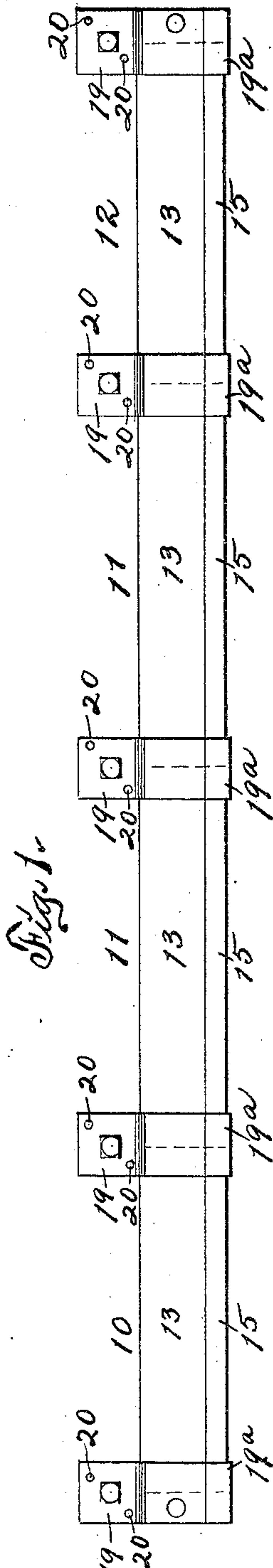


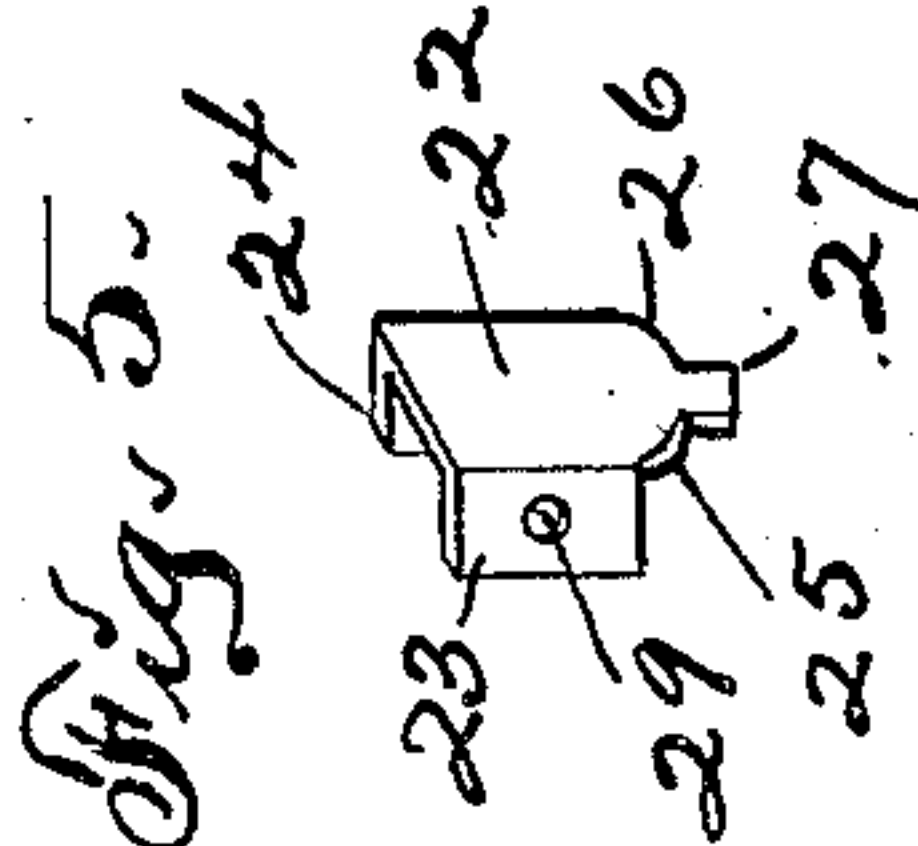
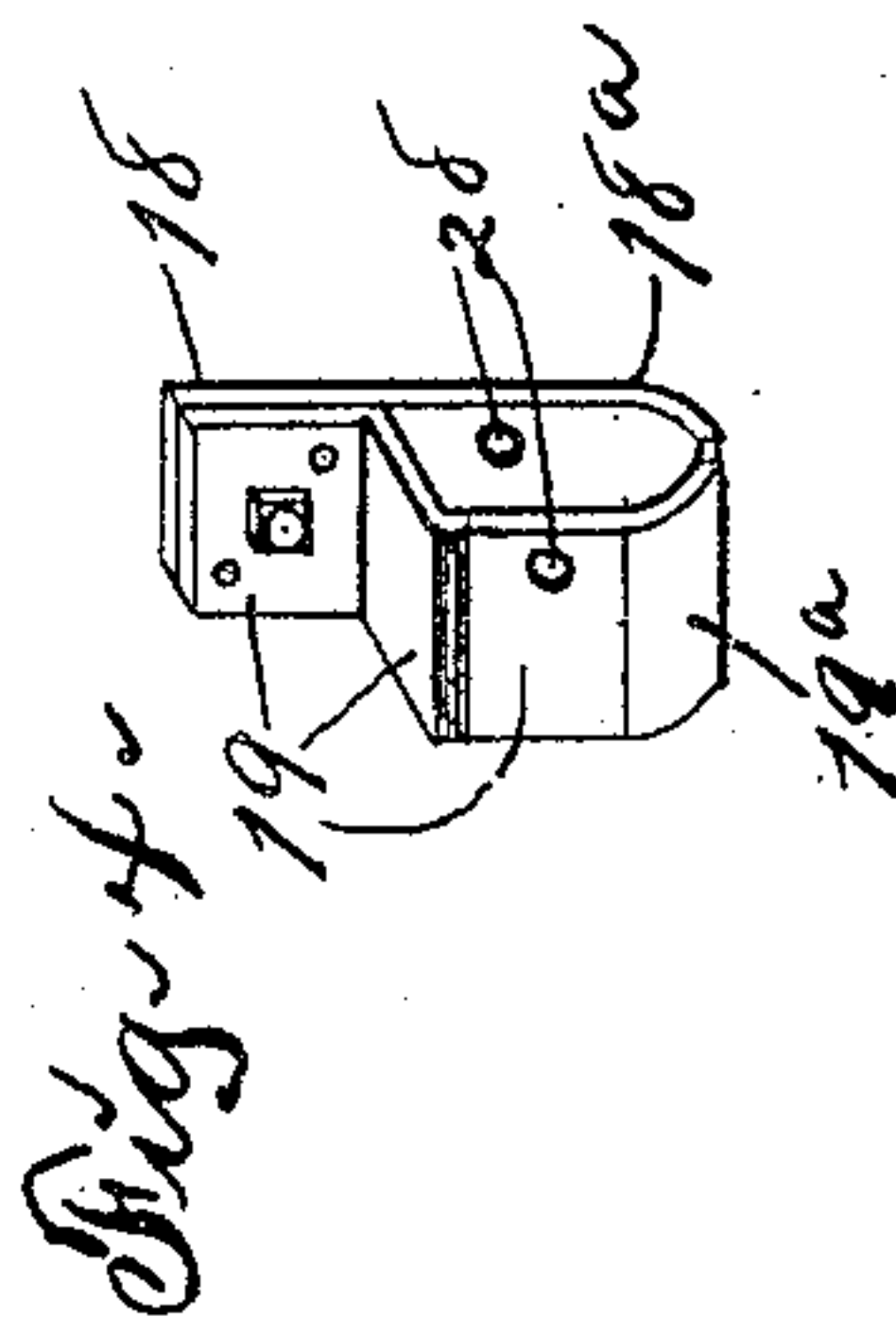
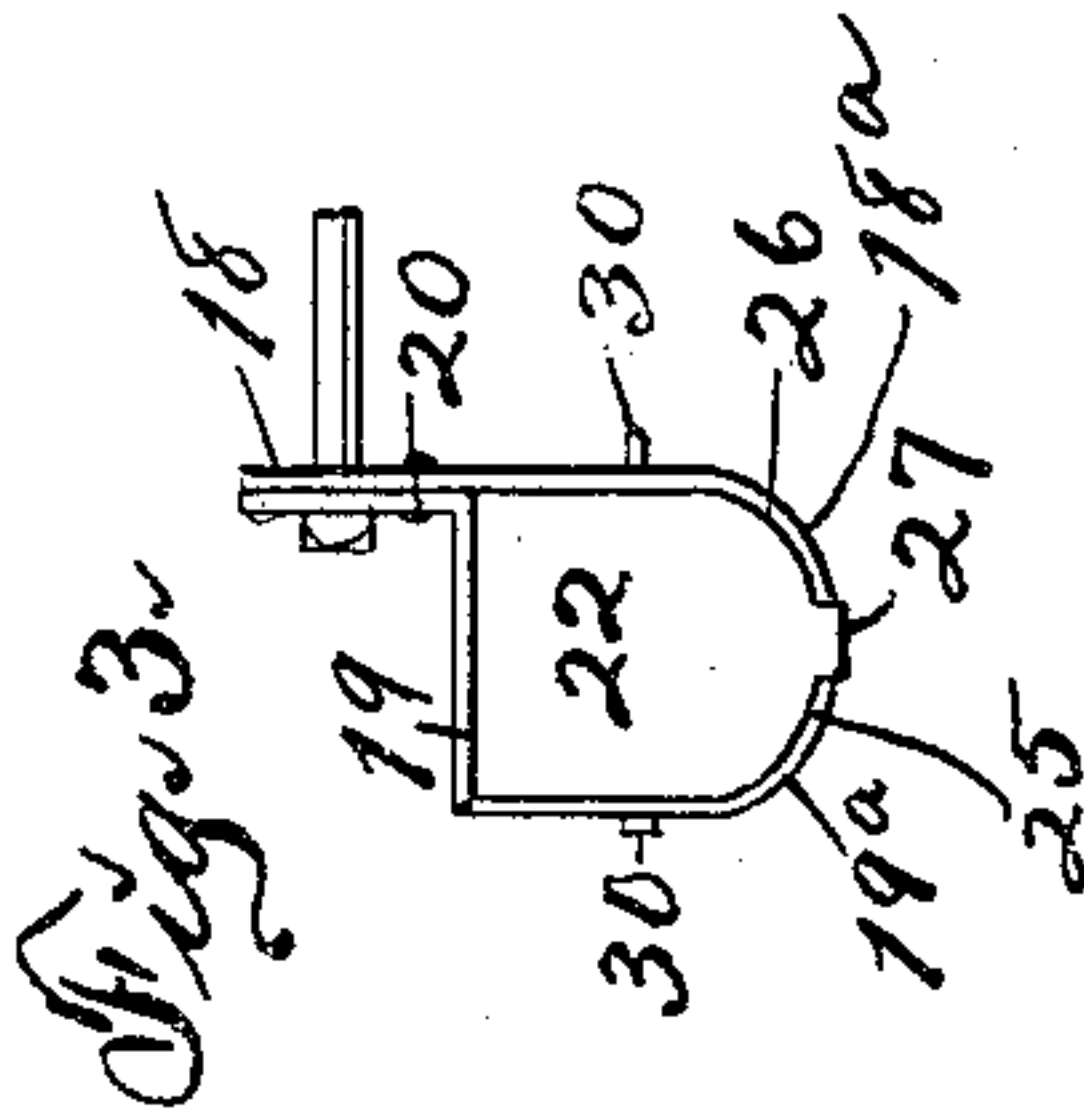
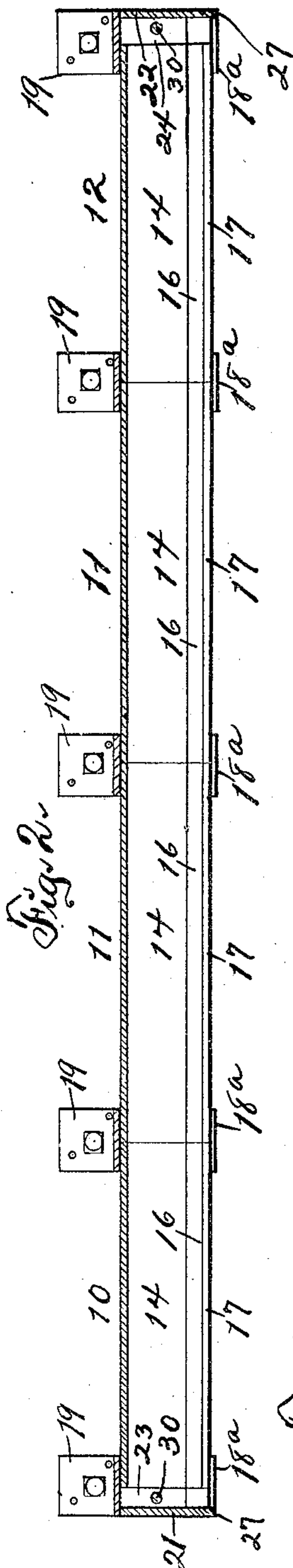
955,371.

A. WAGNER.  
TUBULAR TRACK AND BRACKET.  
APPLICATION FILED SEPT. 17, 1909.

Patented Apr. 19, 1910.



Attest:  
H. G. Sweet  
W. E. Ellis.



Inventor:  
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# UNITED STATES PATENT OFFICE.

ADAM WAGNER, OF CEDAR FALLS, IOWA.

TUBULAR TRACK AND BRACKET.

955,371.

Specification of Letters Patent.

Patented Apr. 19, 1910.

Application filed September 17, 1909. Serial No. 518,187.

*To all whom it may concern:*

Be it known that I, ADAM WAGNER, a citizen of the United States of America, and resident of Cedar Falls, Blackhawk county, Iowa, have invented a new and useful Tubular Track and Bracket, of which the following is a specification.

The object of this invention is to provide an improved construction for tubular tracks, brackets for supporting the same and caps for closing the ends of the track and brackets.

My invention consists in the construction, arrangement and combination of elements hereinafter set forth, pointed out in my claims and illustrated by the accompanying drawing, in which—

Figure 1 is a front elevation of the complete device in position for practical use, the dotted lines indicating joints between adjacent sections of tubular track and extremities of the outermost sections thereof. Fig. 2 is a vertical longitudinal section of the complete device. Fig. 3 is an end view of the device. Fig. 4 is a perspective of one of the brackets detached from the device. Fig. 5 is a perspective of one of the caps detached from the device.

This application shows and describes matter which also is illustrated in my applications for Letters Patent of the United States, filed April 20, 1909, Number 491,634, and filed May 13, 1909, Number 496,291, to which reference hereby is made.

In the construction of the device as shown herein the track sections 10, 11, 12 are each preferably made of a single piece of sheet metal by pressing and rolling and comprises in its construction a tube slotted longitudinally in its bottom. The complete track has a flat top portion, preferably straight from end to end and plane in cross-section; side flanges 13, 14 preferably straight from end to end and plane in cross-section and arranged at right angles to and on the margins of the top portion 10; and bottom flanges 15, 16 preferably straight from end to end, curved on arcs of the same circle in cross-section, and formed on and extending downwardly and inwardly from the bottom margins of the side flanges 13, 14. The inner margins of the bottom or arcuate flanges 15, 16 are spaced apart to form a slot 17 on the median line of the track section. The inner margins of the

arcuate or bottom flanges 15, 16 are in the lowermost plane of the device. The track sections may be mounted on a wall by means of brackets and may carry a hanger (not shown) adapted to ride on the arcuate upper surfaces of the bottom flanges 15, 16 and depend through the slot 17. The brackets preferably are composed of two members 18, 19, also formed of sheet metal.

The member 18 preferably is flat and plane throughout the major portion of its length and is provided with a lip 18<sup>a</sup> curved on the same arc as and adapted to fit the outer surface of the bottom flange 16, and said member is formed with a bolt hole near its upper end.

The member 19 preferably is formed with a stem having a bolt hole registering with the bolt hole of the member 18, is bent at right angles at the lower end of said stem and extends outward across the top of the tubular track, is bent again at right angles and extends downward in contact with the outer face of the side flange 13, and terminates in a lip 19<sup>a</sup> shaped to conform to and adapted to fit against the outer surface of the arcuate flange 15. The stem of the member 19 and the upper portion of the member 18 preferably are joined by rivets 20. Thus are the brackets shaped and arranged to fit to end portions of the tubular track sections 10, 11, 12. Those brackets located intermediate of the ends of the complete track are adapted to receive and support in alinement and prevent torsional movement of the track sections, end portions thereof abutting within brackets as indicated by dotted lines in Fig. 1. The outermost end portions of the outermost track sections extend within but not through the outermost brackets and cap pieces 21, 22, alike in construction but reversely located, are provided to close end portions of said brackets.

Each cap piece comprises in its construction a body 22 adapted to fit in the vertical portions of said bracket 19 and having side flanges 23 and 24 shaped to enter the ends of said bracket and abut against the respective ends of the vertical portion of the outer track sections; said body 22 having also curved shoulders 25 and 26 adapted to fit in and be seated on the curved flanges 19<sup>a</sup> of said bracket and abut against the respective ends of the flanges 15 and 16 of the track and a lip 27 adapted to extend be-



tween bracket members in line with the slot 17.

Registering apertures 28, 29 are formed in the bracket members 18, 19 and the flanges 23, 24 of the cap and a nail 30 may be placed through said apertures and driven into the wall at the rear of the track and hold the cap piece in the bracket.

The cap pieces 20, 21 serve to close the ends of the tubular track and the end brackets supporting the same and effectually prevent accidental removal of the door hangers from the track by endwise movement, the nesting of birds or animals in the track sections, the accumulation of ice, snow or sleet in the track sections, or endwise movement of one track section relative to another.

The track is adapted to contain a hanger truck (not shown) such, for example, as is illustrated in my companion application No. 496,291, which truck is connected to a door and is movable in the track. The caps above described may be applied to the brackets after the track is otherwise completed and is supplied with the hanger trucks last above referred to.

I claim as my invention—

1. The combination of slotted tubular track sections, brackets embracing the same, cap pieces formed with flanges adapted to enter said brackets and abut against adjacent track sections, and also formed with

lips in line with the slots of the track sections.

2. The combination of track sections substantially square in cross-section and formed with arcuate lower flanges spaced apart, brackets formed of members shaped to embrace said track sections and rigidly connected, means for supporting said brackets, and cap pieces formed with flanges adapted to enter said brackets, said brackets and flanges formed with registering apertures, and fastening means mounted in said apertures.

3. In a track of the character described, means for closing the ends thereof comprising in its construction a body portion having apertured flanges thereon and a depending lip intermediate thereof.

4. In a track of the character described, means for closing the ends thereof comprising in its construction a cap piece having a body provided with apertured side flanges thereon, a depending lip intermediate of said flanges, and shoulders between said lip and flanges.

Signed by me at Cedar Falls, Iowa, this 14<sup>th</sup> day of July, 1909.

ADAM WAGNER.

Witnesses:

W. L. MARCH,

W. H. MERNER.