H. L. & H. J. FERRIS.

TRACK FOR DOOR HANGERS.

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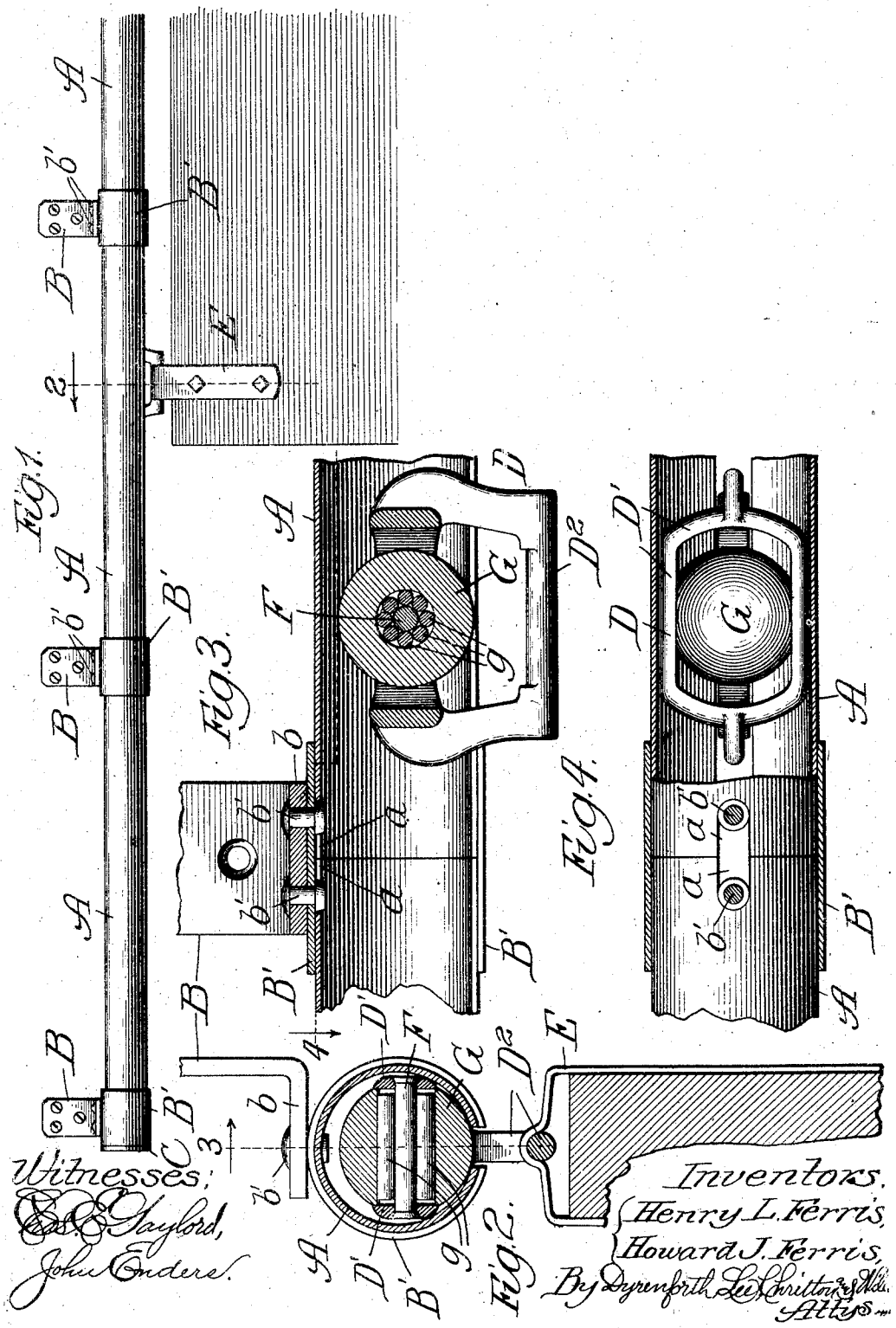
902,221. Patented Oct. 27, 1908.



UNITED STATES PATENT OFFICE.

HENRY L. FERRIS AND HOWARD J. FERRIS, OF HARVARD, ILLINOIS, ASSIGNORS TO HUNT, HELM, FERRIS & COMPANY, A CORPORATION OF ILLINOIS.

TRACK FOR DOOR-HANGERS.

No. 902,221. Specification of Letters Patent. Patented Oct. 27, 1908.

Application filed March 11, 1908. Serial No. 420,470.

To all whom it may concern:

Be it known that we, HENRY L. FERRIS and HOWARD J. FERRIS, citizens of the United States, residing at Harvard, in the county of McHenry and State of Illinois, have invented a new and useful Improvement in Tracks for Door-Hangers, of which the following is a specification.

Our invention relates to certain new and useful improvements in track for door-hangers, and is fully described and explained in the specification and shown in the accompanying drawing, in which:

Figure 1 is a front elevation of our improved track showing a door-hanger in place therein; Fig. 2 is a vertical section in the line 2 of Fig. 1; Fig. 3 is a vertical section in the line 3 of Fig. 2; and Fig. 4 is a section in the broken line 4 of Fig. 3 looking downward.

Referring to the drawings A represents a series of track-sections, each of which is substantially cylindrical in form and is slotted along its lower side as illustrated. Each of the sections has at each end a short slot *a* at the top, that is directly opposite to the main slot. A series of brackets B are provided suitable for attachment to the wall of the barn or other structure to which the track is secured, and each has a horizontally projecting web *b* which supports a depending substantially cylindrical sleeve B^1 slotted at its lower end to conform to the slot in the track A. The sleeves B^1 are secured to the horizontal web *b* by means of rivets b^1 the heads of which lie within the sleeves and engage with the slots *a* in the upper part of the track so as to aline the track-sections properly. The sleeves at the ends of the track are closed by caps, one of which is indicated at C. The track is assembled or erected in the following manner which is particularly simple and convenient. The first bracket is secured to the wall of the barn or other structure in the usual manner, a chalkline or other straight edge being usually provided to make the alining of the brackets simple and easy. After the bracket is secured in position, the first track-section is inserted in the sleeve thereof with the notch of the track-section engaging the rivet of the sleeve and the next bracket is slipped up over the opposite end of the first track-section and secured in place to the wall. The next section is then slipped into the opposite end of the sleeve of the second bracket and so on, until the track is completely erected. The door-hanger is then placed in position and the caps placed upon the track. It will be evident that this manner of assembling is exceedingly simple, in that it permits the track to be made in short lengths with the advantages of great convenience to the dealer arising from the fact that the sections can all be of standard length and readily packed in small space, the requisite number of sections being given to the user to enable him to assemble a track of the desired length.

Referring now to Figs. 2, 3 and 4, a suitable construction of hanger for use with our improved track will be seen illustrated, the hanger being generally indicated by the reference letter D. The hanger is of that type adapted to run within the hollow of the track and conform roughly to the curvature thereof, and it is provided with a projecting yoke extending through the slot in the lower portion of the track, which yoke is preferably pivotally connected to the door to be supported by means of straps E (Fig. 1). This construction is such that the hanger can run readily along the track and the door can be swung outward at will to serve as a canopy in front of the opening.

We realize that considerable variation is possible in the details of construction of our improved device, without departure from the spirit of our invention, and we do not intend therefore to limit ourselves to the specific form herein shown and described.

What we claim as new, and desire to secure by Letters Patent, is—

1. The combination with a series of short lengths of hollow cylindrical track each slotted on its lower face and adapted to receive internally a hanger, of a series of brackets for supporting the track-sections, each bracket having sleeves surrounding the lengths at the ends thereof and serving to support the lengths, the sleeves being slotted coincidently with the slots in the track-sections to permit the passage of projecting hanger-portions.

2. The combination with a series of short lengths of hollow track, each slotted on its lower face and being adapted to receive therein hangers, of a plurality of brackets for supporting and coupling the track-sections, each having a sleeve surrounding the

ends of adjacent sections and means for preventing relative rotation of the sections with respect to each other, each bracket-sleeve being slotted to permit the passage of a projecting hanger-portion.

3. The combination with a series of short lengths of cylindrical track slotted at the bottom and adapted to receive therein hangers, projecting portions of which can pass through the slot, of a series of brackets for coupling and supporting the sections, each having a sleeve surrounding the adjacent ends of the track-sections, and slotted coincidently with the slot in the section the brackets and sections having engaging projections and slots to prevent the rotation of the sections with respect to the brackets.

HENRY L. FERRIS.
HOWARD J. FERRIS.

In presence of—
E. B. HUNT,
CHAS. E. HUNT.