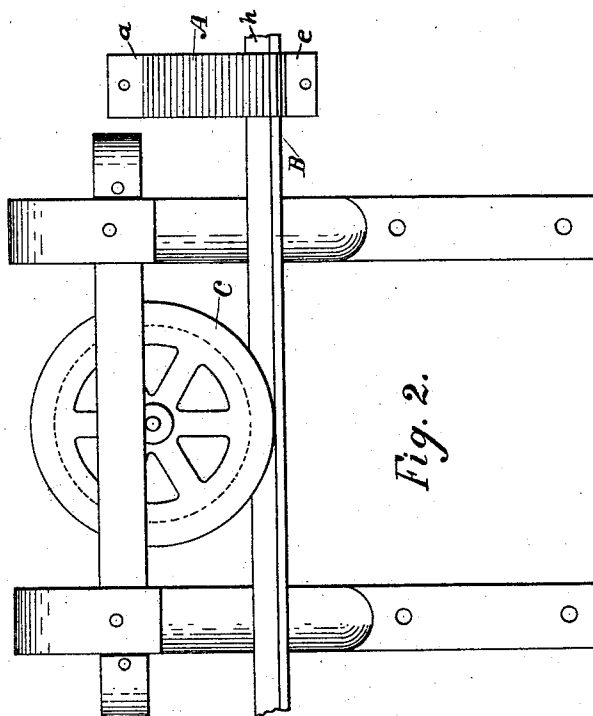
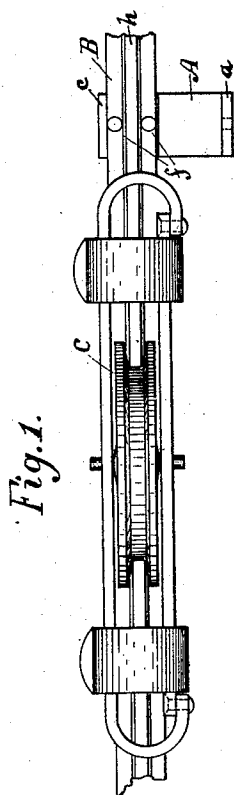
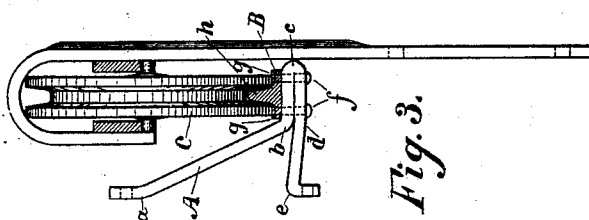
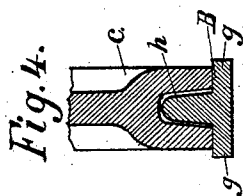


(No Model.)

L. T. WILCOX.
TRACK FOR SLIDING DOORS.

No. 472,662.

Patented Apr. 12, 1892.



WITNESSES:

Oscar B. Kamm
J. P. Light

INVENTOR

Lewis J. Wilcox.

UNITED STATES PATENT OFFICE.

LEWIS T. WILCOX, OF JACKSON, MICHIGAN.

TRACK FOR SLIDING DOORS.

SPECIFICATION forming part of Letters Patent No. 472,662, dated April 12, 1892.

Application filed May 21, 1891. Serial No. 393,531. (No model.)

To all whom it may concern:

Be it known that I, LEWIS T. WILCOX, a citizen of the United States, residing at Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Tracks for Sliding Doors; and I do hereby declare the following to be a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to tracks for sliding doors and the like; and it consists in the construction, combination, and arrangement of parts, as fully hereinafter set forth and claimed.

The objects of the improvements hereinafter described are to produce a strong, neat, and inexpensive track and supporting bracket, to reduce the friction of hanger-wheel and track, and to produce a track suitable for use with the several different kinds and makes of door-hangers.

Referring to the drawings, Figure 1 is a plan view of a bracket and a short portion of the track with a hanger in position. Fig. 2 is a rear elevation of the same. Fig. 3 is an end elevation of the same, and Fig. 4 is an enlarged sectional end view of the track with fragmentary portion of a wheel in position.

A is a bracket. B is the track supported thereon and secured thereto, and C is the hanger-wheel, traveling on the track B. The bracket A is a simple section of bar iron or steel of the peculiar form illustrated in the drawings. The short vertical portion shown at *a* serves as a flange for attachment to the wall. The member then extends obliquely downward to the part *b*, then extends directly outwardly to *c*, is then bent downward and under and extends directly inwardly to *d*, then extends, preferably slightly upward and inwardly, to *e*, and then extends directly downwardly, terminating in a short vertical flange for attachment to the wall.

The chief essential characteristic of the bracket A is the parts *b*, *c*, and *d*, which are folded together, rendering that portion of the bracket very rigid and strong and forming a horizontal shoulder or support for the track B. The track B is a section or series of sec-

tions of iron or steel of the form shown, and consists of a vertical rib *h* and horizontal flanges *g g*. The rib *h* is preferably tapering upwardly, broadest at its base, and semicircular at its top. The track B rests upon the bracket A, as shown, and is secured thereto by suitable rivets or bolts *f*, which pass through all the parts, as shown in drawings, and the heads of the rivets or bolts *f* are countersunk in the flanges *g* to present a flat or smooth surface. The bracket is capable of being easily and cheaply formed and punched, and, being of wrought metal, is extremely strong and durable. The strength is largely consequent upon the peculiar construction of the parts *b c d*, which, being double, gives great rigidity to the bracket and at the same time affords a direct support for the track, relieving the fastening rivets or bolts from all vertical strain. The track B is likewise of wrought metal, is inexpensive, and, being constructed with a wide vertical rib and horizontal flanges, is extremely strong and rigid and capable of sustaining great weights and horizontal strains.

The parts being so formed and secured, it is intended to operate as follows: The flanges *a e* being secured to the wall, the hanger-wheel or traveler C, having a deep peripheral groove placed thereon, will ride upon its periphery on the flanges *g g*, the rib *h* serving only as a guide and greatly reducing the friction between the parts. Should the peripheral groove of the traveler C not be of a sufficient depth to permit the periphery to rest upon the flanges *g g*, it will then rest and travel upon the semicircular top of the rib *h* in the usual manner.

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

The bracket having an inclined member terminating in a vertical flange, a horizontal member terminating in a similar flange, and a horizontal bearing formed by folding the parts together, in combination with a track having the rib *h* and flanges *g g*, substantially as described.

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

LEWIS T. WILCOX.

Witnesses:

OSCAR J. R. HANNA,
CHAS. H. BROWNE.