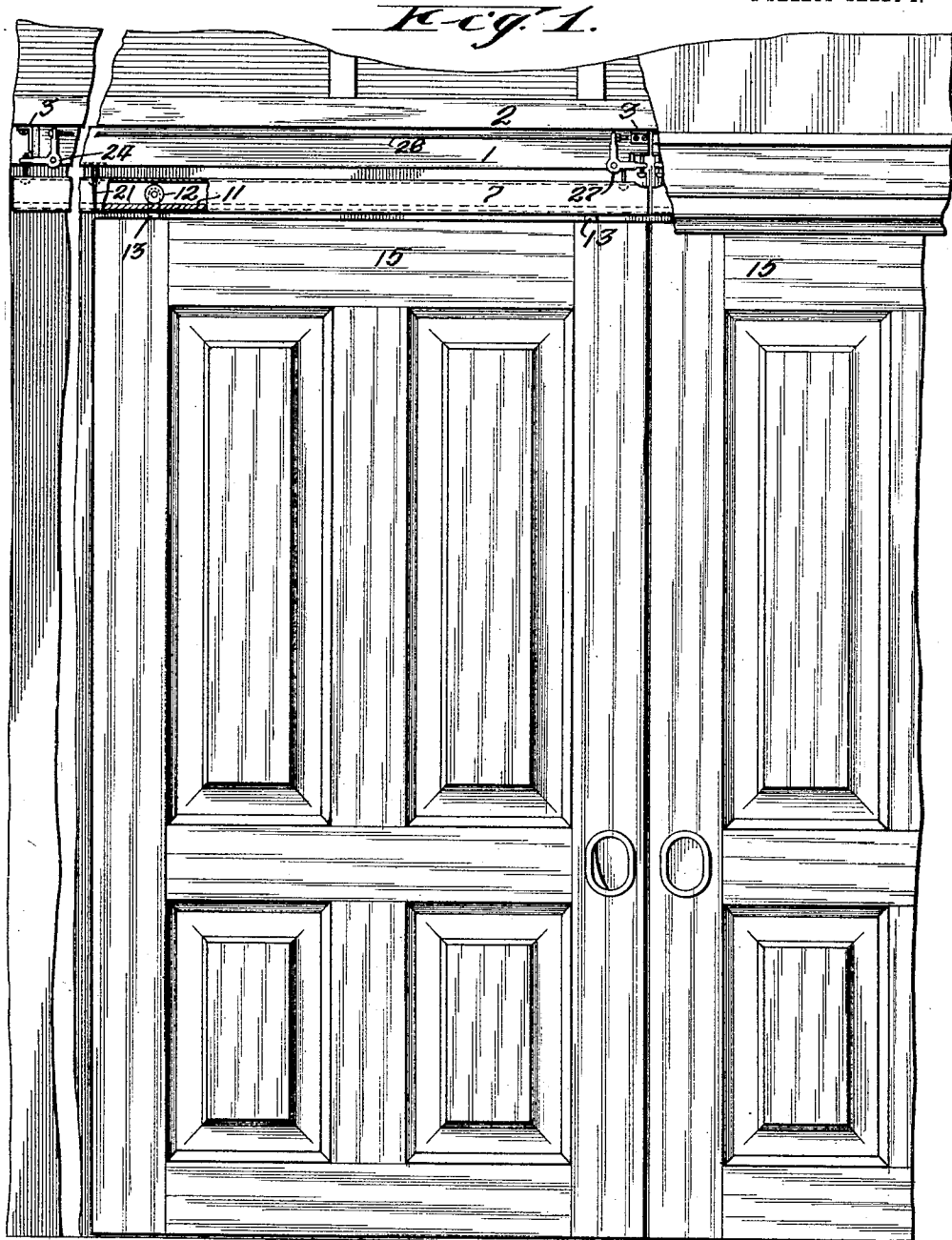


C. E. VAN SICKLE.
 DEVICE FOR ADJUSTING SLIDING DOOR TRACKS.
 APPLICATION FILED FEB. 27, 1911.

1,053,935.

Patented Feb. 18, 1913.

2 SHEETS—SHEET 1.



Witnesses

R. L. Harrington
J. D. Cumer

Inventor:

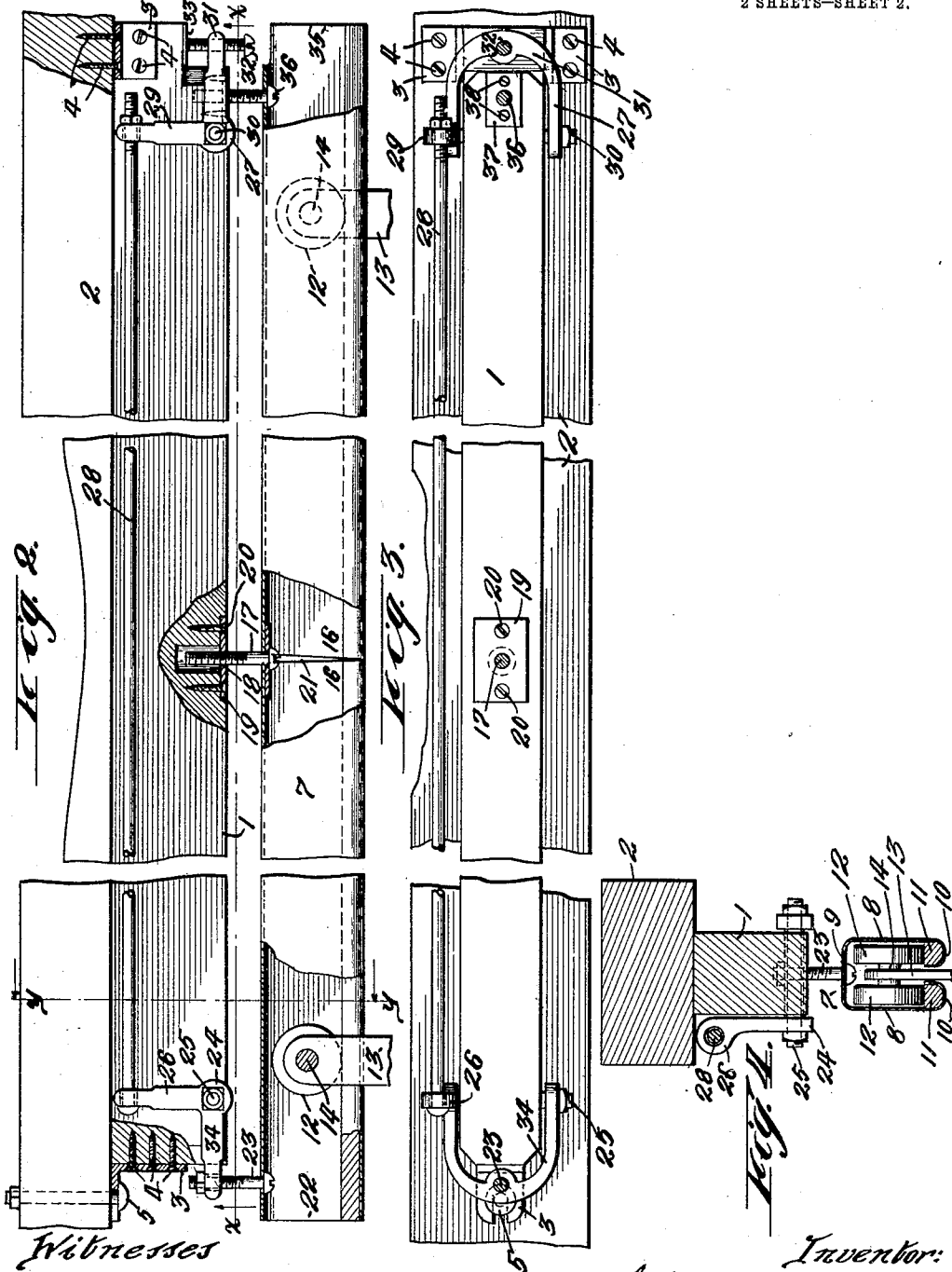
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UNITED STATES PATENT OFFICE.

CHARLES E. VAN SICKLE, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO
WILLIAM E. GUTENKUNST, JR., OF MILWAUKEE, WISCONSIN.

DEVICE FOR ADJUSTING SLIDING-DOOR TRACKS.

1,053,935.

Specification of Letters Patent.

Patented Feb. 18, 1913.

Application filed February 27, 1911. Serial No. 611,294.

To all whom it may concern:

Be it known that I, CHARLES E. VAN SICKLE, a citizen of the United States, residing at the city of Chicago, county of Cook, and State of Illinois, have invented new and useful Improvements in Devices for Adjusting Sliding-Door Tracks, of which the following is a specification.

My invention relates to improvements in devices for adjusting the supporting tracks or horizontally moving doors.

Experience has proven that supporting tracks, for this class of doors, as heretofore constructed, are liable to sag and get out of place in which case the doors are liable to contact with the floor or inclosing walls when such doors become difficult to move, and such tracks located between inclosing walls, when out of place, are difficult to repair.

The object of my invention is, therefore, to provide a device for readily adjusting all parts of a door supporting track, including those parts between the inclosing walls, as well as the exposed portion of such track from the exterior of the door inclosing walls.

The construction of my invention is further explained by reference to the accompanying drawings in which—

Figure 1 represents a front view of a portion of a pair of doors, and one portion of the door supporting track in connection with my device for adjusting the same. Fig. 2 is a side view of that portion of my device shown above one of the doors on the left of Fig. 1, it being understood that a duplicate of said device is located above the door shown upon the right of Fig. 1, part broken away to show the interior construction. Fig. 3 represents a bottom view of the device drawn on the line $x-x$ of Fig. 2, looking upwardly, and Fig. 4 represents a transverse section drawn on line $y-y$ of Fig. 2.

Like parts are identified by the same reference numerals throughout the several views.

1 represents a stationary horizontal rail from which my adjustable track is suspended. The rail 1 is connected at its respective ends with a stationary beam 2, of the wall by the brackets 3, 3, which brackets are connected with said members 1 and 2 by

screws 4, 4 and bolt 5, in the ordinary manner.

7 represents a track which is preferably made U-shaped in cross section, comprising the vertical side walls 8, 8, horizontal connecting member 9, and inwardly projecting flanges 10, 10, which flanges are preferably provided with a pair of longitudinal members 11, 11, formed of wood or the like upon which the rollers 12, 12 are adapted to run as the doors are moved toward the right and left.

13 are hangers which are connected at their upper ends with the roller shaft 14, and at their lower ends with the doors 15, 15, said doors, hangers and rollers being substantially of ordinary construction. The tracks for each door, where two doors are used, are preferably formed of two separate parts or sections, the abutting ends of which are supported in close proximity to each other from the stationary rail 1 by the screw 17 operating in the threaded socket 18, and the screw threaded socket 18 is supported by a plate 19 and screw 20, a slight space 21, being preferably left between the opposing ends of said track sections, whereby the said ends are free to be moved slightly upwardly and downwardly by turning said screw 17 upwardly and downwardly in its screw threaded socket 18. It will be understood that the abutting ends 16, 16, of the track, are located in close proximity to, or in alinement with the outer edges of the opposing wall between which the door is adapted to move, as shown upon the left of Fig. 1. The inner end 22 of the track, is adjustably supported from the inner end of the rail 1 by the bolt 23, bell crank lever 24, and pivotal bolt 25. The upper arm 26 of said bell crank lever, is connected with the bell crank lever 27 through the connecting rod 28, and the upper arm 29 of said last named bell crank lever, and said last named bell crank lever 27 is pivotally supported on the rail 1 by the bolt 30, while the lower arm 31 of said bell crank lever 27 is provided with an adjusting screw 32 which has threaded bearings in the arm 31, and bears at its upper end against the lower surface of the shoulder 33 of the rail 1, whereby, as said screw 32 is turned inwardly against said shoulder, said arm 31 will be forced downwardly, whereby the arm 29, rod 28 and arm

26 will all be drawn toward the right, whereby the lower arm 34 of the bell crank lever 24 will be raised and motion will be communicated from said arm 24 to the inner end 22 of the track, whereby the inner end of said track may be raised, while by a reverse motion of said screw 32, the inner end 22 of said track will be lowered, thus it is obvious that the inner end 22 of the track may be readily adjusted upwardly and downwardly by turning the screw 32 upwardly and downwardly in the arm 31. The outer end 35 of said track 7 is suspended from said stationary rail 1, by the screw 36, and said screw 36 has threaded bearings in the plate 37, which plate is rigidly secured to the under side of the rail 1 by screws 38, whereby the outer end of said track may be raised, lowered and adjusted by turning said screw 36 upwardly and downwardly in said plate. In view of the fact that said track 7 is formed in two parts which are pivotally suspended from the rail 1, either end of said track sections is free to be raised, lowered or adjusted without moving any portion of the other track section.

Thus it is obvious that by the device shown, the track and track supporting mechanism may, at all times, be readily adjusted higher or lower as occasion may require by simply adjusting the screws 32 and 36, and the difficulty heretofore experienced in adjusting that portion of the track which is

inclosed between the opposing walls, is avoided.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent, is—

In a device for adjusting the wall inclosed ends of a door supporting track from its exterior protruding end, the combination of a stationary door supporting rail, a bell crank lever, a bolt for pivotally supporting said lever on said rail, means including a screw bolt for connecting the horizontal arm of said lever with the wall inclosed end of said track, another bell crank lever located outside of said walls, a bolt for pivotally connecting said last named bell crank lever with the protruding end of said rail, a rod connected at its respective ends with the vertical arms of said bell crank levers, a screw adjustably connected with the horizontal arms of the exposed bell crank lever, said screw being adapted to bear at one end against said track supporting rail, whereby, as said screw is turned upwardly and downwardly in said horizontal arm, the wall inclosed end of said track will be raised, lowered or adjusted.

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

CHARLES E. VAN SICKLE.

Witnesses:

EDNA OLSON,
IDA BIERDERNANN.

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