G. LANE.

TROLLEY TRACK FOR SLIDING DOORS.

APPLICATION FILED JUNE 16, 1908.

911,824. Patented Feb. 9, 1909

2 SHEETS—SHEET 1

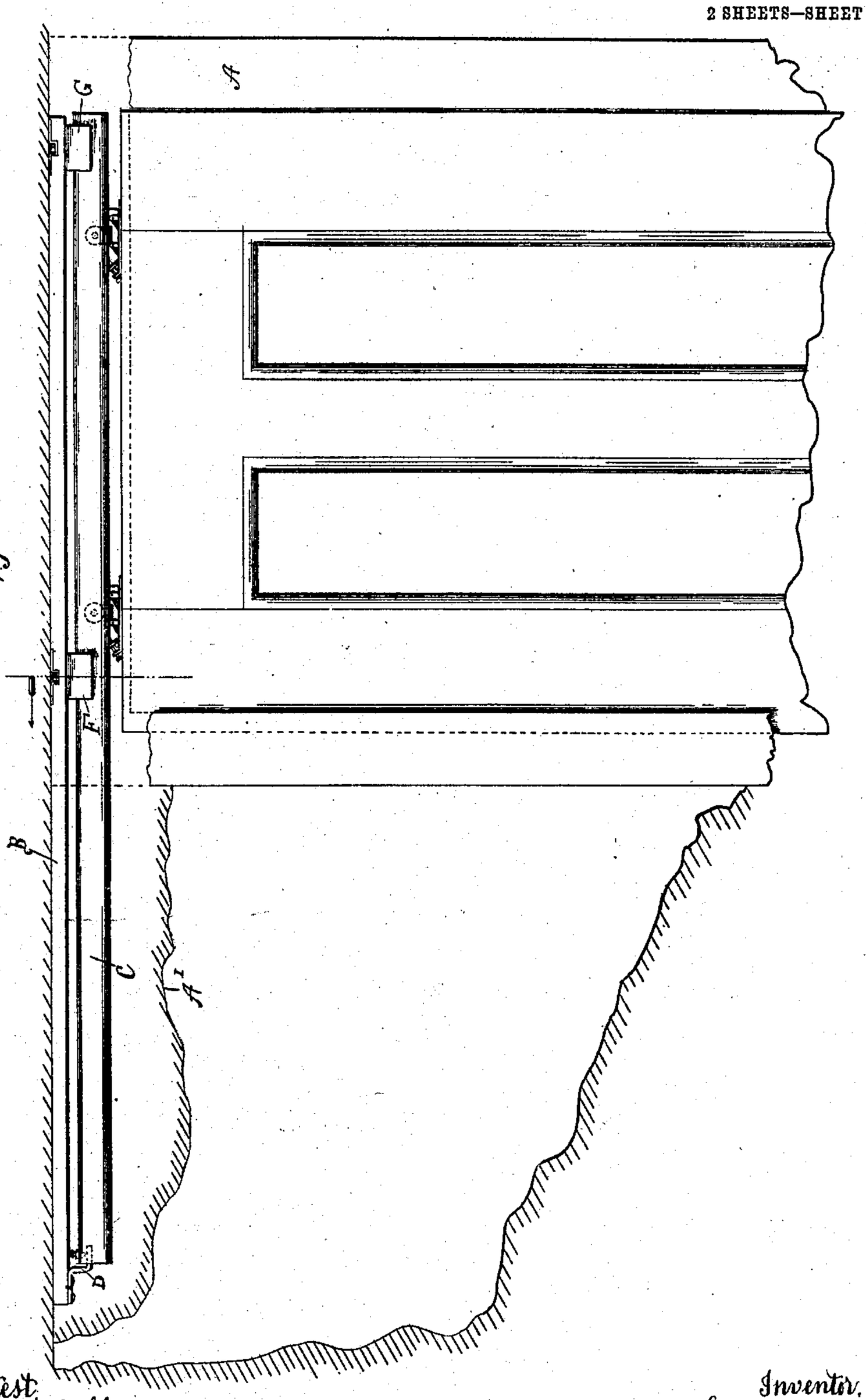

Fig. 1.

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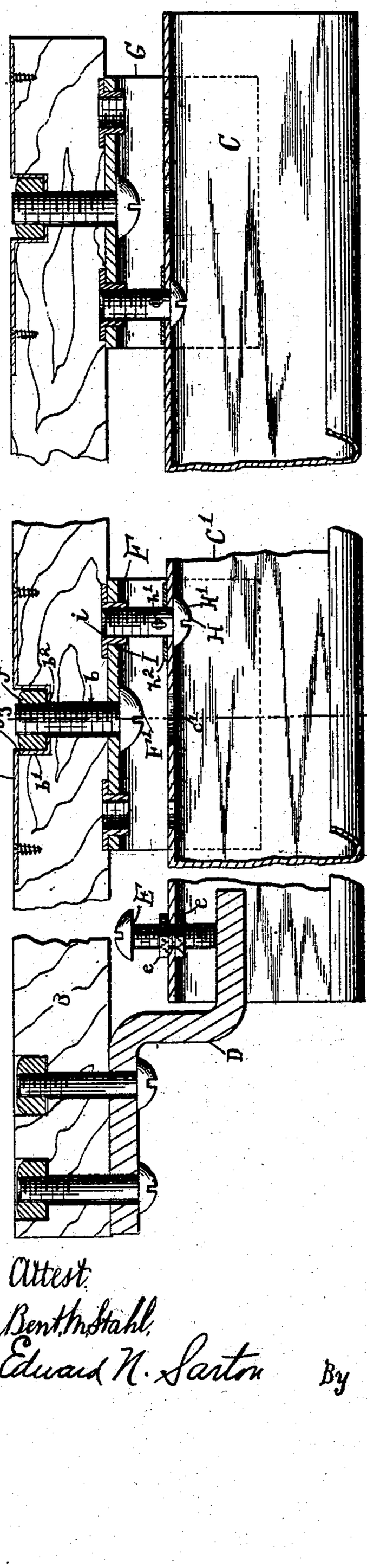

Fig. 2.

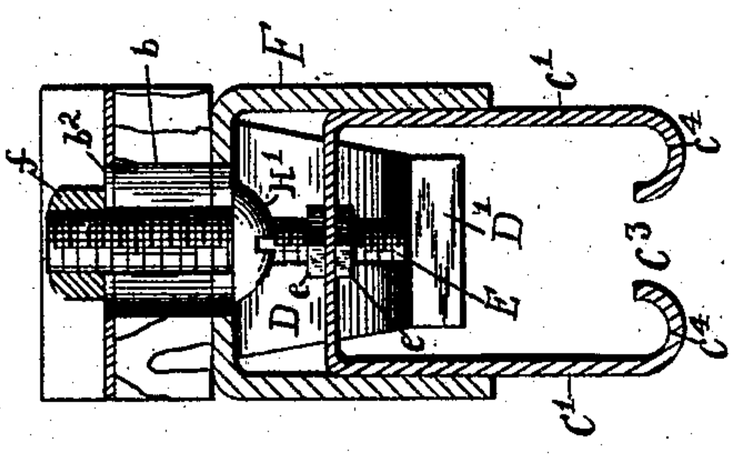

Fig. 3.

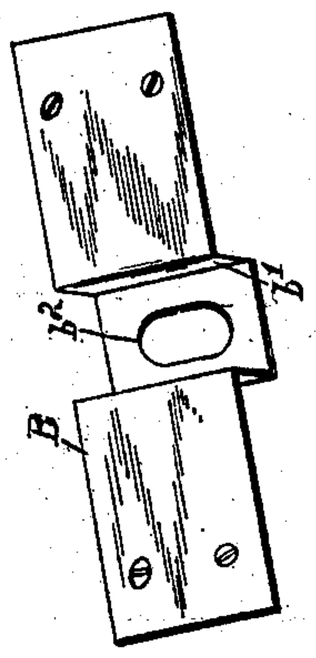

Fig. 4.

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UNITED STATES PATENT OFFICE.

GEORGE LANE, OF POUGHKEEPSIE, NEW YORK, ASSIGNOR TO LANE BROTHERS COMPANY, OF POUGHKEEPSIE, NEW YORK, A CORPORATION.

TROLLEY-TRACK FOR SLIDING DOORS.

No. 911,824. Specification of Letters Patent. Patented Feb. 9, 1909.

Application filed June 16, 1908. Serial No. 438,737.

To all whom it may concern:

Be it known that I, GEORGE LANE, a citizen of the United States, residing at Poughkeepsie, New York, have invented certain new and useful Improvements in Trolley-Tracks for Sliding Doors, of which the following is a specification.

My present invention relates to improvements in trolley tracks or supports for sliding doors, and has for its object to provide a track which shall be capable of lateral, as well as vertical adjustment, to provide for the proper alinement of the door or to compensate any warping which may take place after the door is hung. I have also aimed to improve the support in respect to a number of details of construction with a view to increased durability and efficiency.

To these ends the invention includes the novel features of construction and arrangement and combination of parts hereinafter described and particularly set forth in the appended claims.

An embodiment of the invention is illustrated in the accompanying drawings, in which:—

Figure 1 represents a side elevation of a door way and door with the track suspended in accordance with my invention. Fig. 2 is an enlarged sectional elevation, partly broken away. Fig. 3 is a transverse section on the line 3—3 of Fig. 2. Fig. 4 is a perspective detail.

Referring by reference characters to these drawings, A, represents the door frame and A′ the wall pocket.

B designates the wooden header to which the trolley track C is secured, this header being secured at the top of the door frame and wall pocket in the ordinary manner.

At the rear end of the wall pocket is located a bracket D, which is securely bolted to the end of the header and which has a portion projecting into the end of the trolley track C, as shown more clearly in Figs. 2 and 3, this projecting portion D′, Fig. 3, being narrower than the space between the side walls C′ of the track. The end of the track is supported from this bracket by a bolt or set screw E threaded through the top of the track and having its lower end bearing on the upper side of the bracket. By screwing the screw up or down the height of the inner end of the track with relation to the bracket and the door opening may be regulated, the screw or bolt being locked in place by lock nuts *e*. The remaining portion of the track is supported by a plurality of hangers, preferably two, as indicated at F and G. These are of substantially inverted U shape, as indicated in Fig. 3, and as they are substantially identical in construction, and manner of connection, a description of one will suffice for both. The hanger shown at F is connected to the header by a bolt F′, which passes through an elongated opening *b* in the header, and has its upper end held by a nut *f* seated in a transverse recess *f′*. The header B is preferably reinforced at this point or provided with a wear plate B′, which has a portion *b′* fitting down into the recess *f′* and serving as a seat for the nut *f*. The opening b^2 in the wear plate is elongated similarly to the opening *b* in the header, and it will thus be seen that by loosening the bolt or screw F′ slightly the hanger F may be adjusted transversely of the header. The trolley track is connected to the hanger F by a screw bolt H passing through the top of the track and having its threaded portion engaging a correspondingly threaded opening I in the hanger F, this opening being preferably reinforced by an interiorly threaded thimble *i*.

The head H′ of the bolt is located on the under side of the top of the track so as to be accessible for manipulation by a screw-driver introduced through the space C^3 between the bearing portions C^4. By the adjustment of the screw H the proper elevation of this portion of the track may be secured. A transverse pin or key *h′* passes through the bolt H just above the top of the track, a washer h^2 being interposed between this key and the upper face of the track. By this arrangement the track is held against the head H′ of the bolt.

From the foregoing construction, it will be seen that not only is the track capable of vertical adjustment at each of its points of support, but it may be readily adjusted transversely without removing it from its position in the wall pocket or disconnecting it from the header. As the central hanger F would be located over the edge of the opening, while the hanger G would be located at the closing jamb, or in case of double doors at the center of the door opening, both of the hangers are readily accessible for lateral adjustment, and as the supporting portion D′ of the bracket D is considerably narrower

than the interior of the track, this permits the screw E to slide upon the bracket and to automatically assume the proper position according to the relative adjustment of the hangers F and G. It will be seen that the supporting bolts F′ can be loosened for the adjustment of the brackets by the insertion of a screw driver through the opening *c′* in the top or wall of the track.

Having thus described my invention, what I claim is:—

1. The combination with a supporting member, of a trolley track, a transversely slidable connection between the rear end of said track and the supporting member, and a plurality of transversely adjustable connecting devices between other portions of the track and said supporting member, substantially as described.

2. In combination, a supporting bar, a track beneath the same, a sliding connection between one end of said bar and said track to permit transverse adjustment, a plurality of hangers connected to said supporting member, means for adjusting same transversely thereof, and a vertically adjustable connection between the track and each of said hangers, substantially as described.

3. In combination, a header, a trolley track, a transversely slidable and vertically adjustable connection between one end of the track and said header, a plurality of hangers embracing said track at other portions thereof, bolts passing through transversely elongated openings in the header for securing said hangers thereto, and bolts adjustably connecting the track with the hangers, substantially as described.

4. In combination, a header or supporting member, a wear plate on the upper side thereof having a recessed portion, a nut seated therein, a hanger, a bolt passing through the hanger and an elongated opening in the header and engaging said nut, said openings being larger than the bolt in cross section to permit transverse movement of the bolt and a track having a vertically adjustable connection with the hangers, substantially as described.

5. In combination, a header, a track, an inverted U shaped hanger embracing the track, means connecting the hanger and header for transverse adjustment of said track, and separate supporting means connecting the track and hanger, substantially as described.

6. In combination, a door hanger track, an approximately parallel supporting header and means for securing the track in vertical and lateral adjusted position with reference to the header.

In testimony whereof, I affix my signature in presence of two witnesses.

GEORGE LANE.

Witnesses:
C. J. Brower,
J. M. Janes.