

A. J. EGGLESTON.
DOOR HANGER TRACK.
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1,036,589.

Patented Aug. 27, 1912.

Fig. 1.

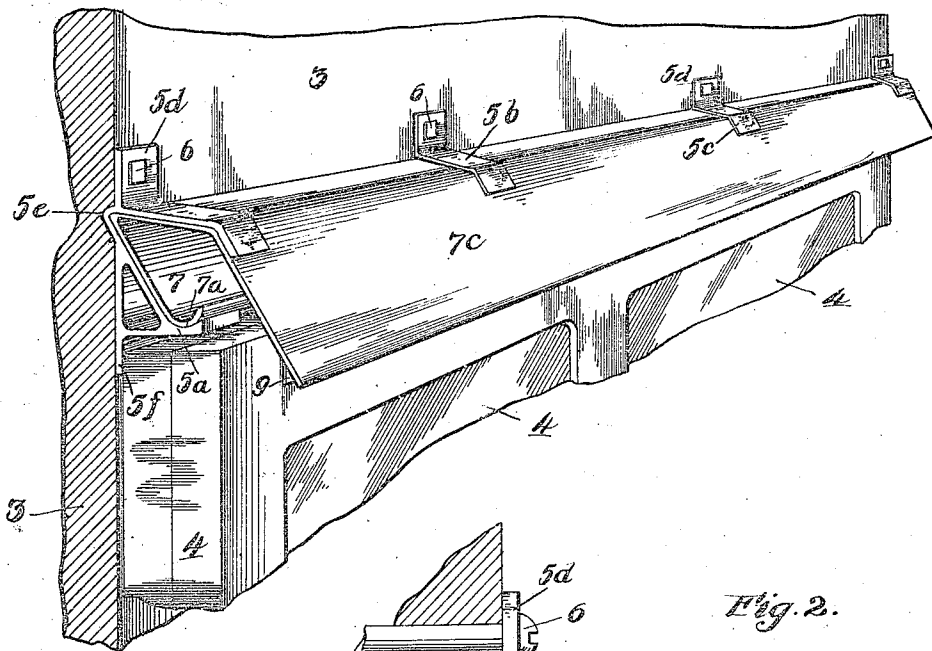
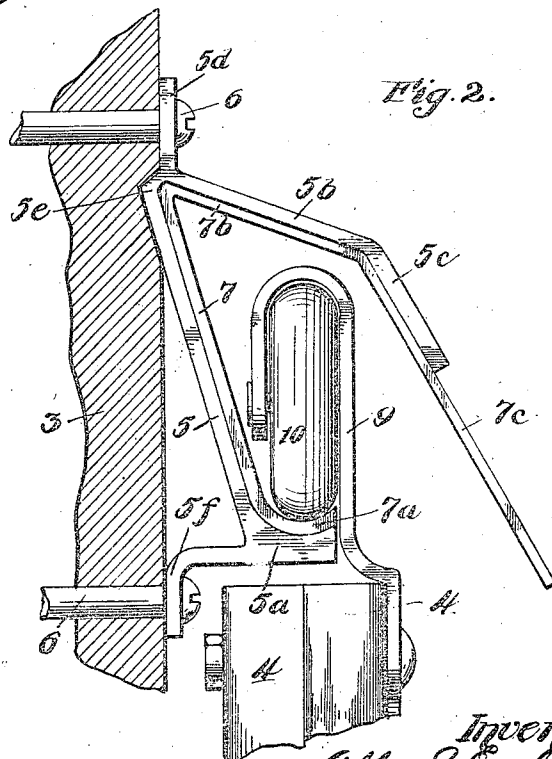


Fig. 2.



Witnesses:
M. H. Sullivan.
M. A. Milnd

Inventor:
Allen J. Eggleston
by Frederick Benjamin
Atty.

UNITED STATES PATENT OFFICE.

ALLEN J. EGGLESTON, OF AURORA, ILLINOIS.

DOOR-HANGER TRACK.

1,036,589.

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To all whom it may concern:

Be it known that I, ALLEN J. EGGLESTON, citizen of the United States, residing at Aurora, in the county of Kane and State of Illinois, have invented certain new and useful Improvements in Door-Hanger Tracks, of which the following is a specification.

This invention relates to improvements in the form, construction and manner of erecting or supporting track for door hangers of the type in which suitable sheaves or wheels are connected with a horizontally slidable door.

The especial object of the improvements which constitute the essential features of my invention is to provide a one-piece track that will provide a suitable run-way for the door-hanger mounted therein, and effectively exclude rain, snow and sleet from the upper edge of the door suspended from such hangers; also to so erect the track that the same elements cannot enter between the track and the face of the building from which it is hung or supported.

A further object is to provide a bracket which will furnish an efficient brace and support for the track and cooperate with the latter in its weather-excluding function.

In the accompanying drawing which forms a part of this application:—Figure 1 is a view in perspective of my improved track and supporting bracket with portions of a sliding door and the structure on which the track is erected; Fig. 2 is a view partly in section and partly in end elevation, showing my improved track and bracket with a door-hanger of conventional form in operative position the bracket being slightly modified from the form shown in Fig. 1.

Referring to the details of the drawing, 3 represents the wall of a barn, and 4 shows so much of a barn door as is necessary to illustrate the relative arrangement and advantages of my improved door hanger track.

The bracket or track supporting member is, preferably, a casting of the cross-sectional form shown, in which there is a rear wall, 5, inclined inwardly from its base 5^a to the outwardly and downwardly inclined top 5^b, and terminates in an outwardly flaring portion 5^c. At the top of the bracket is a vertical flange 5^d which is provided with a hole to receive one of the bolts 6 by which the bracket is connected with the structure.

3. A similar flange 5^d extends downwardly from the bottom of the bracket.

Projecting rearwardly at the upper end of the back wall 5 is an angular shoulder 5^e which extends the full width of the bracket and enters a suitable recess formed in the wall of the structure when the track is erected, the depth of the recess being sufficient to bring the rear face of the flanges flush with the face of the wall to which the bracket is bolted.

The track 7 is arranged within and supported by a suitable number of the brackets described. This track is formed of sheet metal so as to fit snugly the inner walls of the brackets, and has a curved bottom or tread portion 7^a which rests upon the base 5^a of the bracket. The top 7^b of the track inclines downwardly and the front wall 7^c extends below the bottom of the track and overhangs the upper edge of the door 4 so as to effectually protect both track and top of door from the elements.

Track end closures, stops and other devices commonly employed with the type of hangers to which my invention belongs are not shown because they are well known expedients in the art and form no part of my invention.

It will be apparent that when my improved track is properly erected so as to take advantage of my invention, there will be no open joint between the top of the track and the wall of the structure to which it is secured.

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

1. A track of the class described consisting of a single piece of metal having a wheel tread along one edge, an inclined rear wall, a top wall extending downwardly and outwardly from the supporting structure, and an inclined front wall overhanging and extending below the plane of the wheel-tread, and means for supporting said track.

2. A track consisting of a single piece of metal bent to form a concave wheel tread portion, a rear wall, and downwardly and outwardly inclined top and front walls, with the edge of the front wall extending below the plane of the wheel-tread, and means for supporting said track.

3. In a door-hanger, a track consisting of a single piece of metal bent to form a concave wheel tread portion; a rearwardly in-

clined back-wall, a downwardly inclined top wall, and a front wall substantially parallel with the rear wall and having its edge extending below the plane of the tread portion and spaced therefrom, and means for supporting said track.

4. In a door-hanger, a track having a wheel-tread portion along its inner edge, and an outwardly and downwardly inclined wheel housing overhanging said tread-portion, the outer edge of said housing extending below the plane of the tread portion, and a bracket for said track adapted to fit closely the walls of the track and having a rearwardly extending projection at its top adapted to be recessed in the wall of the structure with which it is connected for the purpose set forth.

5. In combination, a door-hanger track

consisting of a single piece of metal bent to form a wheel-tread along one edge offset from the structure on which said track is supported, and having a straight rearwardly inclined back wall, and straight downwardly and outwardly inclined top and front walls, and a bracket having walls conforming in shape to the walls of the track, having portions adapted to be secured to a supporting structure, and having a rearwardly extending shoulder at the junction of the back wall and top wall.

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

ALLEN J. EGGLESTON.

Witnesses:

W. H. EICHELMAN,
M. A. MILORD.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."