J. H. BURKHOLDER.

TRACK FOR SLIDING DOORS.

APPLICATION FILED MAY 14, 1908.

908,390. Patented Dec. 29, 1908.

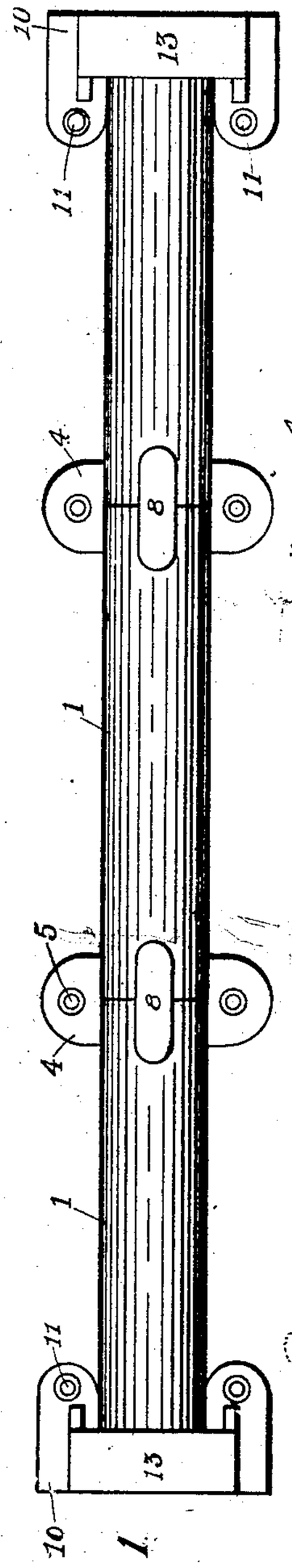

Fig. 1.

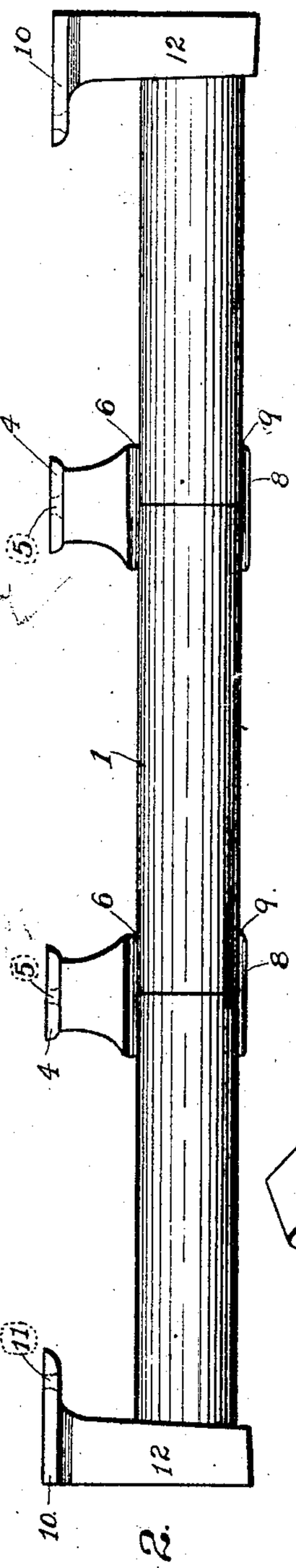

Fig. 2.

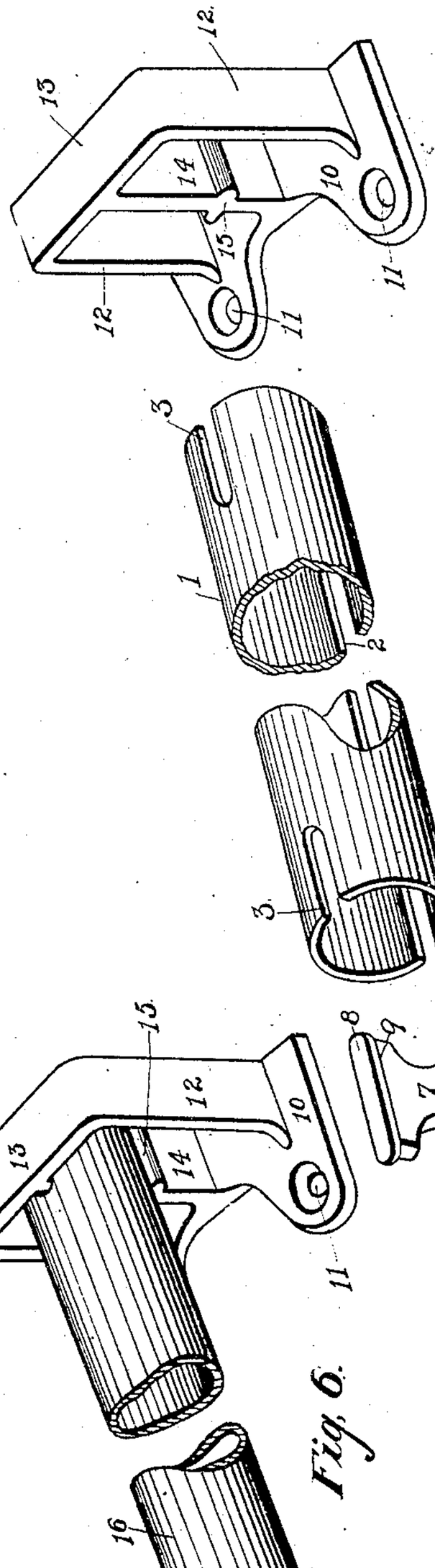

Fig. 5.

Fig. 4.

Fig. 6.

Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN H. BURKHOLDER, OF ASHLAND, OHIO, ASSIGNOR TO THE NEY MANUFACTURING COMPANY, OF CANTON, OHIO, A CORPORATION OF OHIO.

TRACK FOR SLIDING DOORS.

No. 908,390. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed May 14, 1908. Serial No. 432,778.

To all whom it may concern:

Be it known that I, JOHN H. BURKHOLDER, a citizen of the United States, residing at Ashland, in the county of Ashland and State of Ohio, have invented a new and useful Track for Sliding Doors, of which the following is a specification.

My invention relates to improvements in tracks for sliding doors, in which the track is of tubular form and made in comparatively short sections, and adapted to be supported by suitable brackets to make a track of any desired length, upon which the door hangers for supporting the sliding door may travel; and the objects of my improvement are, first, to provide a strong and substantial track which will be light and of inexpensive construction; second, to provide a track which may be easily handled in manufacturing, packing and shipping and may be stored in comparatively small space; and third, to provide a track which may be easily erected, may be made of any length desired, and when in use will prove strong, substantial and not easily disarranged.

I attain these objects by the construction illustrated in the accompanying drawing, in which—

Figure 1 is a front elevation of three sections of track and brackets therefor as assembled when erected upon a building. Fig. 2 is a top view of the same. Fig. 3 is a perspective view of one of the center brackets. Fig. 4 is a perspective view of a section of split track, the said view showing a portion of the track broken away. Fig. 5 is a perspective view of one of the end brackets. Fig. 6 is a perspective view of a section of unsplit track, one end of said section attached to an end bracket and a portion of said section broken away to disclose the fact that said section is not split, this form of section being a modification of my invention.

Throughout the views in the drawing, similar reference numerals indicate similar parts.

The numeral 1 indicates a section of tubular track of any desired practical length, but preferably of such length as to bring the brackets at points on the building over the studding thereof. The section is split for its entire length by the longitudinal opening 2. Diametrically opposite the said opening and at each end of the section is the slot 3, which extends for a distance from the end of the section equal to half the width of the supporting portion of the center bracket hereinafter to be described and of a width equal to the thickness of said supporting portion.

4 is the base portion of the center bracket, said base portion being provided with the holes 5, for the purpose of affixing the bracket to the side of the building by means of screws or bolts. The said base portion is extended into the shoulder 6 and extending beyond said shoulder and integral therewith is the supporting portion 7. The supporting portion is likewise integral with the head 8, which produces a second shoulder at the point 9, the distance between the shoulders 6 and 9 being equal to the external diameter of the tubular track sections, the thickness of the supporting portion 7 being such as will permit of its being readily seated in the longitudinal opening 2, and the slot 3, and the width thereof being twice the length of the slot 3.

The end bracket is provided with the base 10, in which are arranged holes 11 for the purpose of affixing the bracket to the side of a building as in the case of the center brackets. Arising from the base portion 10 and integral therewith is the frame portion, which is preferably of the rectangular form shown and composed of the parallel lateral extensions 12, and the connecting portion 13. The track supporting portion 14 extends between the base 10 and the portion 13 and is integral therewith. The said portion 14 is of a thickness such as may be readily seated in the opening 2 and the slot 3 and is adapted to receive the same in the erection of the track. Upon the portion 14 is formed the enlargement 15, adapted to engage the track along the external edges of the longitudinal opening 2, to hold the track rigidly in place upon the support 14, and between said enlargement and the vertical portion 13.

In the modification shown in Fig. 6, the tubular track section 16 is made of a complete or unsplit tube and does not have the longitudinal opening 2 shown in the sections 1. The section 16 is provided with the slot 3 as in the case of sections 1, and also with a diametrically opposite slot 17 of the same form and dimensions, adapted to take the place of the end of the opening 2 in the sections 1. As will be readily seen the same center brackets and end brackets may be used with sections similar to the sections 16,

the only modification being the omission of the longitudinal opening 2.

In the erection of the track for use upon a building an end bracket is screwed to the side of the said building. A section of track is then arranged upon the track support, 14, the slot 3 and the opening 2 being placed over the supporting portion 14 and the section moved longitudinally upon said portion until the end of the slot 3 is reached, the enlargement 15 and the vertical portion 13 will aid in holding the end of the track rigidly in position. A center bracket is then arranged with the supporting portion 7 extending through the opening 2 and the slot 3, the shoulders 6 and 9 maintaining the end of the section firmly in position upon said bracket and the slot 3 permitting the supporting portion to be engaged for half of its width. Another section is then arranged with one end supported by the bracket and a second bracket is arranged in a similar manner at the other end of the second section. This process of erection is continued until the desired length of track has been provided at which point the other end bracket is arranged upon the end of the last section and fastened to the wall of the building. It will be understood that the sections thus arranged and supported end to end will form a continuous track upon which a door hanger may freely move from end to end, and the rectangular frame on the end brackets will provide a substantial and practical end stop to prevent the said hanger from running off the end of the track. The sections being abutted end to end upon the center brackets there can be no longitudinal displacement of the said sections and the end bracket being braced against longitudinal strain by reason of its construction will aid in the maintenance of rigidity. The sections are prevented from moving transversely either in a horizontal or vertical plane by reason of the construction of the slots, openings, supporting portions, shoulders, heads, enlargements and vertical portions as hereinbefore described, and it will be seen that all of the objects above set forth are thus fully attained.

Having fully described my invention what I claim as new and desire to secure by Letters Patent, is—

1. The herein described track for sliding doors comprising sections of tubular track, each section provided with a longitudinal opening and a slot at each end opposite from said opening, center brackets, each bracket provided with base portion, supporting portion and shoulders, and end brackets, each end bracket provided with base portion, supporting portion, and frame portion, the said track portions adapted for engagement at their ends with the supporting portions of the said brackets, and means for attaching said brackets to the side of a building.

2. A track for sliding doors of the class described, comprising end brackets, provided with frame portions and supporting portions and enlargements thereon, tubular track sections provided with longitudinal openings and slots at the ends of said sections and center brackets provided with base portions, supporting portions and shoulders, the said track sections adapted for engagement with the said supporting portions by means of said longitudinal openings and slots, substantially as and for the purpose specified.

3. In a track for sliding doors, a tubular track section provided with substantially diametrically opposite end openings in the walls thereof, and means comprising brackets extending through said openings, whereby said sections are supported and held in rigid alinement, substantially as and for the purpose specified.

4. In a track for sliding doors, an end bracket provided with a base portion, frame portion and a supporting portion extending between said base portion and said frame portion, the said supporting portion having an enlargement, and means for attaching said bracket to the side of a building, substantially as described.

5. In a track for sliding doors, a tubular track section provided with oppositely disposed alined slots, a center bracket provided with a base portion, a supporting portion adapted to extend transversely through said slots, shoulders arranged on said supporting portion, and means for attaching said bracket to the side of a building, substantially as described.

6. In a track for sliding doors, tubular track sections provided with substantially diametrically opposite slots and brackets for supporting said sections, said brackets extending transversely through said sections and through said slots, said brackets being provided with means for preventing the said sections from becoming disengaged from said supporting brackets, substantially as and for the purpose specified.

In testimony that I claim the above, I have hereunto subscribed my name in the presence of two witnesses.

JOHN H. BURKHOLDER.

Witnesses:
WILLIAM T. DEVOR,
ORPHA MAY.