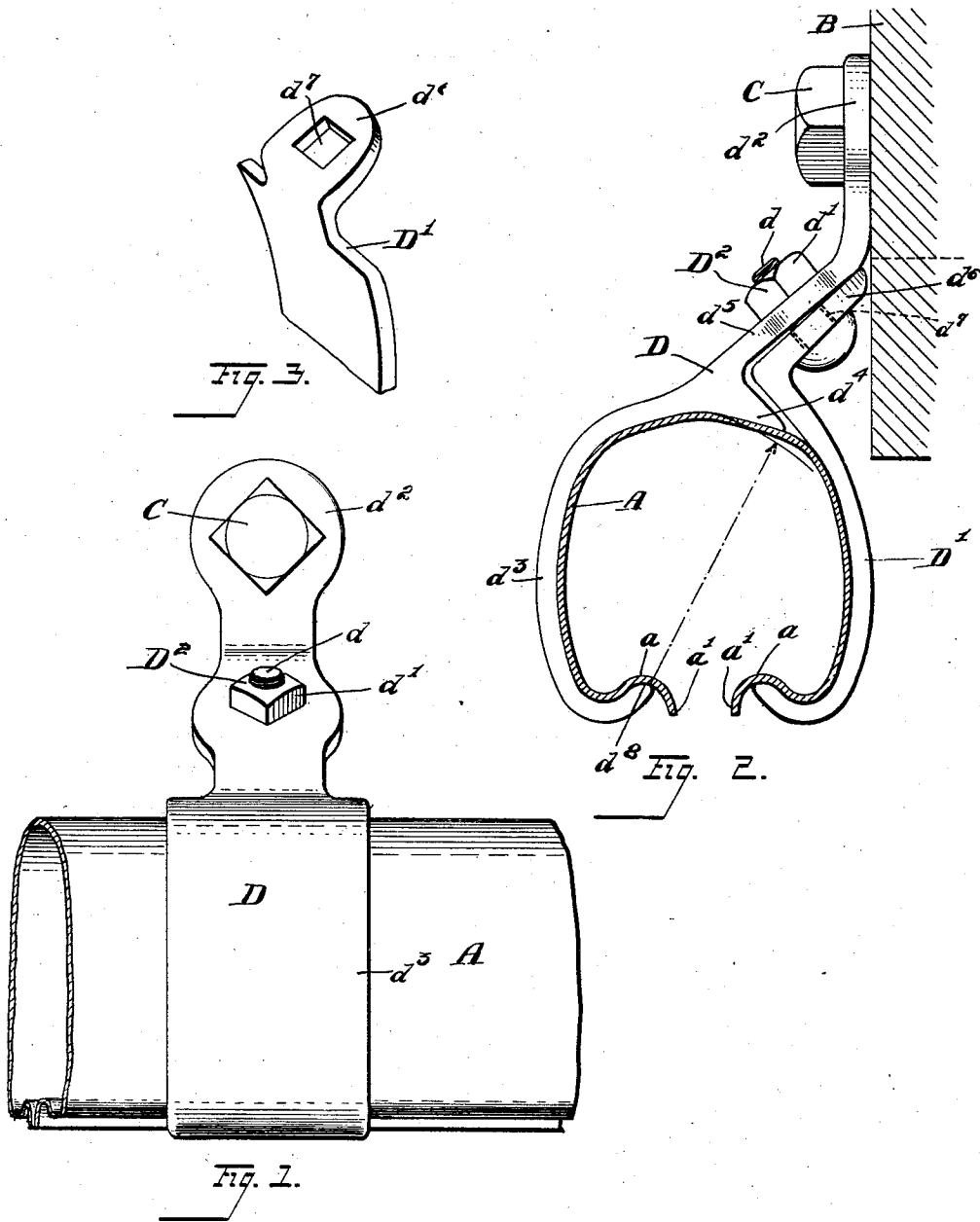


T. V. PLICE.
DOOR SUPPORTING STRUCTURE.
APPLICATION FILED MAY 12, 1910.

992,588.

Patented May 16, 1911.

2 SHEETS—SHEET 1.



Witnesses
Herman Esch
Winifred Walz

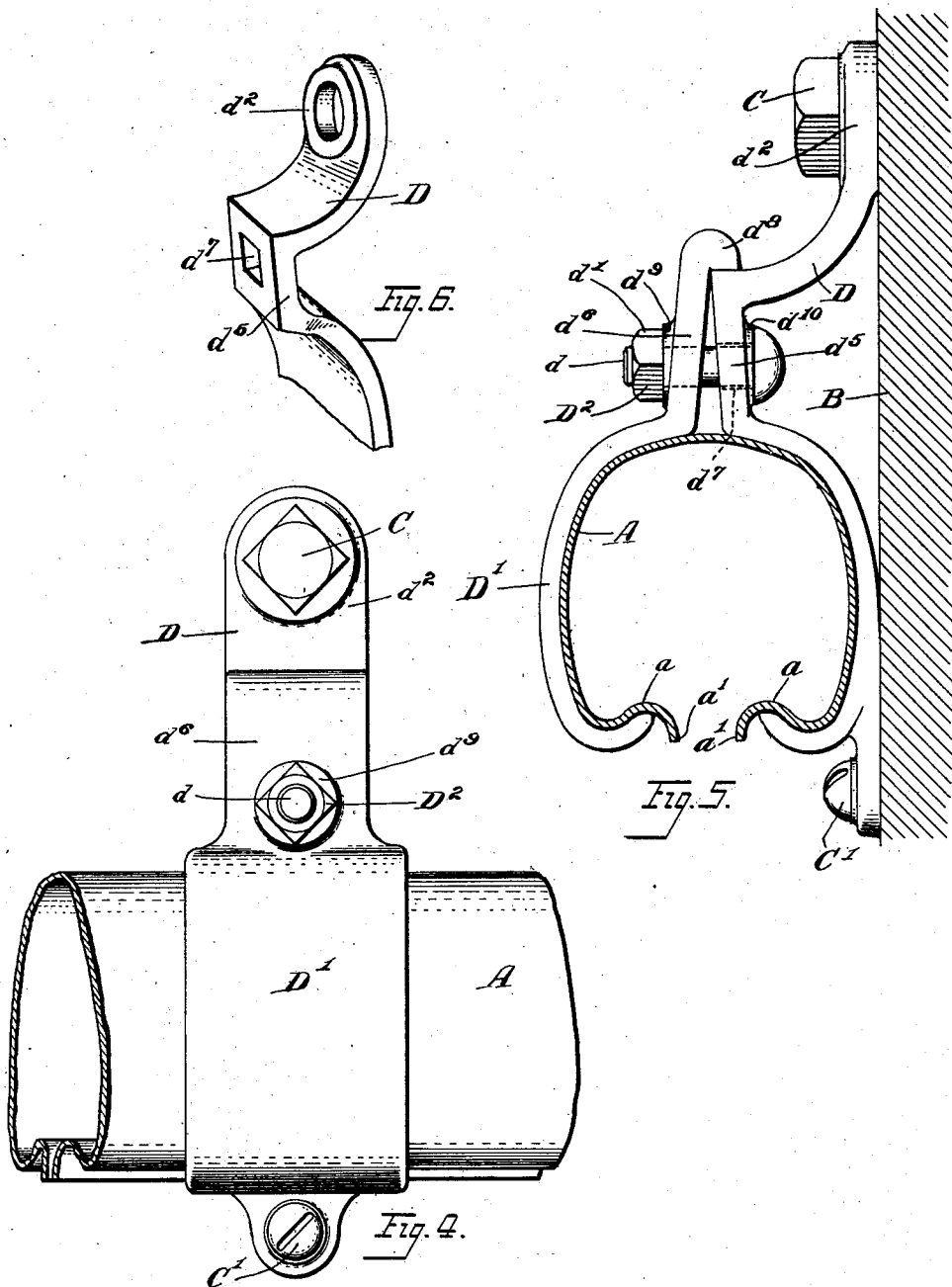
Inventor:
Thomas V. Plice
By A. Merkel,
his Attorney

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Herman Esche
Winifred Walz.

Inventor:
Thomas V. Plice.
By *Wm. M. M. M.*
Attorney

UNITED STATES PATENT OFFICE.

THOMAS V. PLICE, OF ASHLAND, OHIO, ASSIGNOR TO W. V. B. TOPPING, OF ASHLAND, OHIO.

DOOR-SUPPORTING STRUCTURE.

992,588.

Specification of Letters Patent.

Patented May 16, 1911.

Application filed May 12, 1910. Serial No. 560,870.

To all whom it may concern:

Be it known that I, THOMAS V. PLICE, a citizen of the United States, resident of Ashland, county of Ashland, and State of Ohio, have invented a new and useful Improvement in Door-Supporting Structures, of which the following is a specification, the principle of the invention being herein explained and the best mode in which I have contemplated applying that principle, so as to distinguish it from other inventions.

My invention relates to door-supporting structures, and particularly to that class of door supports used in connection with sliding doors.

The object of the invention is to provide a track and supporting brackets therefor which will be economical in construction and efficient in operation and use.

The said invention relates particularly to that class of door supports in which is used the tubular form of track, such as is shown, described and claimed in application of Edward W. Topping, filed August 12, 1909, bearing Serial No. 512,585.

The said invention consists of means hereinafter fully described and particularly set forth in the claims.

The annexed drawing and the following description set forth in detail certain means embodying my invention, the disclosed means, however, constituting but one of various mechanical forms in which the principle of the invention may be applied.

In said annexed drawing: Figure 1 represents a front elevation of a bracket and a section of track embodying my invention. Fig. 2 represents a cross-section of the track and support, together with the end elevation of one of the brackets secured to such support and supporting the track. Fig. 3 is a fragmentary perspective view of the complementary supporting member forming one element of the bracket. Fig. 4 represents a front elevation of a modified form of bracket and a section of track embodying my invention. Fig. 5 represents a cross-section of the track and support, together with an end elevation of the modified form of track. Fig. 6 is a fragmentary perspective view of the complementary supporting member of the modified form.

While the illustrated form of the invention is shown as particularly adapted for use in connection with the form of track

above mentioned, it will be understood that the principle of said invention may be applied to any tubular track in which the runways are located upon the interior.

The structure involving my invention as illustrated by Figs. 1, 2 and 3 of the drawing, consists of the tubular track A provided with the interior runways *a a*, which are upwardly curved, as shown, and terminate on the inside with the downwardly projecting flanges *a' a'*. This track is supported by a plurality of brackets, each of which is secured to the main support or building B by means of suitable screws or bolts C. Each bracket comprises in its structure a main supporting member D, a complementary supporting member D', and a fastening device D², which in this case consists of a bolt *d* and nut *d'*. The supporting member D is formed with an upper extension *d*² which is placed directly against the support B, and which is provided with a suitable bolt-hole through which the bolt or screw C passes. The lower end portion *d*³ of member D is curved so as to form an interior concave surface, whose contour conforms with the outer side of the track A, and which is therefore adapted to receive such surface of said track. The upper inside portion of the lower extremity of the member D is provided with a lug *d*⁴ which projects some distance beyond the longitudinal upper center line of the track, so that the interior surface of said extremity surrounds more than one-half of the periphery of the track. Intermediately of the extension *d*² and the lower end portion *d*³ of the bracket is an inclined portion *d*⁵, which is formed with a bolt-hole about midway its length. Against the inner surface of this intermediate portion is seated the upper extremity *d*⁶ of the complementary supporting member D'. The main or lower portion of this complementary member is formed inside with a surface corresponding in its contour with the remaining unsurrounded portion of the track's periphery, as shown in Fig. 2, so that the two members D and D' together form an interior surrounding surface equal to the entire periphery of the track. The location of the lug *d*⁴ however, is made such that when the angular portion *d*⁶ is seated flat up against the intermediate portion *d*⁵, this interior surface has a somewhat smaller periphery than that of the track, so that

when the complementary member D' is drawn into the angle formed by the intermediate portion d^5 and the lug d^4 , when the track is in place, a binding action will be exerted upon the latter. The two members D and D' are held together by means of the bolt d and nut d' . That portion of the bolt immediately beneath its head is preferably squared, and passes through a square hole d^7 formed in the angular portion d^8 of the member D', this arrangement permitting the bolt to be held fast while the nut d' is screwed thereon, as will be readily understood.

By means of the above construction, it will be seen that by loosening the nut d' , the bracket may be loosened and the track slid along therein, so that a proper adjustment of such track in the brackets may be readily obtained, after which the nuts are securely tightened on the bolt, the bracket thereby clamped upon the track, and the latter securely held therein. It will be noted that the nuts d may be moved a considerable distance on the fastening bolts, and the member D' loosened to such an extent that the track may be practically disengaged from the brackets while being adjusted in place. These tracks being ordinarily japanned, such adjustment may be effected without marring or injuring the japanned surface thereof. The form of the tubular track is such that it may be tilted upon the extremity d^3 of the lower end d^3 of member D as an axis, without being intercepted by the lug d^4 , as is indicated by the radius and arc of the circle shown in Fig. 2.

Referring now to the modification illustrated by Figs. 4, 5 and 6, the complementary member D' is arranged to surround the outside of the track A, the main member D being secured as before to the support B, extending inwardly surrounding the inner part of the track and fastened below the latter by means of a screw C' to said support. The intermediate portion d^5 of the main member is upright and slightly in-

clined outwardly, as shown, and the complementary member D' is provided with an upper and inwardly projecting portion d^8 , which rests upon the top of said intermediate portion. In this case the main member D is provided with a squared opening d^7 , and angular bosses d^9 and d^{10} are provided on the inside of the main member and outside of the complementary member respectively, whose outer faces are substantially perpendicular when the bracket is in its normal clamping position, the intermediate portion d^5 and end portion d^6 of the complementary member D' being slightly inclined when in this normal position, as will be readily understood from an inspection of the drawing.

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

1. In a door-supporting structure, the combination with a tubular track; of a bracket comprising in its structure a main supporting member engaging one side of said track, and a complementary supporting member engaging the opposite side of said track and adjustably secured to said main member.

2. In a door-supporting structure, the combination with a tubular track; of a bracket comprising in its structure a main supporting member engaging the outer side of said track, a complementary supporting member engaging the opposite side of said track, and adapted to be supported thereby, and adjusting means including a screw for securing said two members to each other, whereby said bracket may be loosened and a relative movement of track and bracket permitted in the longitudinal direction of the track.

Signed by me, this 20th day of April, 1910.

THOMAS V. PLICE.

Attested by—

H. A. M. KRUNTZ,
E. N. OTTER.