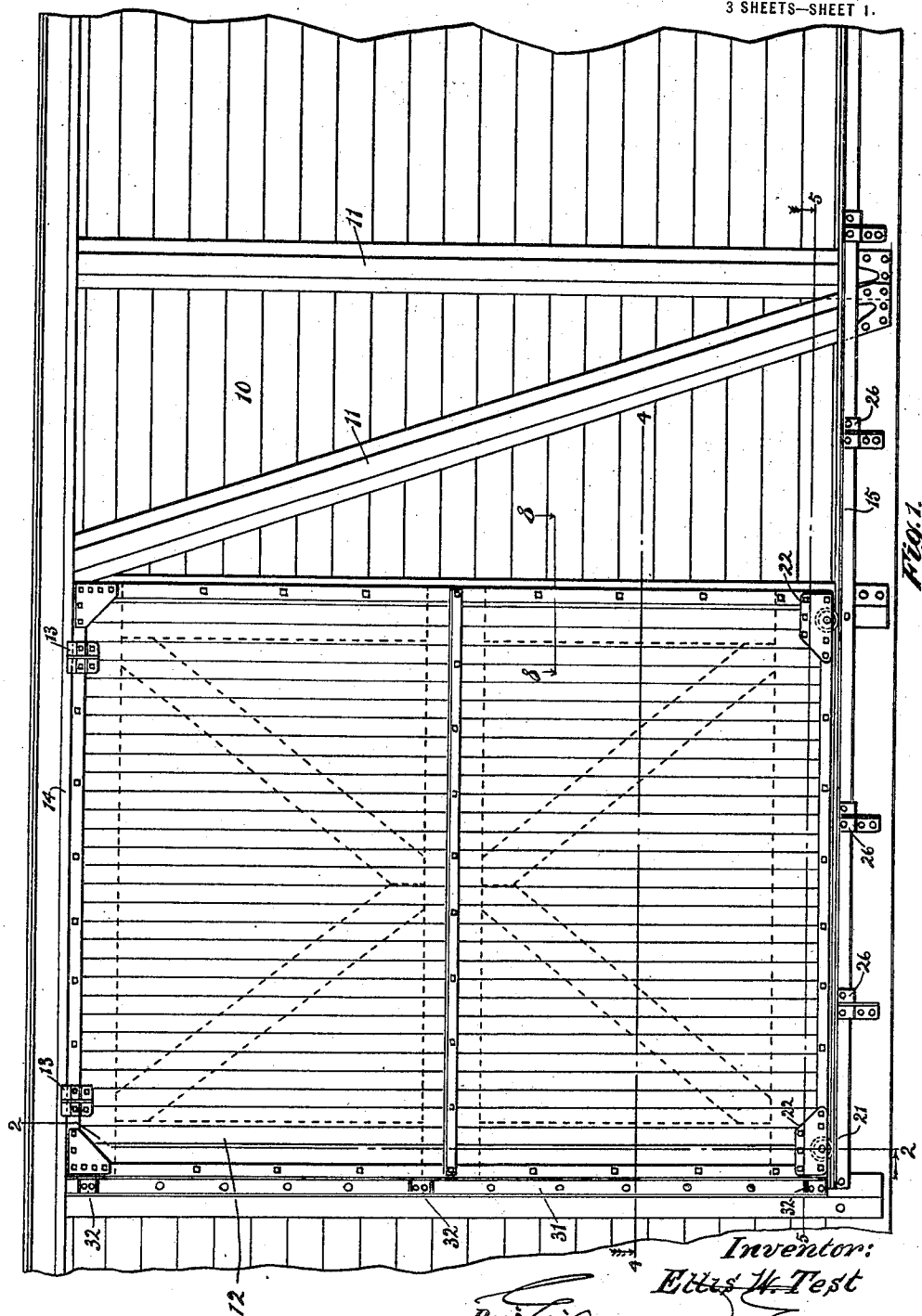


E. W. TEST.
ROLLER DOOR TRACK.
APPLICATION FILED JUNE 20, 1919.

1,400,699.

Patented Dec. 20, 1921.

3 SHEETS—SHEET 1.



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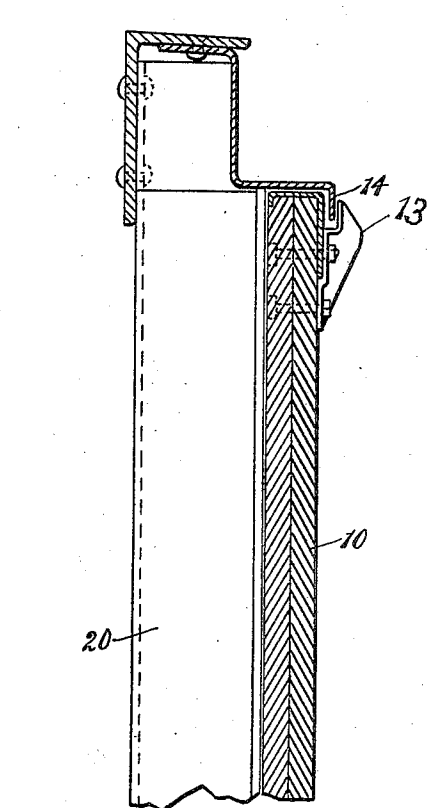


Fig. 2.

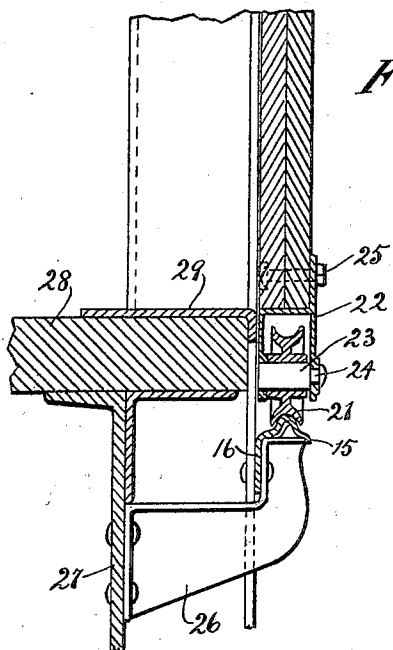
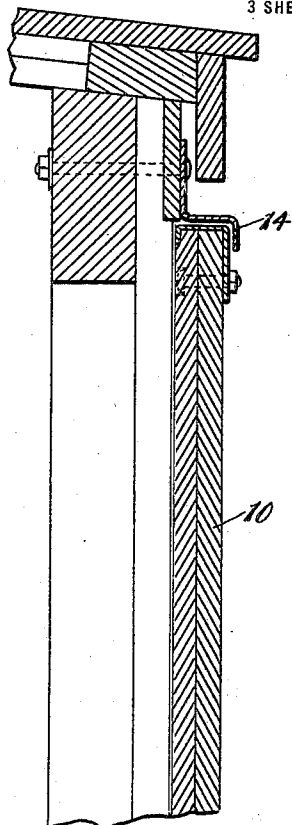
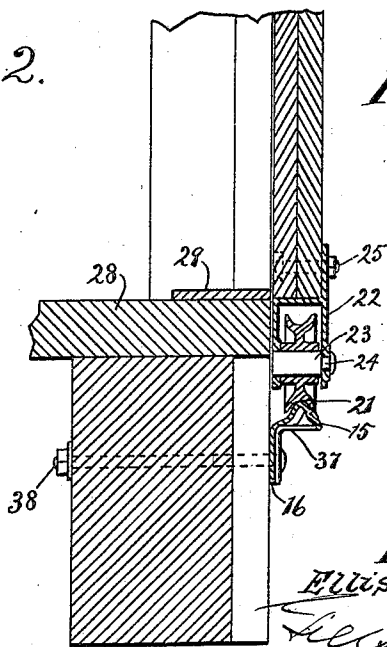


Fig. 3.



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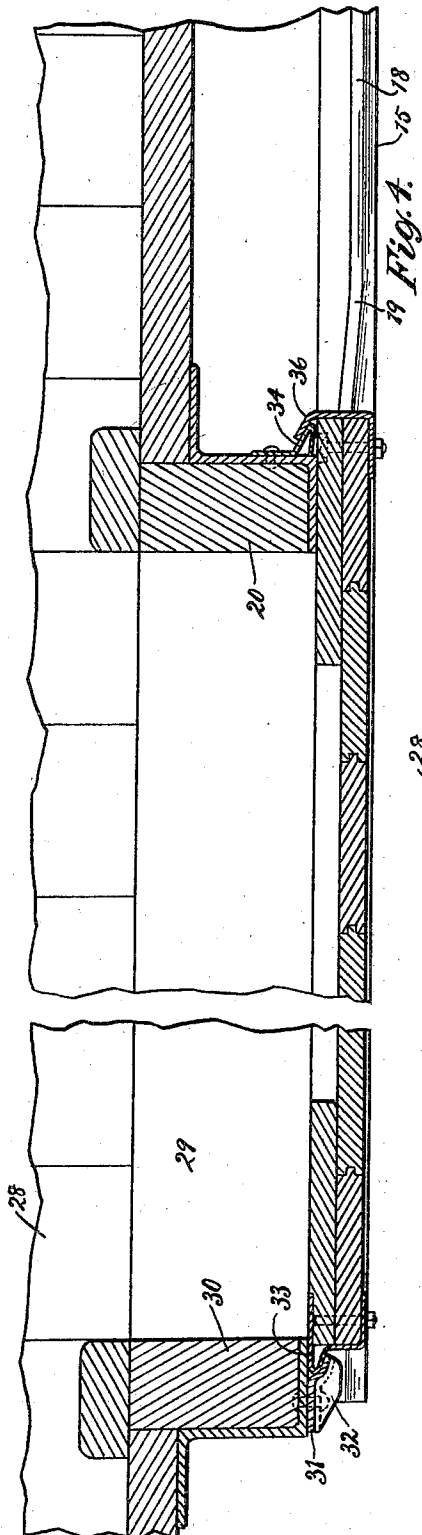
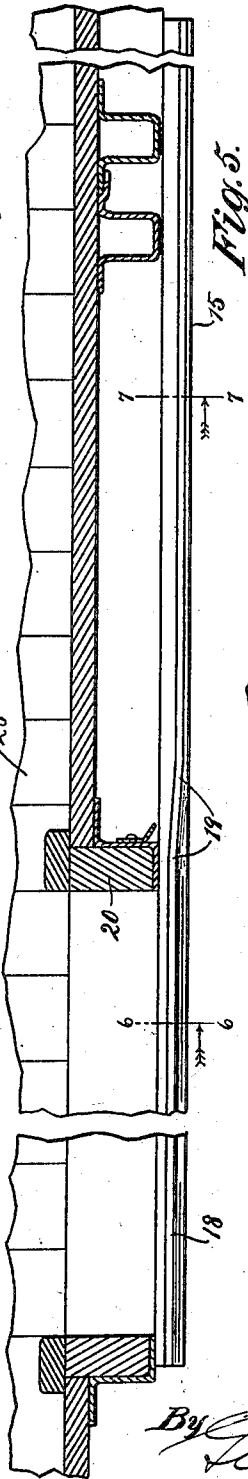
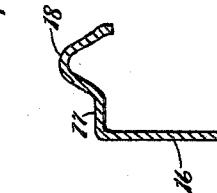


Fig. 1.

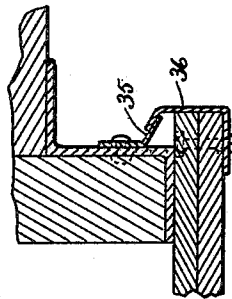


Fig. 8.

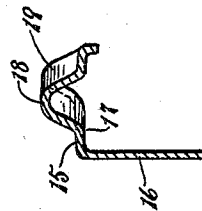


Fig. 6.

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UNITED STATES PATENT OFFICE.

ELLIS W. TEST, OF MICHIGAN CITY, INDIANA.

ROLLER-DOOR TRACK.

1,400,699.

Specification of Letters Patent. Patented Dec. 20, 1921.

Application filed June 20, 1919. Serial No. 305,496.

To all whom it may concern:

Be it known that I, ELLIS W. TEST, a citizen of the United States, and resident of Michigan City, county of Laporte, and State of Indiana, have invented certain new and useful Improvements in Roller-Door Tracks, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

10 An object of the invention is the provision of a track for a rolling door which shall support the door from below and shall guide the door when opened to a position separated from the side of the car.

15 In the accompanying drawings;—

Figure 1 is a side view of the car with the door in place,

20 Fig. 2 is a vertical transverse section taken on line 2—2 of Fig. 1, showing a single sheathed car,

Fig. 3 is a section corresponding to Fig. 2, but showing a double sheathed car,

Fig. 4 is a horizontal section taken on line 4—4 of Fig. 1,

25 Fig. 5 is a like section taken on line 5—5 of Fig. 1, with the door omitted,

Figs. 6 and 7 are detail sections taken on the corresponding lines of Fig. 5, showing the track only, and

30 Fig. 8 is a detail section taken on line 8—8 of Fig. 1, showing a modification of the weather strip.

Referring to Fig. 1, 10 represents the sheathing of the car and 11 the external frame members, as usually applied to a single sheathed car. 12 represents the door of the car and is shown as provided with guides 13 at the top, which guides coact with the projecting lintel, as 14, Fig. 2. The track upon which the door slides is illustrated at 15 and its form is shown more clearly in the sections of Figs. 6 and 7, as comprising a vertical attaching member 16, an upper substantially horizontal member 17 having an upwardly extending projection in the nature of a corrugation, as 18. This member is preferably formed, as shown, by forcing the metal of the track upwardly being made integral with the rest of the track. As indicated at 19, Fig. 6, and in plan on Fig. 5, the projection 18 of the track is offset outwardly adjacent the post 20 of the car door, which post is on the side of the door-opening toward which the door rolls.

55 The rollers 21, shown at the bottom of the door are made of such a shape as to fit over

the projection on the track and therefore the rollers and the door will be guided in their movement by the track. The rollers are shown as mounted in brackets 22 upon shafts 23 and are secured in the bracket by having one end of the shaft reduced, as at 24, and having the end upset after being placed in the bracket.

The brackets may be secured to the door 65 as by means of bolts 25. In the case of the single sheathed car, brackets, as 26, may be supplied to space the track outwardly from the sill 27 of the car into the position where they may support the door in the 70 necessary plane.

The floor of the car is shown at 28 and a threshold strip 29 to prevent wear of the floor in the door opening, as is usual in car structures. The result of the track structure and coacting rollers above described will be that when the door is opened and the rollers come into engagement with the offset portion 19 of the track projection, the door will be moved laterally away from the side 80 of the car and will be given ample clearance to prevent contact with the side of the car or with the external frame members 11 in the case of the single sheathed car.

Preferably the lintel 14 will be provided 85 with an offset corresponding in shape and position, relative to the door edge, with that in track 15.

A form of weather stripping for both edges of the door opening which will coact 90 especially with the door and track which are here disclosed is shown in Fig. 4.

The strip upon door post 30, which is at the forward edge of the door, is shown as an outwardly flared strip 31, stiffened at intervals by brackets such as shown at 32. To coact with the strip a nosing, as 33, is provided upon the front edge of the door which, when the door is brought closely adjacent to the plane of the door opening, 100 will catch under strip 31 and make a tight joint. At the rear edge of the door opening the weather strip may take the form illustrated at 34 in Fig. 4, or at 35 in Fig. 8. In either case a strip such as shown at 36 applied to the back edge of the door will lap 105 past the strip upon the door post if the door be brought closely adjacent to the plane of the door opening as it will be when the track disclosed is used. 110

In the case of the double sheathed car, as illustrated in Fig. 3, a stiffening bracket,

as 37, may be applied and the bracket and attaching member 16 of the track are shown as attached to the sill of the car, as by means of bolts 38.

5 It will be obvious from the above disclosure that the track, in combination with the rollers at the bottom of the door, will support the door in such a manner as to be moved without undue friction caused by
10 the door rubbing against the side of the car and moreover will be moved back into a plane closely adjacent the outer plane of the door opening to make it possible for the weather strips disclosed to engage properly.

15 I claim as my invention—

1. As an article of manufacture, a roller door track comprising a vertical attaching member, a generally horizontal roller guide bearing member and an outer depending

lip, a roller guide on said horizontal member, said guide being nearer the attaching member on the portion adapted to be engaged by the door when closed than on the portion adapted to be engaged by the door when open. 20

2. As an article of manufacture, a roller door track comprising a vertical attaching member, a generally horizontal roller guide bearing member, a roller guiding corrugation formed by pressing the material of said horizontal member upwardly, said corrugation being nearer the attaching member on the portion of the track adapted to be engaged by the door when closed than on the portion adapted to be engaged by the door when open. 25 30 35

ELLIS W. TEST.