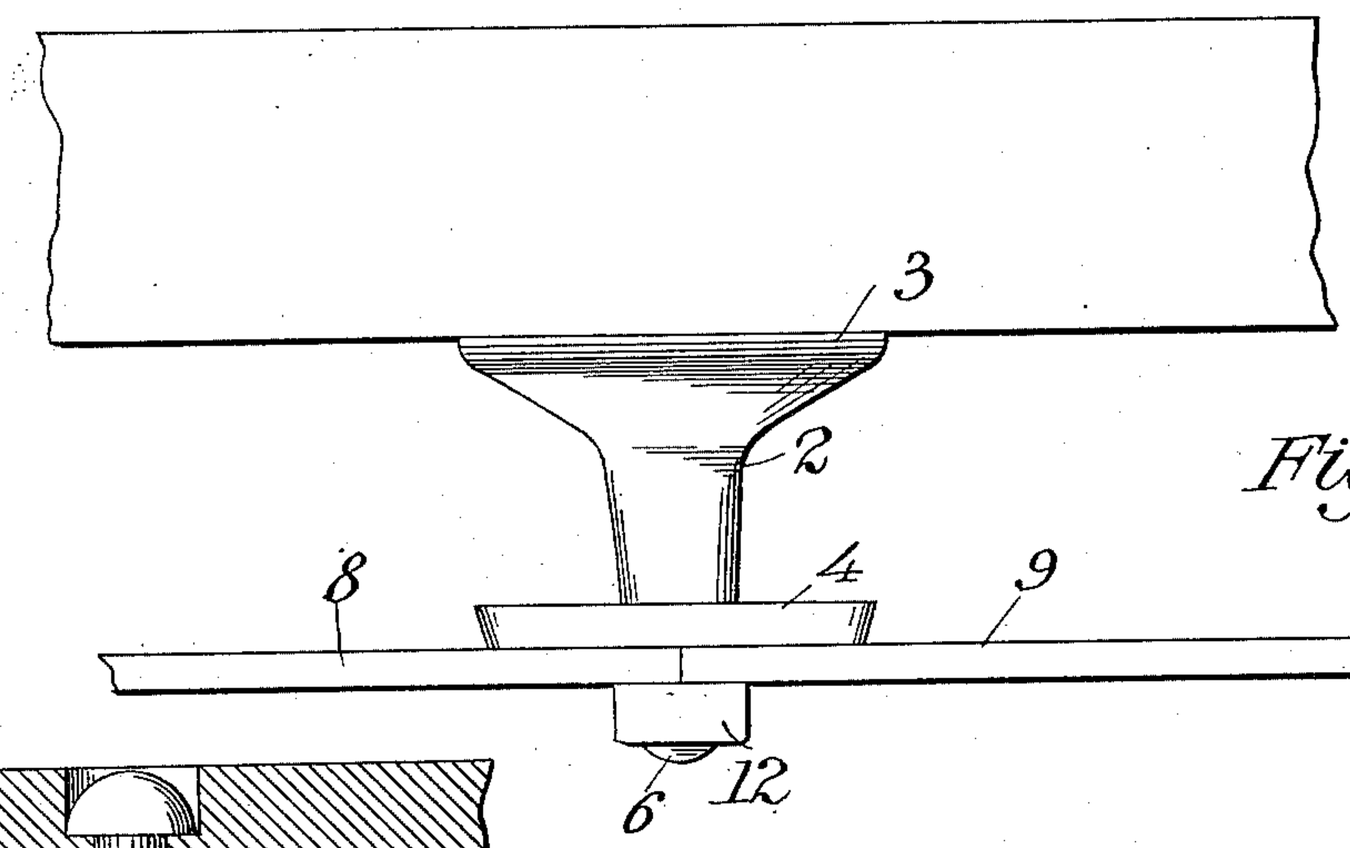


Fig. 2.

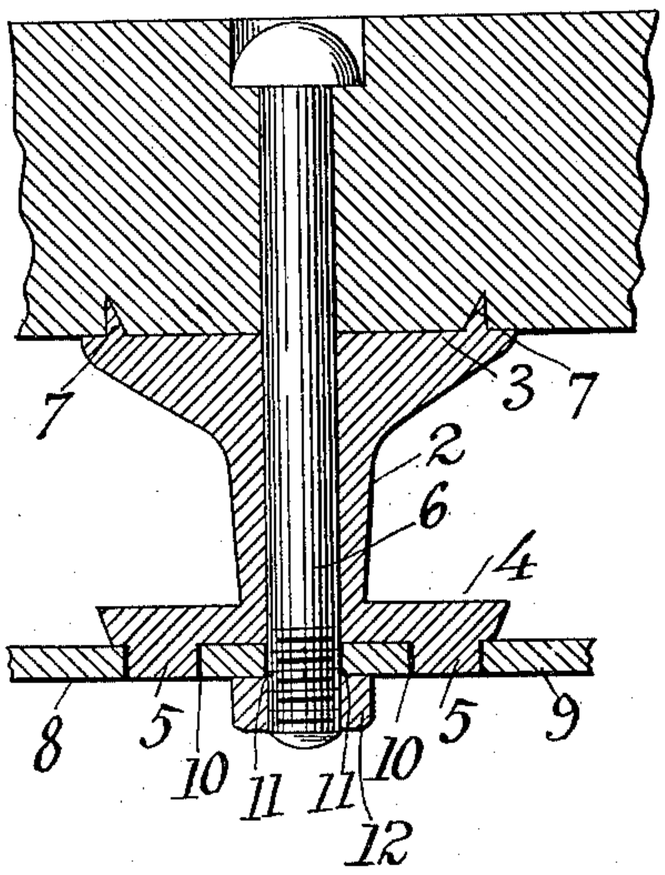
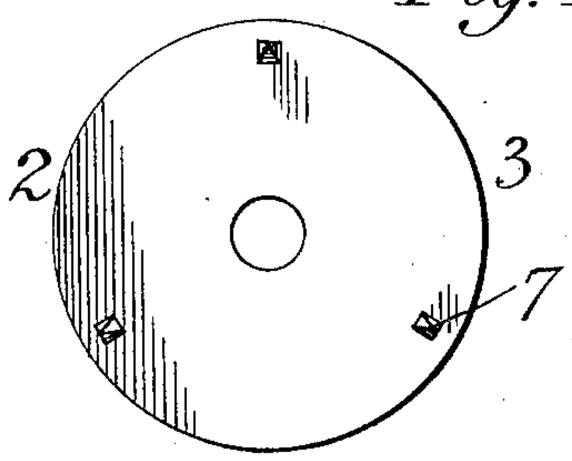


Fig. 3.

Fig. 4.



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UNITED STATES PATENT OFFICE.

THOMAS WILBERN, OF RACINE, WISCONSIN.

TRACK-RAIL SUPPORT FOR DOOR-HANGERS.

SPECIFICATION forming part of Letters Patent No. 685,893, dated November 5, 1901.

Application filed July 29, 1901. Serial No. 70,102. (No model.)

To all whom it may concern:

Be it known that I, THOMAS WILBERN, a citizen of the United States, residing at Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Track-Rail Supports for Door-Hangers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in means for connecting and supporting the track-rails of barn and other door-hangers of that type in which a sliding door is mounted on wheels or rollers traversing a trackway secured to the frame of the doorway or wall of the building.

The object of the invention is to provide means for supporting the track-rails and connecting the ends of the sections of such rails in a simple, safe, and effective manner and to provide supporting-brackets which may be manufactured at a comparatively low cost.

With these and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be hereinafter more fully described, and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a front elevation showing the meeting ends of two adjoining trackway-sections supported and connected by means of my invention. Fig. 2 is a top plan view of the same. Fig. 3 is a horizontal section through the parts on the line of the fastening-lugs and securing bolt, and Fig. 4 is a rear elevation of the bracket.

Referring now more particularly to the drawings, the numeral 1 represents a portion of the frame of a doorway or wall of a building to which is connected a tubular supporting-bracket 2, provided at one end with an enlarged base 3 to rest against the surface of the support 1 and at its outer end with a head 4, provided upon opposite sides of its center with lugs or projections 5 and between the same with an opening alining with the bore or opening of the tubular body portion of the bracket for the passage of the securing-bolt 6. The base 3 is provided on its inner face with spurs or anchor-teeth 7, which are adapted to be forced into the board or support 1 to assist in holding said bracket in position.

The track-rail sections 8 and 9 abut at their meeting edges and are provided with openings 10 for the reception of said lugs or projections and in their meeting edges are formed with recesses 11, coöperating to provide an opening for the passage of the bolt. The bolt extends through the support 1, with its head countersunk in said support, and thence through the tubular supporting-bracket and the opening formed by said recesses in the track-sections and is provided at its outer end with a nut 12, which bears against the outer faces of said track-sections and clamps the same firmly against the head 4. After the parts have been assembled in an obvious manner the ends of the lugs or projections are upset to rivet the track-sections to the head 4, so that said track-sections will be firmly and securely connected to the bracket. As shown in the drawings, the lugs are formed integrally with the head 4; but they may be otherwise formed, if desired.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of the invention will be readily understood, and it will be seen that simple, durable, and effective means are provided for supporting the track-sections and connecting them together.

Changes in the form, proportion, and minor details of construction may be made within the scope of the invention without departing from the spirit or sacrificing any of the advantages thereof.

Having thus described my invention, what I desire to secure by Letters Patent is—

1. The combination of a bracket provided with projecting lugs, track-sections provided adjacent to their meeting edges with openings to receive the lugs and in their edges with alined recesses forming a bolt-opening, a bolt adapted to be passed through the bracket and bolt-opening, and a nut to engage the outer end of the bolt and bear on said track-section, substantially as described.

2. The combination of track-sections provided at their meeting ends with openings, and a supporting-bracket provided with a bearing-head having lugs projecting through

said openings and upset to form rivets connecting the track-sections with the head, substantially as described.

3. The combination with a suitable support, of a tubular bracket formed at one end with a base having spurs to enter the support and at its other end with a head formed with integral lugs, track-sections provided adjacent to their meeting ends with openings to receive said lugs which are upset to rivet the same to said head, the track-sections also being formed in their meeting edges with recesses to provide a bolt-opening, a bolt passing through the support, bracket and bolt-opening in the track-sections, and a nut on the outer end of the bolt and bearing against the ends of the track-sections, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

THOMAS WILBERN.

Witnesses:
E. M. BURNEY,
G. N. PRENTISS.