

No. 837,819.

PATENTED DEC. 4, 1906.

H. L. FERRIS.
TRACK.

APPLICATION FILED FEB. 12, 1906.

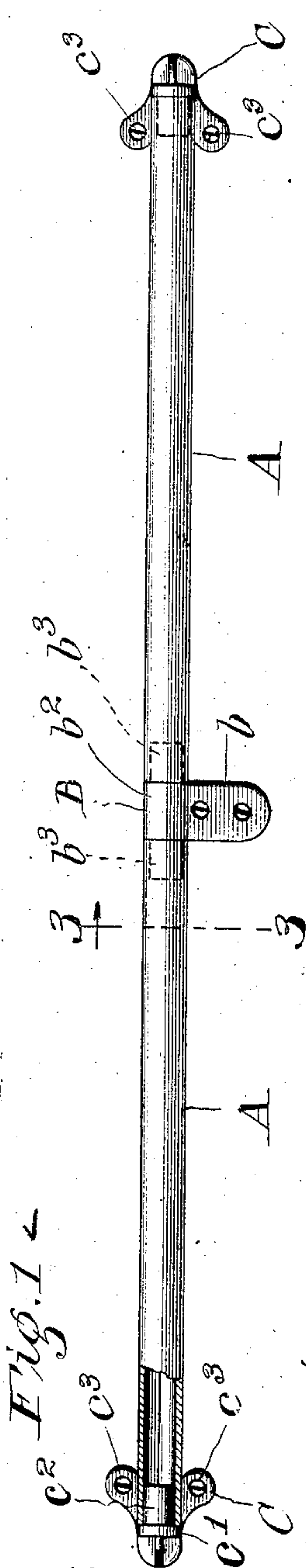


Fig. 1.

Witnesses:
H. M. Cornwell.
J. E. Sherry.

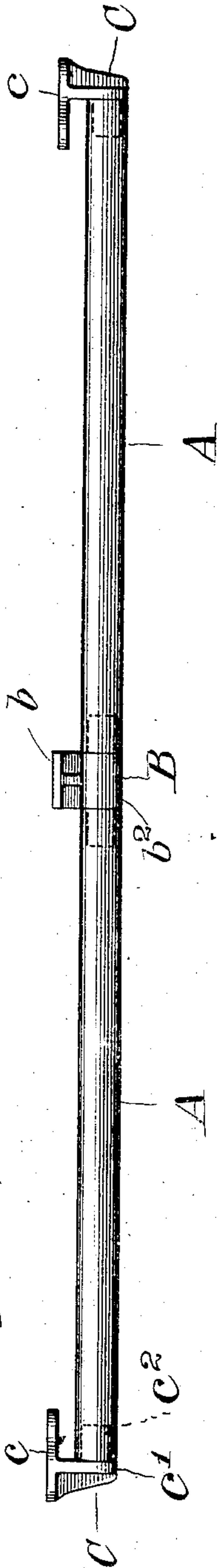


Fig. 2.

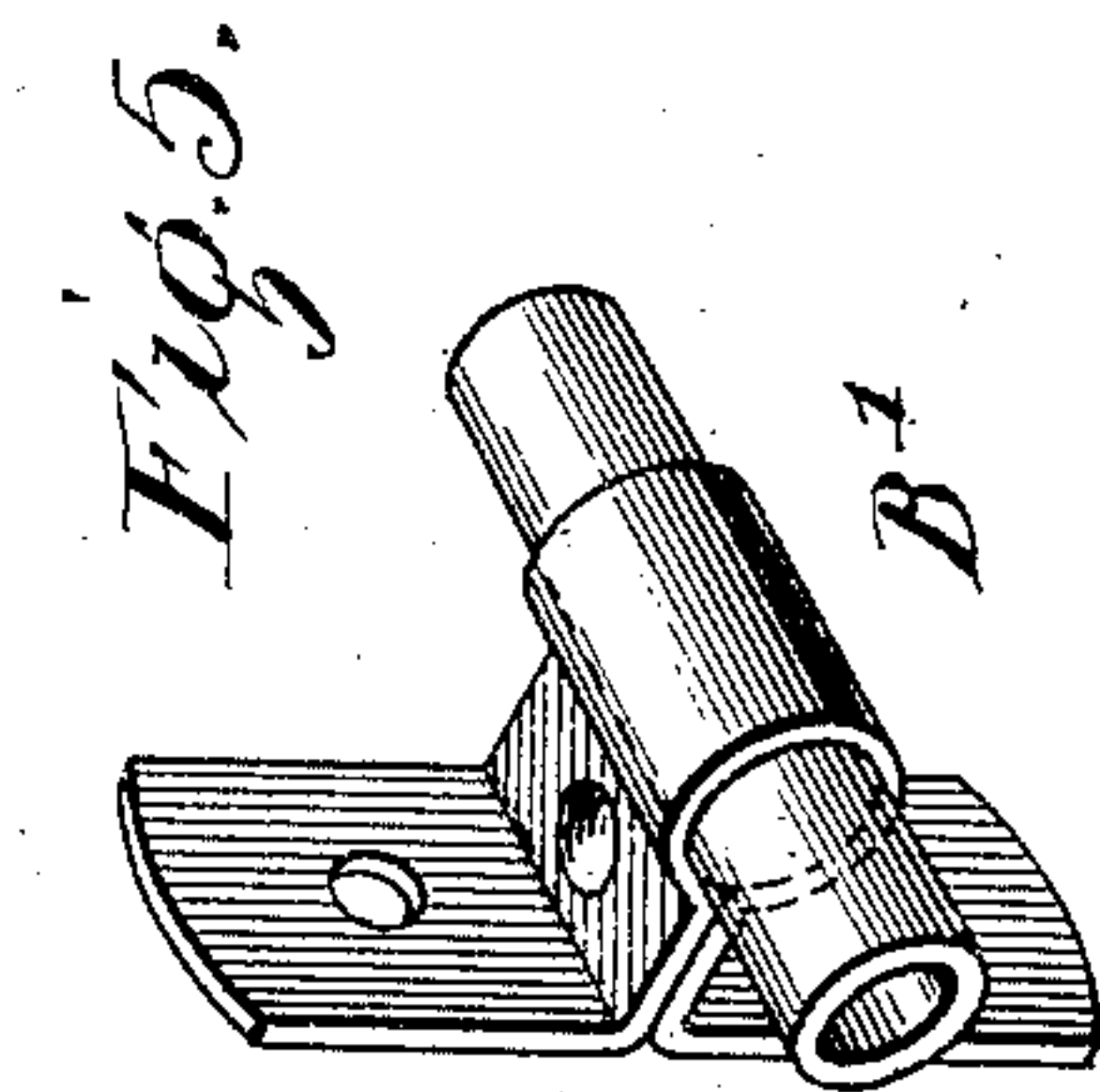


Fig. 3.

Fig. 4.

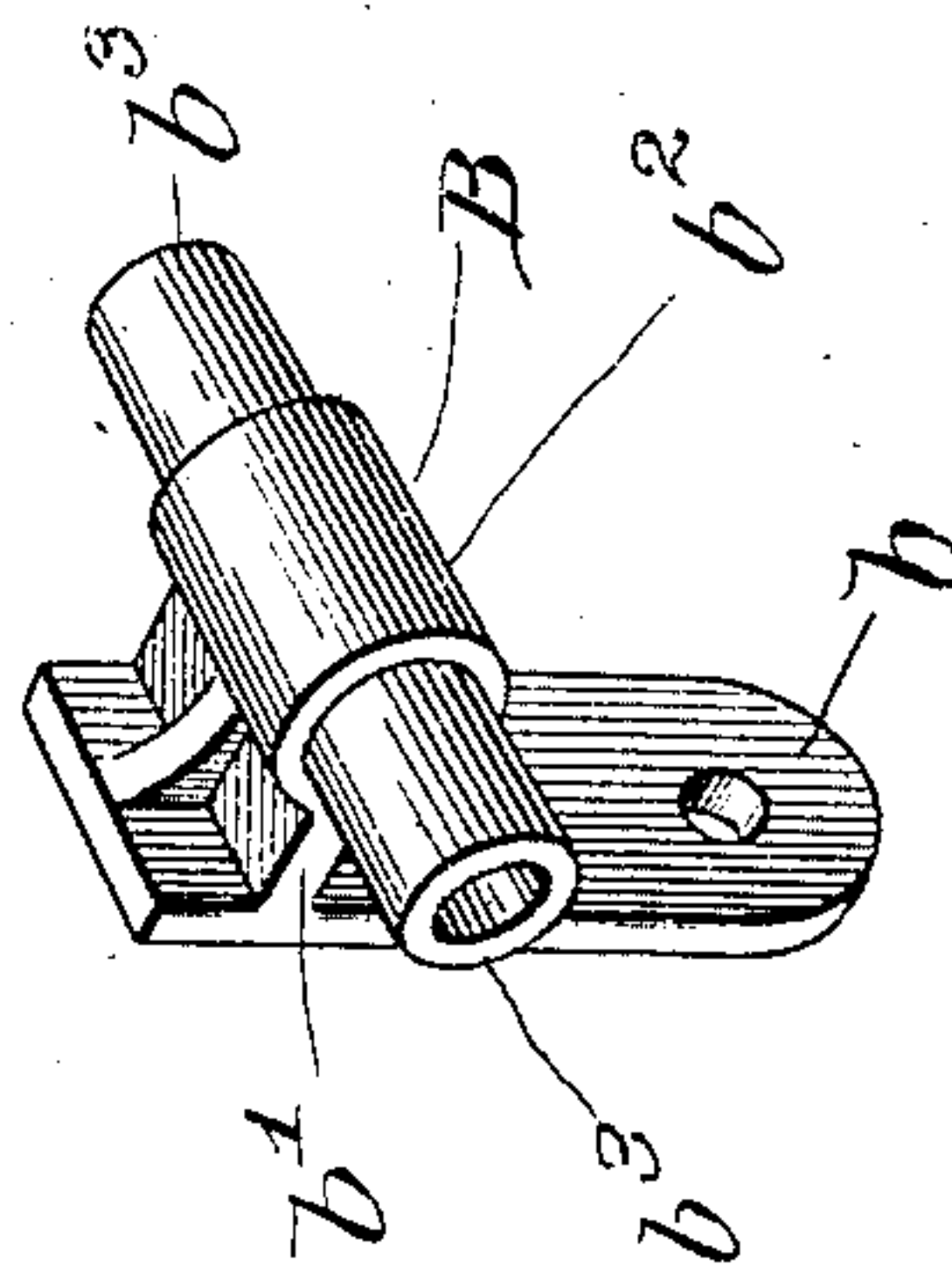
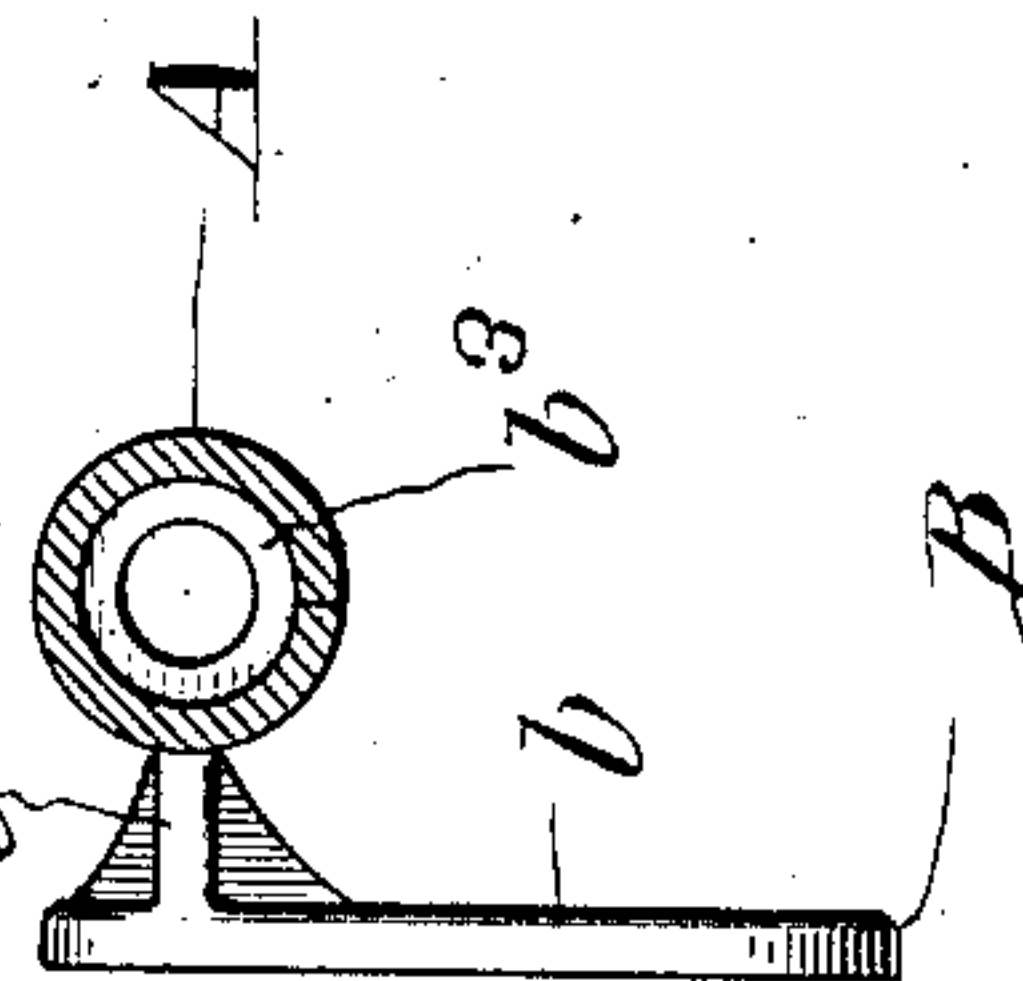


Fig. 5.



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HENRY L. FERRIS, OF HARVARD, ILLINOIS, ASSIGNOR TO HUNT, HELM, FERRIS & COMPANY, OF HARVARD, ILLINOIS, A CORPORATION OF ILLINOIS.

TRACK.

No. 837,819.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed February 12, 1906. Serial No. 300,715.

To all whom it may concern:

Be it known that I, HENRY L. FERRIS, a citizen of the United States of America, residing at Harvard, in the county of McHenry and State of Illinois, have invented certain new and useful Improvements in Tracks, of which the following is a specification.

My invention relates to improvements in tracks, and is fully described and explained in this specification and shown in the accompanying drawings, in which—

Figure 1 is a front elevation of my improved track. Fig. 2 is a plan view of the same. Fig. 3 is a cross-section in the line 3 3 of Fig. 1. Fig. 4 is a perspective view of the intermediate bracket, and Fig. 5 is a similar view of a modified form of bracket.

Referring to the drawings, A A are two sections of tubular track preferably formed of sheet metal and bent into cylindrical form, the edges of the metal abutting against each other to form an open seam along the lower surface of the tube, as illustrated in Fig. 3. This construction gives the track a limited elasticity for a purpose which will hereinafter appear.

B indicates an intermediate bracket, by which the track-sections A are secured together. This bracket consists of a vertical portion *b*, adapted to be secured to the wall of a building or other structure, upon which the track is supported, a substantially horizontal forwardly-projecting portion *b'*, and a horizontal cylinder *b²*, having reduced ends *b³*, adapted to fit inside the ends of the tubular track-sections A. The bracket B may be cast, if desired, in one piece, as shown in Fig. 4, in which case the cylinder *b²* will ordinarily be cored out to save material. On the other hand, if desired, the bracket can be made of sheet metal, as shown at B' in Fig. 5, in which case the vertical portion, which is secured to the wall, the horizontally-extending portion, and the central or enlarged portion of the cylinder will be formed in one piece, while the reduced ends of the cylinder, which fit within the track, are formed by driving a short length of tubing through the cylinder.

The track and intermediate bracket are assembled as in Figs. 1, 2, and 3—i. e., the lengths of track are forced up over the reduced ends *b³* of the cylindrical portion *b²* of the bracket until the ends of the sections

strike the shoulders formed by the central portions of the cylinder. In practice the central portions of the cylinders are made just enough larger than the ends to cause said central portion to lie flush with the track, so that a hanger can run over the brackets without any interruption.

The ends of the track are supported by end brackets C, each of which comprises a flat portion *c*, adapted to be secured to the wall which supports the track, a forwardly-projecting portion *c'*, and a cylindrical portion *c²*, which fits the track. It is to be observed that the end brackets are secured to the wall by screws or other similar means *c³*, which pass through the inner ends of the flat portions *c* of the end brackets. By the "inner" portions I refer, of course, to the portions toward the center of the track to be supported. The forwardly-projecting portions of the brackets appear, as a rule, as stops to limit the movement of the door or other device which runs upon the track, and heretofore great difficulty has been encountered in giving these end brackets a sufficiently firm anchorage upon the wall or other structure which supports the track. I avoid this difficulty by making those portions of the bracket which are secured to the wall of a comparatively large size and by securing them to the wall at their inner ends, so that the leverage by which the shock from a door or other device is transmitted to the securing-screws is elongated, and the danger of tearing out or loosening the screws is consequently greatly decreased by forming the portions *c* of the end brackets so that they actually lie in part beneath the end of the track. This advantage is secured without undue lengthening of the structure. It is frequently desirable to have a track which runs to the other end of a structure, and under such circumstances it is obvious that the bracket should occupy as little space as possible beyond the end of the track. With my structure I obtain all the advantages of a long bearing above pointed out without sacrificing any valuable space to the bracket.

I realize that considerable variation is possible in the details of this construction without departing from the spirit of the invention, and I therefore do not intend to limit myself to the specific form herein shown and described.

I claim as new and desire to secure by Letters Patent—

1. The combination with two sections of hollow track, of an intermediate bracket
5 having a central portion of substantially the exterior cross-section of the track and adapted to abut against the ends of said section, having reduced ends which fit within the track-sections and a portion extending from
10 the central portion to the structure which supports the track.

2. The combination with two sections of cylindrical track, of a sheet-metal bracket
15 having a central cylindrical portion of the diameter and thickness of the track and

abutting against the ends of the sections, a portion running from said cylindrical portion to the structure to which the track is secured and a tube passed through said cylindrical portion and fitting within the track-sections. 20

In witness whereof I have signed the above application for Letters Patent, at Harvard, in the county of McHenry and State of Illinois, this 3d day of February, A. D. 1906.

HENRY L. FERRIS.

Witnesses:

BLAKE B. BELL,
R. A. HEMENWAY.