

(No Model.)

W. J. LANE.
DOOR HANGER.

No. 299,149.

Patented May 27, 1884.

Fig. 1.

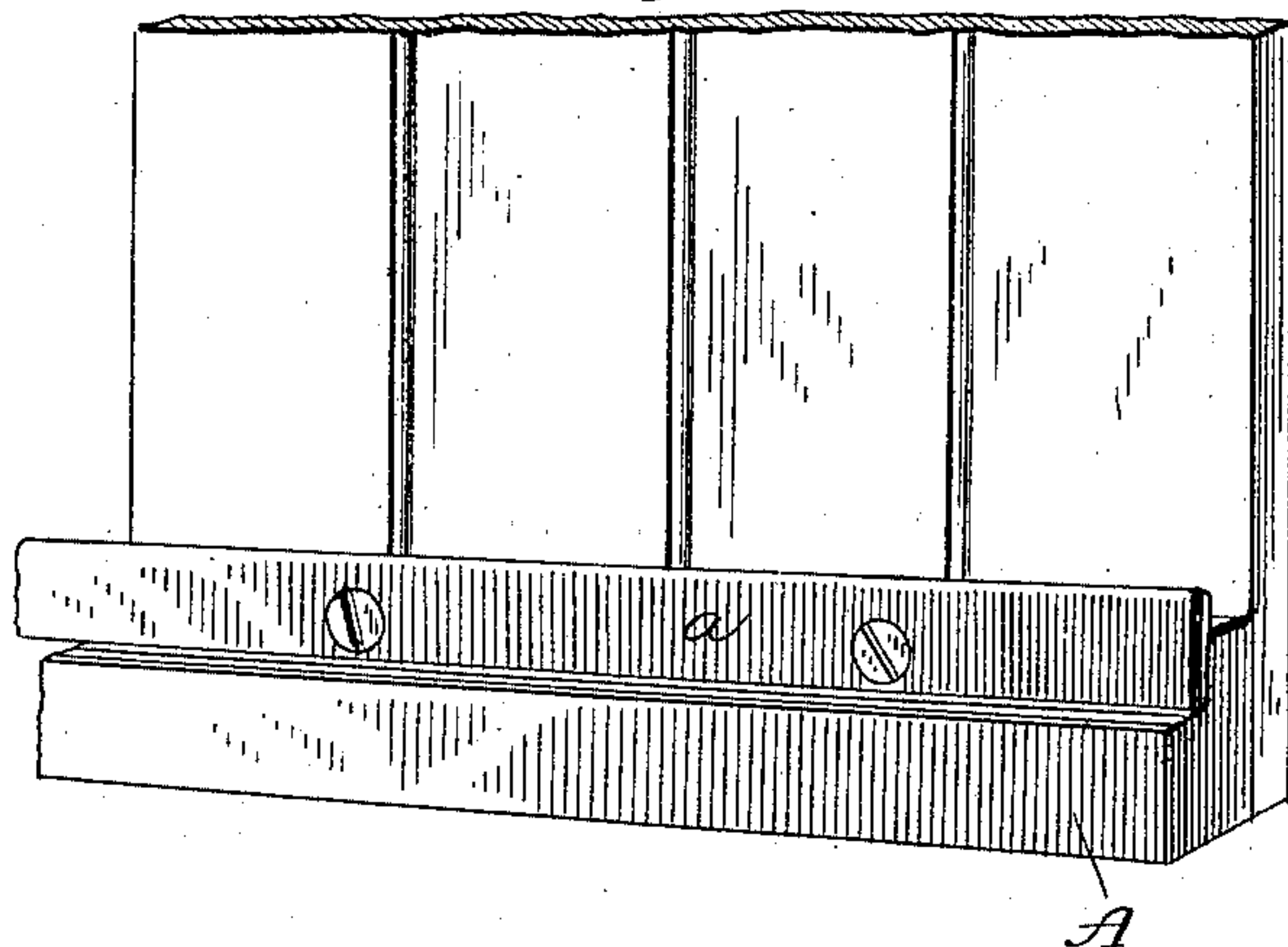


Fig. 2.

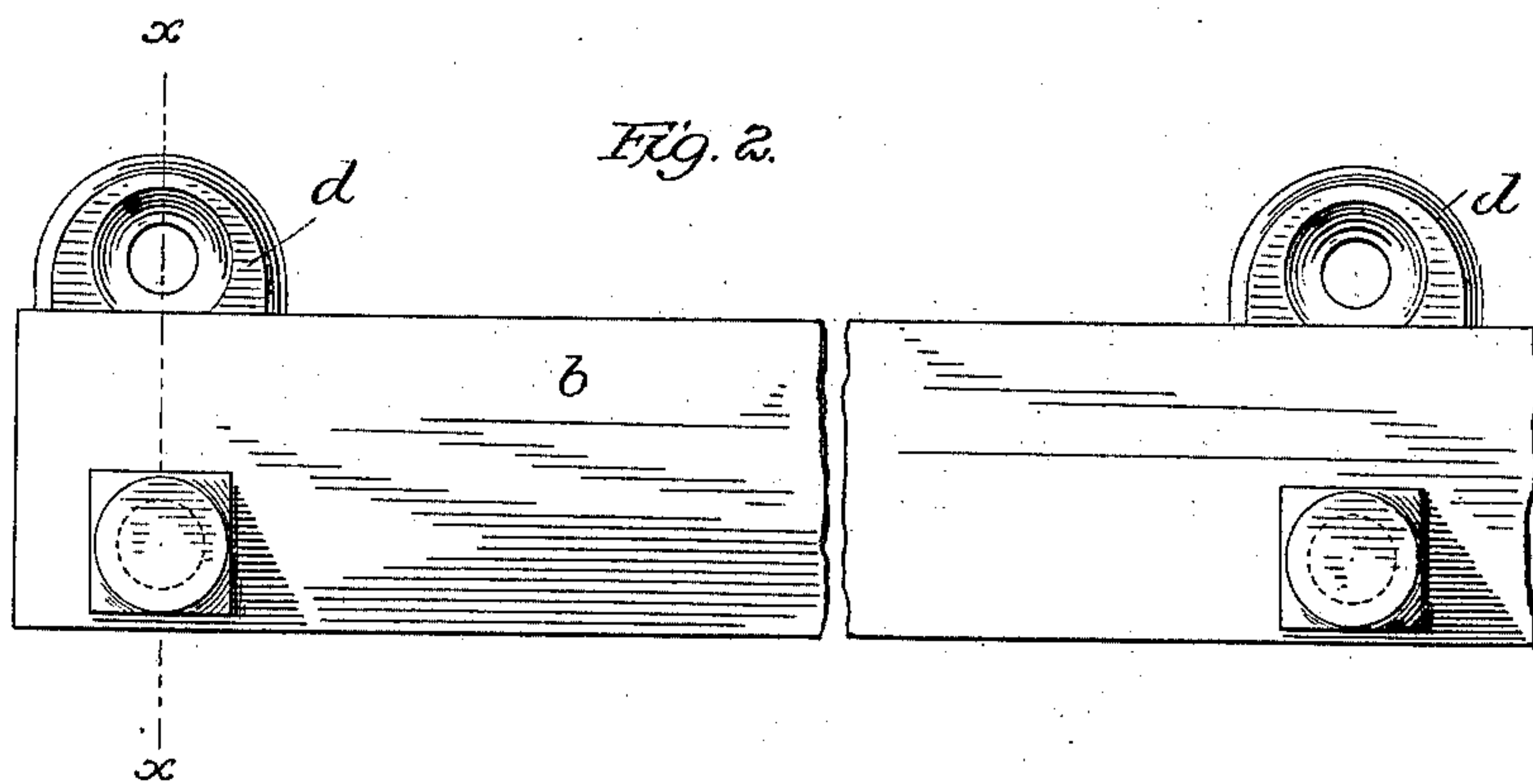
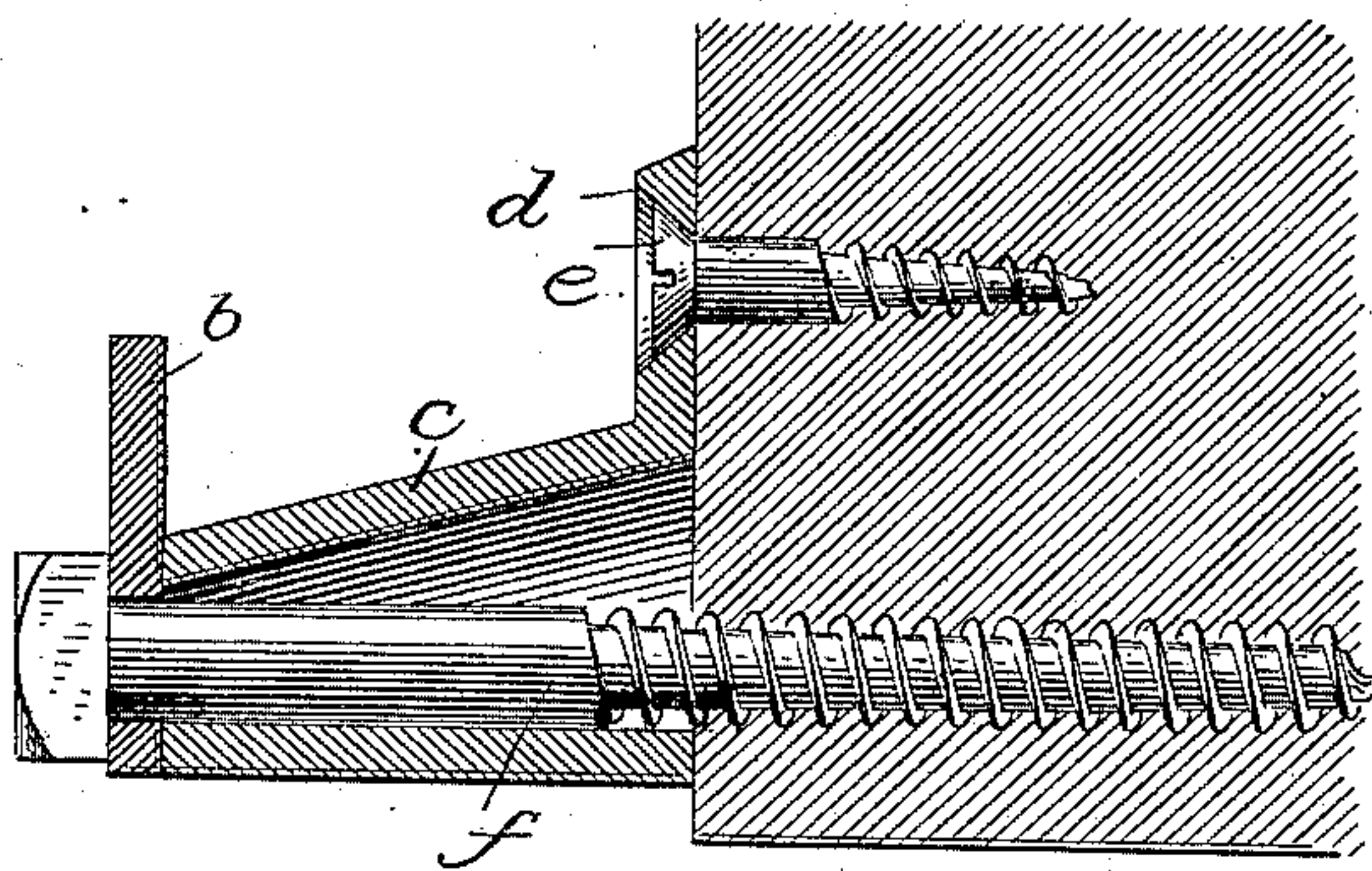


Fig. 3.



Attest:
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UNITED STATES PATENT OFFICE.

WILLIAM J. LANE, OF POUGHKEEPSIE, NEW YORK.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 299,149, dated May 27, 1884.

Application filed February 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. LANE, of Poughkeepsie, in the county of Dutchess and State of New York, have invented a new and useful Improvement in Rail-Support for Door-Hangers; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to a support for the track to a door-hanger. It is intended to be applied to the form of door-hanger shown in an application filed by me in the United States Patent Office on the 21st day of January, 1884, Serial No. 118,228.

The object of the invention is to furnish a simple and inexpensive support, easy to put up, firm and durable, and one which will not catch and hold rain, snow, or dirt, and will not be liable to decay.

In the accompanying drawings, Figure 1 illustrates the old method of putting up such rails. Fig. 2 shows a front elevation, and Fig. 3 a transverse section, of my improved bracket with the rail attached, a section being taken on line *x x* of Fig. 2.

In the form shown in Fig. 1, the rail *a* is supported on the wooden rail or scantling *A*, which latter is screwed or nailed to the framework of the partition or building. The rail *a* necessarily projects a little above the upper surface of the wooden part *A*, and this forms a gutter adapted to catch and retain rain or snow or anything that may fall therein. This is the construction in general use. This, besides being objectionable in itself, causes decay; and, further, this special form of wooden rail requires care in fitting, and considerable labor must be expended in fixing it in place, and this evil I avoid or lessen by my improved bracket or support.

The rail *b*, shown in connection with this invention, is of ordinary form, about one and one-fourth by three-sixteenths of an inch in cross-section. Holes to fasten it to the building are made, preferably, about one foot apart and close to the lower edge.

The supporting devices consist of brackets preferably of the form shown in Fig. 3. They consist of the tubular part *c*, and an ear or ears having a hole adapted to receive a screw. The ear is indicated at *d*. The precise form

shown in the drawings is what I prefer; but this precise form is not material. The bracket is applied with the ear upward, and an ordinary screw, *e*, holds this to the building. The lower screw, *f*, like an ordinary coach or lag screw, passes through the rail and through the tubular part of the bracket into the wood.

In applying the track to the building, the door is first secured temporarily in the position it is to occupy when hung. The track is next placed against the building with its lower edge about one-eighth of an inch above the top of the door. Marks are then made on the building through the holes in the track, and holes bored for the large screws. Holes are also bored above these for the wood-screws, which are to pass through the ears. The brackets are then secured in position by a wood-screw in each. After securing the sleeve by a screw, the track is placed into position, and the large screws or bolts are put through the track and through the tubular part of the bracket into the wood. This brings the lower surface of the bracket one-eighth of an inch above the door. The track being thus secured, the hangers are next fastened to the door with the wheels resting on the track. The temporary supports of the door are then removed and the door is securely hung and cannot be derailed, as the lower surface of the track is free from obstructions and presents a uniform surface, the door moving closely thereto.

It will of course be obvious that any kind of bolts or screws suitable to the purpose may be used instead of those shown and described.

What I claim is—

The combination, in the support for a door-hanger, of a rail, a series of brackets interposed between the rail and the building, both rail and brackets being directly secured to the building by independent fastening devices, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM J. LANE.

Witnesses:

B. F. RAYMOND,
J. H. SCHICK.