

No. 730,712.

PATENTED JUNE 9, 1903.

H. C. SMITH.
SLIDING DOOR TRACK.
APPLICATION FILED FEB. 9, 1903.

NO MODEL.

Fig. 1.

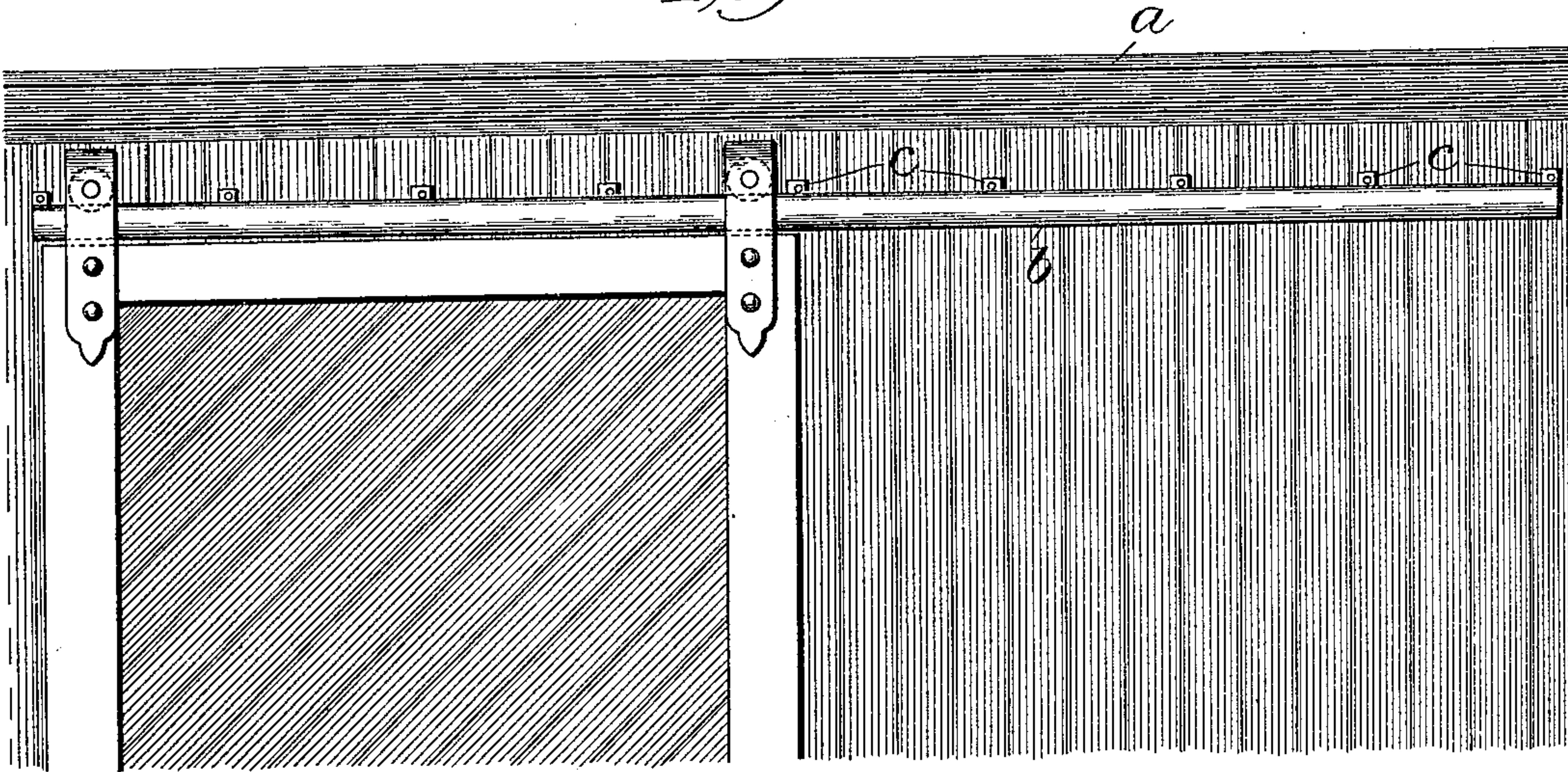


Fig. 2.

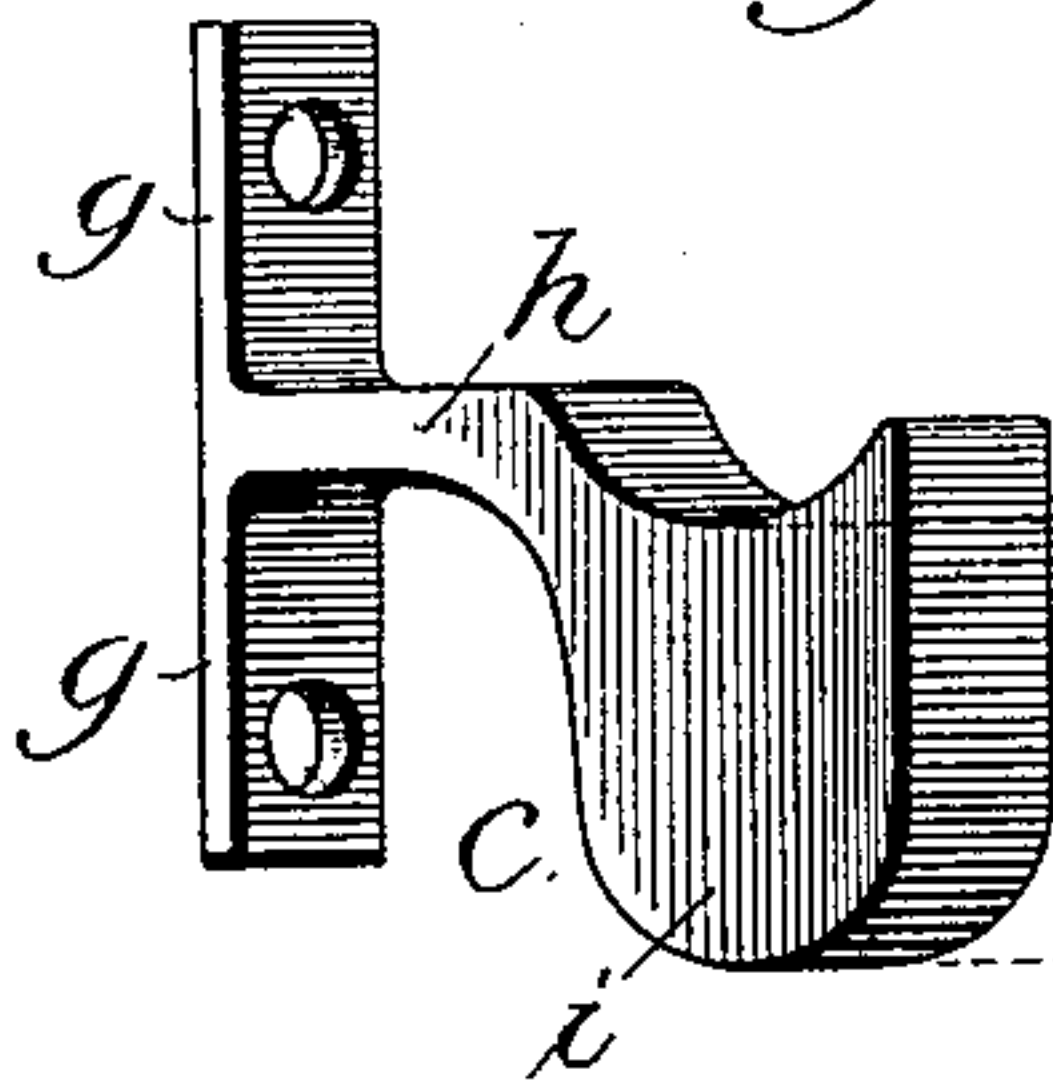


Fig. 3.

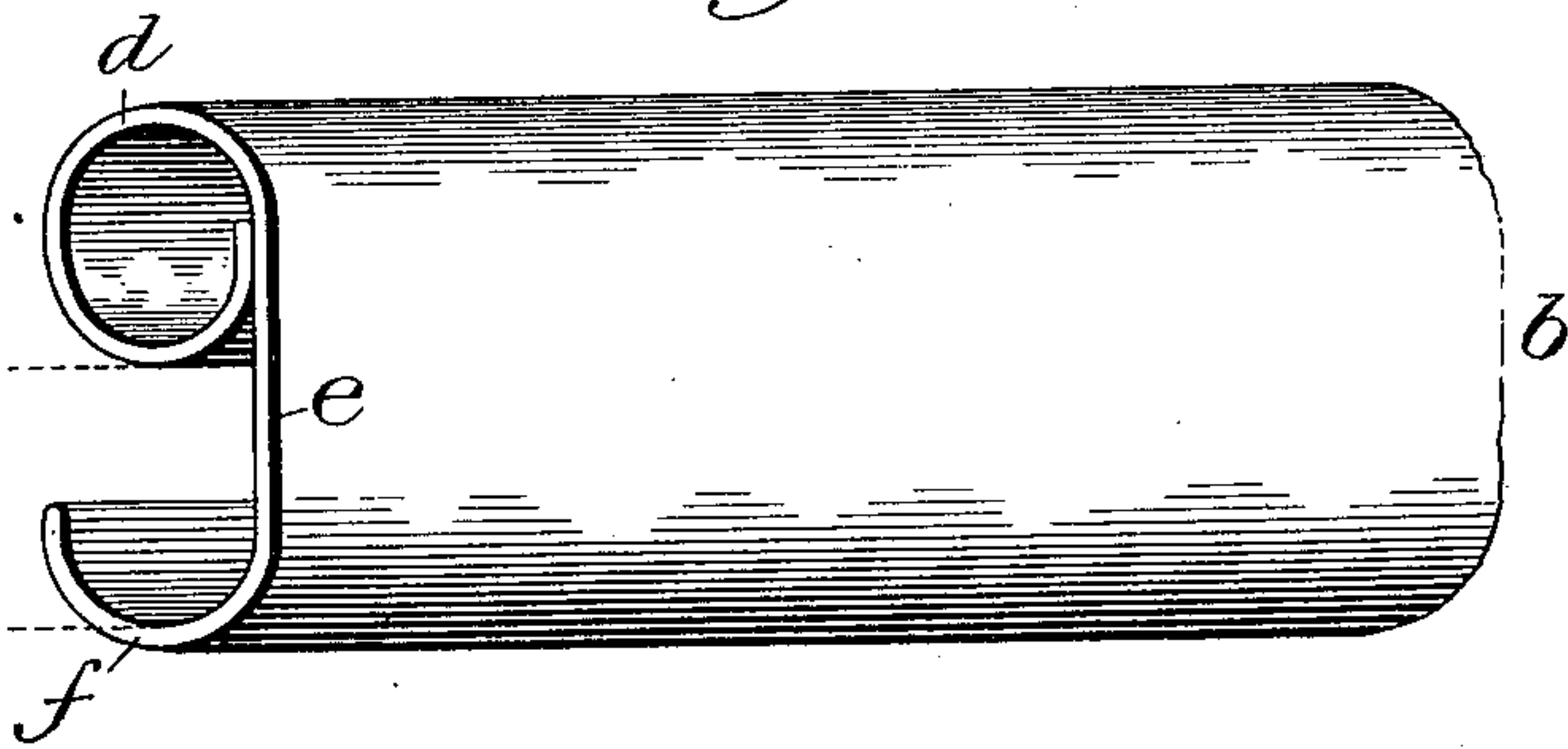


Fig. 5.

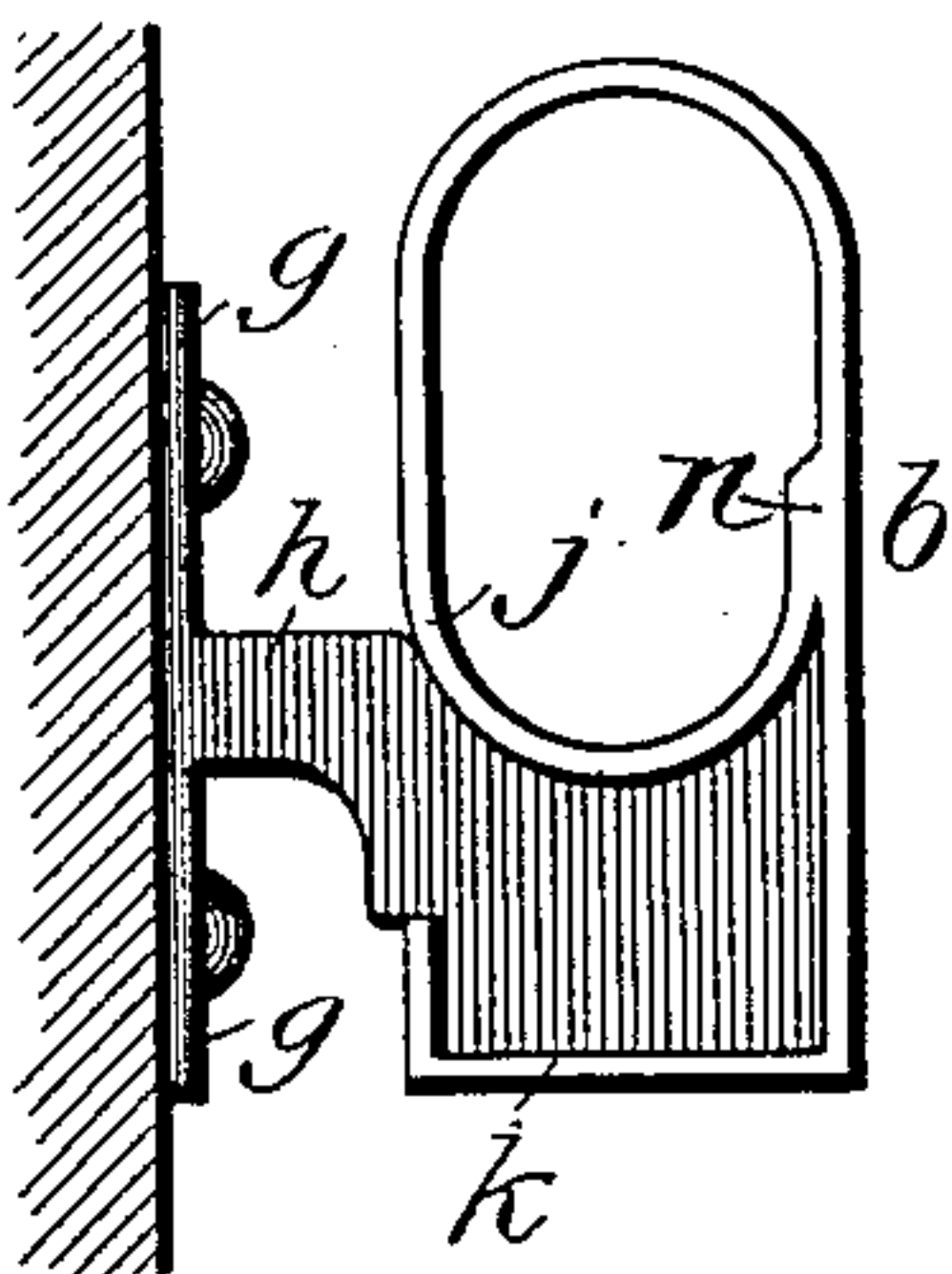


Fig. 4.

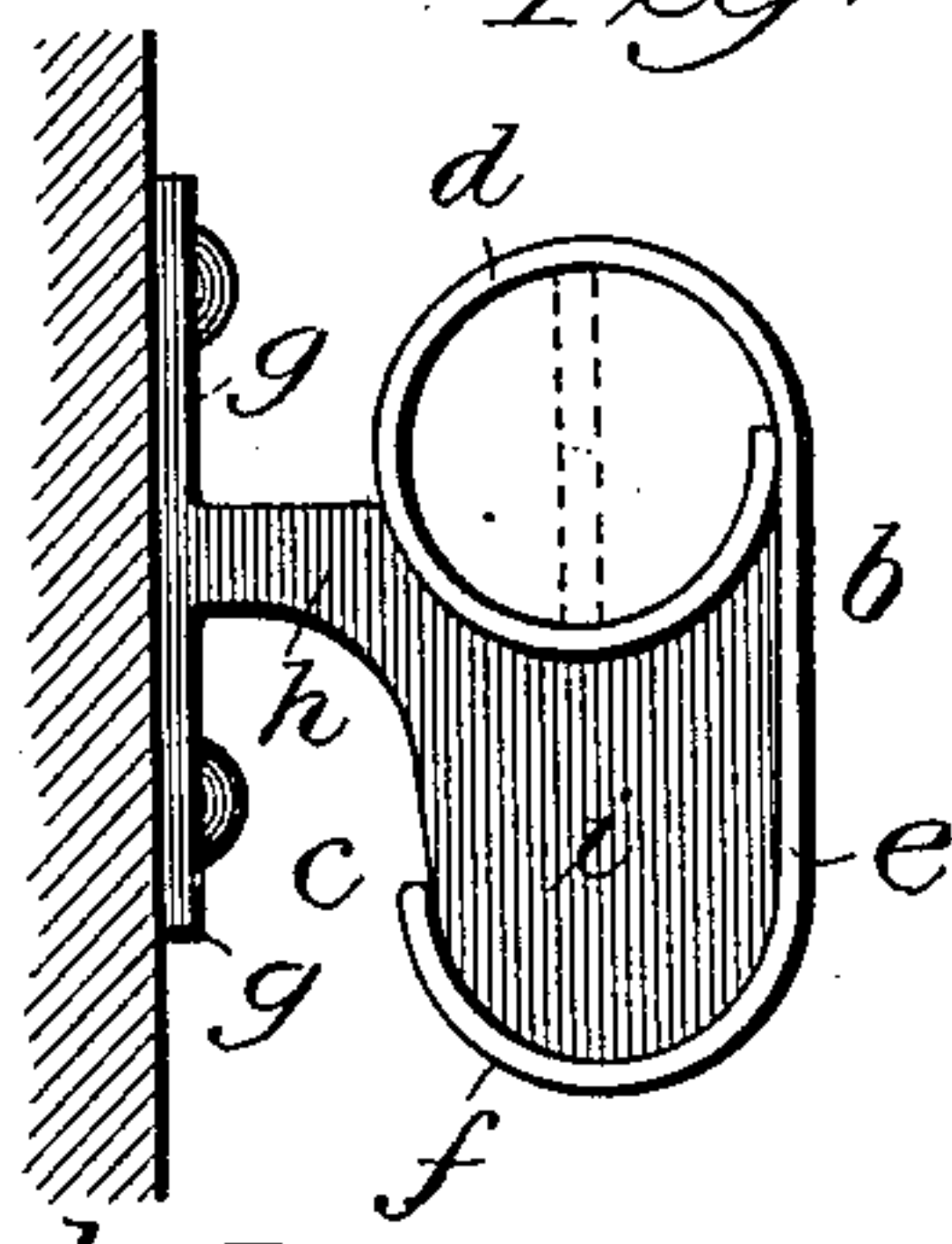
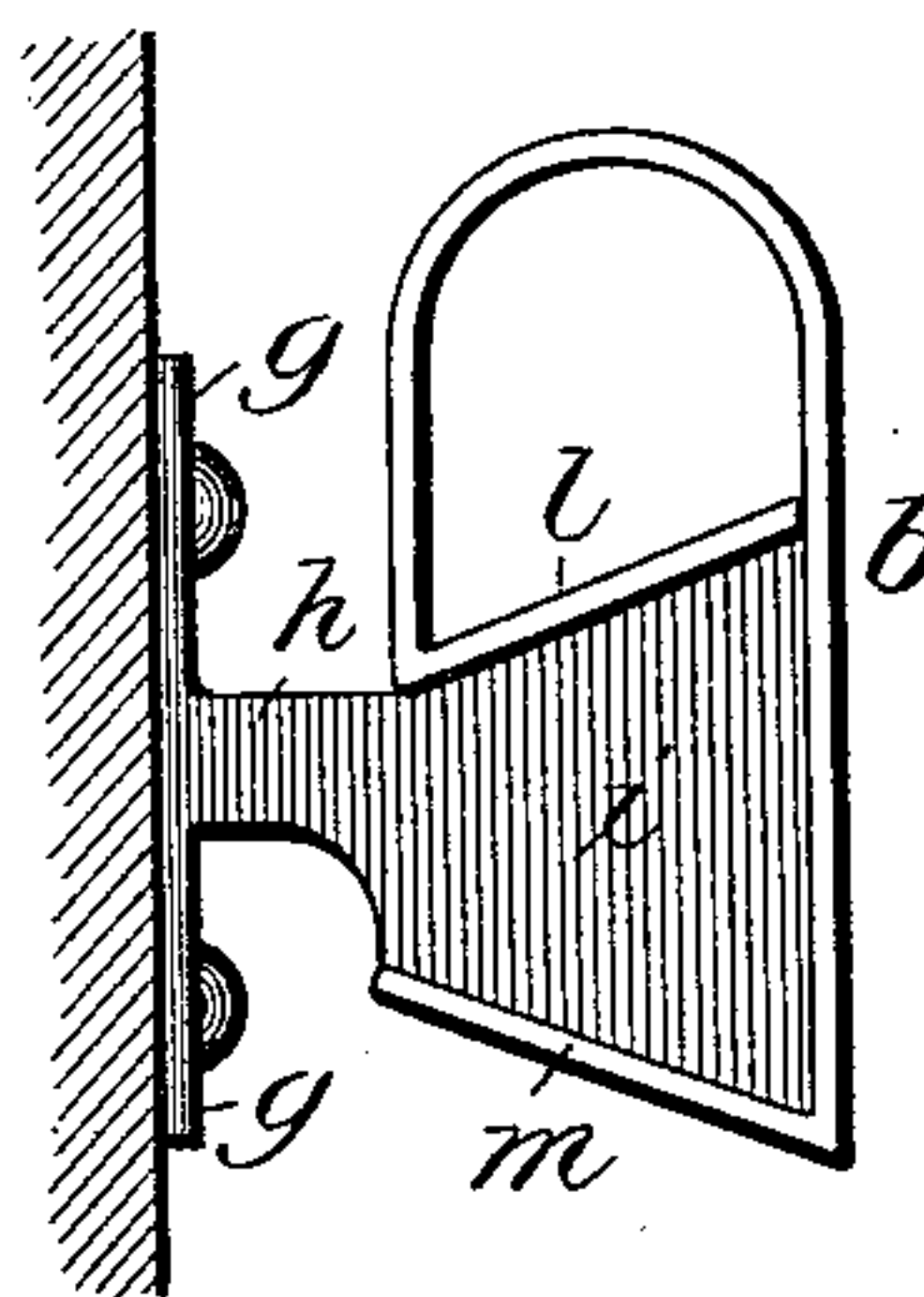


Fig. 6.



Witnesses:
E. C. Gaylord.
John Enders, Jr.

Fig. 7.



Inventor
Henry C. Smith.
By David H. Ditcher,
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UNITED STATES PATENT OFFICE.

HENRY C. SMITH, OF BLUE ISLAND, ILLINOIS.

SLIDING-DOOR TRACK.

SPECIFICATION forming part of Letters Patent No. 730,712, dated June 9, 1903.

Application filed February 9, 1903. Serial No. 142,554. (No model.)

To all whom it may concern:

Be it known that I, HENRY C. SMITH, of Blue Island, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Sliding-Door Tracks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification, in which like letters of reference in the different figures indicate corresponding parts.

The object of my invention is to so construct a sheet-metal track for sliding doors adapted for use upon barns, gates, freight-cars, and the like as to render the same strong, cheap, and durable, while enabling the detachable brackets which serve to support the same to be spaced at any predetermined distance from each other and firmly and rigidly secured to the track without the use of bolts, screws, or other fastening devices.

To these ends my invention consists in forming said track from a single piece of sheet metal consisting of a tubular or hollow portion and a collateral reinforcing and fastening flange of such contour in cross-section as to receive and retain therein the heads of bracket, by which said track may be supported, all of which is hereinafter specifically described and definitely claimed.

In the drawings, Figure 1 is a side elevation of a railway-car, showing my improved track applied thereto and a sliding door mounted upon said track. Fig. 2 is a perspective view of a bracket adapted to support said track. Fig. 3 is a perspective view of a portion of a track. Fig. 4 is an end view of said track, showing the manner of connecting the bracket therewith for support; and Figs. 5, 6, and 7 are end views showing modified forms of construction.

Referring to said drawings, *a*, Fig. 1, represents a portion of a railway-car to which my improved hollow track *b* is secured by means of supporting-brackets *c*, as hereinafter described. Said track, which is designated generally by said reference-letter *b*, is formed from a single sheet-metal blank and consists of a hollow or tubular portion *d*, preferably circular in cross-section, and a supplemental bracket-fastening flange portion *e*, extending

tangentially, or substantially so, from the circle formed by the part *d* and thence curved or otherwise bent inwardly, as shown at *f*, Figs. 3 and 4, the general and preferable form being substantially represented in cross-section either by the figure "9" or "6," according as the tubular portion is placed at the top or bottom. I prefer, however, to place it at the top, although it is obvious that either the part *d* or *f* may form the tread of the track.

The bracket (designated generally by *c*) is provided with the usual part *g*, by which it is attached to a wall or other permanent support, an arm *h*, and a head portion *i*, which is made to conform in shape to the interior or cross-sectional area between the parts *d* and *f*, as more clearly shown in Fig. 4. In erecting a track the heads of the brackets are passed sidewise into said space and positioned as shown in Fig. 1, it being obvious that any predetermined number of brackets may be used and that they be located to meet existing requirements.

In Figs. 5 and 6 I have shown modifications of said track. In the former the tubular portion is oblong in cross-section, as shown at *j*, while the retaining-flange is rectangular, as shown at *k*. In Fig. 6 the bottom *l* of the tubular portion and the bottom *m* of the retaining-flange are placed obliquely to each other, so as to form a dovetailed space between them for the reception of a corresponding dovetailed head upon the supporting-bracket.

It is obvious that the cross-section of the tubular portion, as well as the contour of the supplemental or bracket-retaining flange, may be greatly varied without departing from the general principle involved, provided that it is made so as to receive and secure the bracket-head against any but a lateral movement and that without additional fastening devices. For example, in Fig. 7 I have shown the lower portion bent inwardly upon itself, so that two tubular portions are formed connected by an integral part, so that the head of the bracket may be secured between the two tubular portions.

The inturned portion forming a part of the tubular tread may, if desired, be welded by means of a lap-weld to the part with which it is brought into contact, as shown at *n*,

Fig. 5, and if found necessary to reinforce the tread where thin metal is employed instead of carrying it around in a roll, as shown in Fig. 4, it may be bent upward vertically in alinement with the middle of the tread, as indicated in dotted lines in Fig. 4.

Having thus described my invention, I claim—

1. A track of the class described, formed from a single piece of sheet metal bent in cross-section in the form of a closed tube with a supplemental portion extending tangentially therefrom and thence bent inwardly and backwardly toward said tube, to form a space between said tube and supplemental portion for the reception of a bracket-head.

2. A track of the class described, formed from a single piece of sheet metal bent in cross-section in the form of a closed tube and welded upon itself at the line of juncture, a portion of said sheet metal being extended tangentially from said tubular portion and thence bent inwardly and backwardly toward, but out of contact with, said tubular portion.

In testimony whereof I have signed this specification, in the presence of two subscribing witnesses, this 6th day of February, 1903.

HENRY C. SMITH.

Witnesses:

D. H. FLETCHER,
ROBERT CATHERWOOD.