H. L. FERRIS.

BARN DOOR TRACK.

APPLICATION FILED AUG. 7, 1919.

1,355,548. Patented Oct. 12, 1920.

Fig. 2.

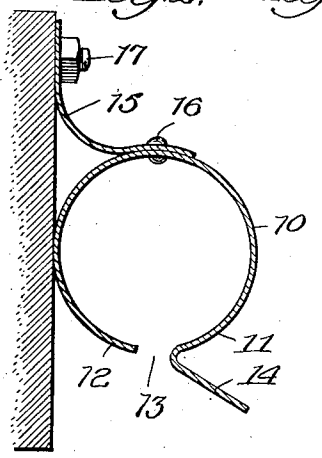


Fig. 1.

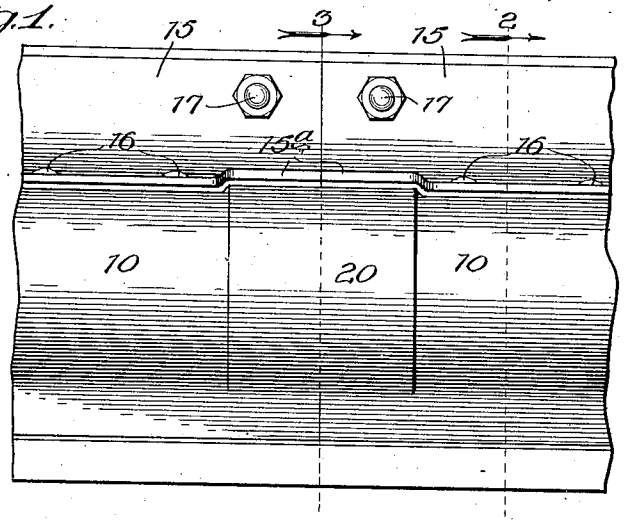


Fig. 3.

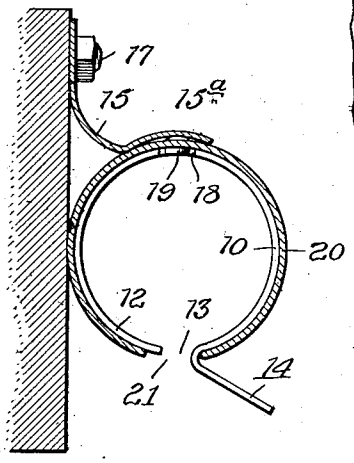


Fig. 4.

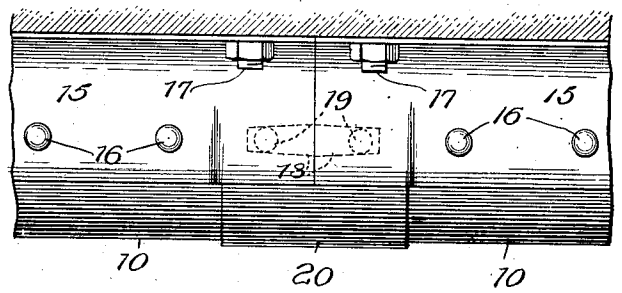


Fig. 5.

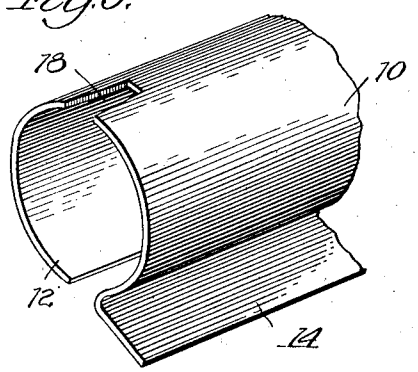
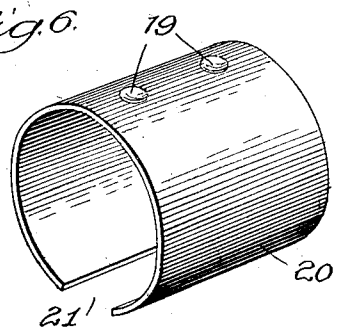


Fig. 6.



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UNITED STATES PATENT OFFICE.

HENRY L. FERRIS, OF HARVARD, ILLINOIS, ASSIGNOR TO HUNT, HELM, FERRIS & COMPANY, OF HARVARD, ILLINOIS, A CORPORATION OF ILLINOIS.

BARN-DOOR TRACK.

1,355,548. Specification of Letters Patent. Patented Oct. 12, 1920.

Application filed August 7, 1919. Serial No. 315,861.

To all whom it may concern:

Be it known that I, HENRY L. FERRIS, a citizen of the United States, residing at Harvard, in the county of McHenry and State of Illinois, have invented a new and useful Improvement in Barn-Door Tracks, of which the following is a specification.

This invention relates to barn door tracks and is fully described in the following specification and shown in the accompanying drawings in which,

Figure 1 is a front elevation of a joint between two sections of hanger track;

Fig. 2 is a transverse section on the line 2 of Fig. 1;

Fig. 3 is a transverse section on the line 3 of Fig. 1;

Fig. 4 is a plan view of the joint shown in Fig. 1;

Fig. 5 is a perspective view of an end of a section of track with the shield removed;

Fig. 6 is a perspective view of a coupling.

I have illustrated my invention in connection with a barn door track having sections, each of which is made up of a cylindrical member 10, having edges 11 and 12 separated to form a longitudinal slot 13, the outer edge 11 of which terminates in an outwardly and downwardly sloping apron 14. Each section is secured near the top to a longitudinally arranged shield 15 preferably by means of rivets 16. The shield has holes which are adapted to receive bolts 17 for supporting the sections of the track in longitudinal alinement.

The sections have at each end a notch 18 which I prefer to make tapering and which is adapted to receive a pin 19 which extends inwardly from a coupling 20. This coupling slidably surrounds an end of the section 10 as shown in Fig. 3 and has a longitudinal opening 21 substantially registering with the opening 13 in the track sections. The ends of the shields 15 are raised somewhat at 15^a in Fig. 1 to accommodate the coupling, and at the same time are made tight enough to give additional strength and stiffness.

It will be understood that sections of track of this kind require a good alining means for the abutting sections and more especially when the sections are made in short lengths which is the form in which I prefer to make them. The coupling is made so as to have a snug fit over the end of the section. Due to its form it can readily be sprung in or out a little to give it just the necessary tightness if for any reason it is a little too loose or too tight.

The sections are placed end to end with a coupling over each and guided so that the pins 19 enter the taping slots 18. The sections are then forced together until they meet when the pins will be snugly seated in the bottoms of the slots as shown in dotted lines in Fig. 1. The bolts 17 are then loosely put in place, the several sections alined and the bolts firmly set.

The arrangement of the cylindrical section 10 with the apron 14 and the shield 15 provides a good means for deflecting water from the hanger itself and from the door which is hung under the slot 13. This track is simple and efficient, is economical to manufacture, is easy to handle and adjust, and will not readily get out of order.

While I have shown and described but a single embodiment of my invention, it will be apparent that various changes may be made in the construction and arrangement. Modifications therefrom may be made which do not depart from the spirit and scope of the invention as disclosed by the appended claims.

What I claim as new and desire to secure by Letters Patent is:

1. In a door track, substantially cylindrical sections formed from a single piece of metal and having a longitudinal slot, one edge of the metal forming the sides of said slot being bent outwardly to form a protecting apron, and means exterior of said sections for connecting and lining the same whereby the hollow centers of said sections are unobstructed.

2. In a door track, substantially cylindrical sections formed from a single piece of metal and having a longitudinal slot, one edge of the metal forming the sides of said slot being bent outwardly to form a protecting apron, means exterior of said sections for connecting and alining the same whereby the hollow centers of said sections are unobstructed, and a supporting shield arranged above each of said sections and secured thereto.

3. In a door track, substantially cylindrical sections formed from a single piece of

metal and having a longitudinal slot, one edge of the metal forming the sides of said slot being bent outwardly and downwardly to form a protecting apron, means exterior of said sections for connecting and alining the same whereby the hollow centers of said sections are unobstructed, and a supporting shield arranged above each section and secured thereto.

4. In a door track, substantially cylindrical sections formed from a single piece of metal and having a longitudinal slot, one edge of the metal forming the sides of said slot being bent outwardly and downwardly to form a protecting apron, means exterior of said sections for connecting and alining the same whereby the hollow centers of said sections are unobstructed, and a supporting shield arranged above each section and of substantially the same length as each section and secured thereto.

5. In a door track, substantially cylindrical sections formed from a single piece of metal and having a longitudinal slot, one edge of the metal forming the sides of said slot being bent outwardly and downwardly to form a protecting apron, means exterior of said sections for connecting and alining the same whereby the hollow centers of said sections are unobstructed, and a supporting shield arranged above each section and of substantially the same length as each section and secured thereto along a line substantially opposite said slot.

6. In combination, two sections of door track adapted to register when placed end to end, registering notches in said ends and a coupling partially surrounding the ends of the sections and engaging said notches for alining the ends of the sections.

7. In combination, two sections of door track adapted to register when placed end to end, registering notches in said ends, and a coupling partially surrounding the ends of the sections and having pins engaging said notches for alining the ends of the sections.

8. In combination, two hollow sections of door track adapted to register when placed end to end, registering notches in said ends and a coupling partially surrounding the ends of the sections and having projections engaging said notches for alining the ends of the sections, whereby the hollow centers of said sections are unobstructed.

9. In combination, two sections of door track adapted to register when placed end to end, registering notches in said ends, and a coupling engaging said notches for alining the ends of the sections, and a shield arranged above each of said sections and partially covering said coupling.

10. In combination, two sections of door track adapted to register when placed end to end, registering notches in said ends, and a coupling engaging said notches for alining the ends of the sections, and a shield arranged above each of said sections and of substantially the same length thereof and having a raised portion at each end to permit the coupling to slide between said shield and section.

11. In combination, two sections of barn door track adapted to register when placed end to end, a coupling partially surrounding the ends of said sections and a shield of the same length as said section overlying each of said sections and raised at the ends to permit the coupling to slide between the section and shield.

12. In combination, two sections of barn door track adapted to register when placed end to end, a coupling partially surrounding the ends of said sections and a shield of the same length as said section overlying each of said sections and raised at the ends to permit the coupling to slide between the section and shield, and means for alining said sections.

HENRY L. FERRIS.