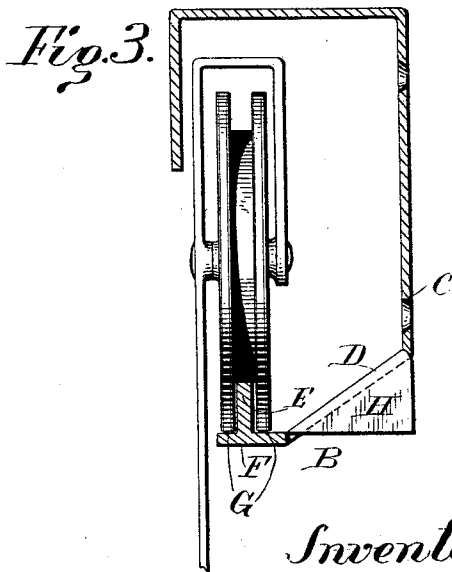
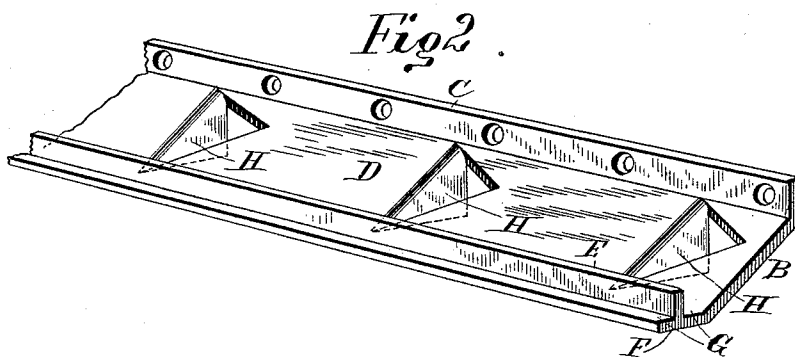
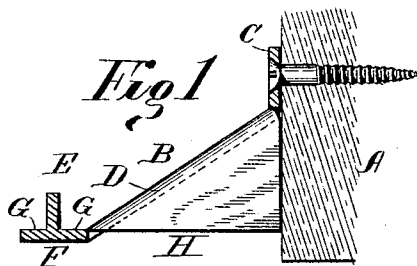


(No Model.)

J. H. LAWRENCE.
TRACK FOR BARN DOORS.

No. 480,501.

Patented Aug. 9, 1892.



Attest;
C. C. Burdure
J. B. Owens

Inventor;
John H. Lawrence
per John G. Manahan
att'y

UNITED STATES PATENT OFFICE.

JOHN H. LAWRENCE, OF STERLING, ILLINOIS, ASSIGNOR OF ONE-HALF TO
EDWIN F. LAWRENCE, OF SAME PLACE.

TRACK FOR BARN-DOORS.

SPECIFICATION forming part of Letters Patent No. 480,501, dated August 9, 1892.

Application filed January 16, 1892. Serial No. 418,290. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. LAWRENCE, a citizen of the United States, residing at Sterling, in the county of Whiteside and State of Illinois, have invented certain new and useful Improvements in Tracks for Barn-Doors; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention has reference to improvements in barn-door tracks, as hereinafter more specifically described and claimed.

The purpose and object of my invention are to dispense with the necessity of attaching the track to the bracket, as is usually necessary. In the ordinary constructions, by reason of the great weight of the suspended door, as many as nine attachments of the bracket to the track are required in an eight-foot track, each of which attachments necessitates the forming of rivet-holes and the labor and expense of seating rivets therein, with the result that the attachment when completed is not so solid and substantial as though the mutually-attached parts were integral.

As my brackets can be forged into the required shape at the outset, there remains nothing further to be done in applying them to use than simply fastening the back or upper end of the bracket to the main building.

The object of my invention can be subserved by brackets of different form in cross-section—as, for instance, it may be extended upward above the crest of the roller and its attachments and projected outwardly from the building and slightly downward at its free upper end, so as to form a hood over the hanger to protect the latter from rain or snow; but this addition is merely supplemental to the main idea.

In the drawings, Figure 1 is a vertical cross-section of a bracket exhibiting my invention and shown in position of attachment and use. Fig. 2 is a perspective of the same. Fig. 3 is a vertical cross-section of the bracket extended upwardly and outwardly to form a protection

to the hanger, showing the roller in position for use.

A represents the side of the building to which the upper side of the bracket is attached.

B is the bracket, consisting of an upper portion C, adapted to lie vertically against the outside of the building A and be attached to the latter by a sufficient number of screws inserted at desired intervals through the part C into the building.

D is the central diagonally-downward projecting portion of the bracket B, which is of sufficient length to place the roller-track E a sufficient distance from the building to permit the ready passage of the roller and its attachments. The track E is thrown vertically upward from the outer and horizontal portion F of the bracket B, and such horizontal portion is extended a sufficient distance on each side of the track E to form the treads G G for the door-rollers. It is obvious that the track E may also be utilized for that species of rollers which are supported peripherally between the annular projections, which extend beyond the bearing-surface of the roller, and, by passing, respectively, down the sides of the track E, serve as guards for keeping the roller on the track.

In order to stiffen the bracket B and to assist in supporting the track E against the imposed burden of the door, I interpose between the diagonal portion D of said bracket and the side of the building below the point of attachment thereto of said bracket triangular braces H, which are placed at such frequency as the weight of the door and the resisting quality of the bracket may make desirable. The triangular brace H is preferably formed out of the central portion of the bracket B by being cut out of the latter at its rear and lower edges, leaving its diagonal upper surface or the hypotenuse integral with the bracket B, whereby the expense of attaching the brace H either to the building or to the bracket B is avoided, and the braces H are always in place on such bracket and require no attachment other than that of the upper portion C of said bracket to the building. The openings in part D, created by cutting

braces H therefrom, extend sufficiently low to drain any accumulations of water from behind track E.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

1. In a track for supporting barn-door rollers, a continuous bracket B, provided with the upper vertical portion C, adapted to be attached to the building, the intermediate diagonal portion D, the track E, and the triangular braces H, cut from the portion D, with their upper sides integral with the latter and their residue turned downward into a vertical position, with the inner ends of their severed portion in the vertical plane of the rear face of the portion C, whereby said bracket is adapted to hang in proper position from the mere attachment, as aforesaid, of its portion C, for the purpose specified.

2. In a track for supporting barn-door rollers, the combination of a vertical portion C, adapted to be attached to the building and

extended upward and outward from the building to form a cover for the door-rollers, an intermediate diagonal portion D, a horizontal portion F, the track E, formed thereon, and triangular braces H, formed at suitable intervals in the diagonal portion D, with their several hypotenuses integral with the portion D and their residue turned downward therefrom into a vertical position, with their short vertical rear ends in substantially the same vertical plane with the back side of the portion C and adapted to rest against the building when the portion C is attached to the latter, and thereby support the track E a sufficient distance from said building, substantially as shown, and for the purpose described.

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

JOHN H. LAWRENCE.

Witnesses:

JOHN G. MANAHAN,
J. E. MCPHERRAN.