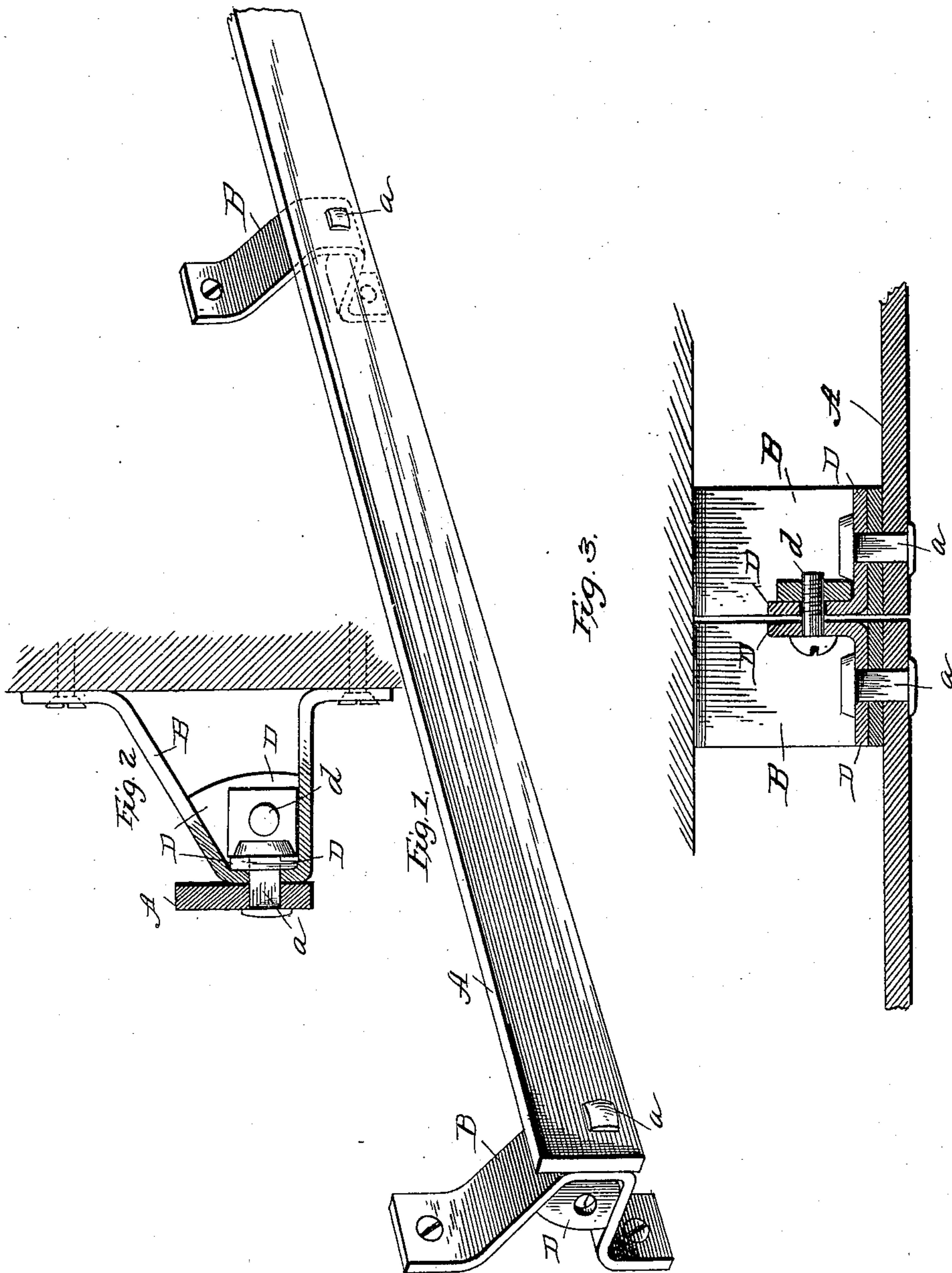


(No Model.)

J. G. LANE.  
DOOR HANGER TRACK.

No. 407,357.

Patented July 23, 1889.



Attest  
*Malvern Donahoe*  
F. L. Middleton

Inventor  
John G. Lane  
by *Ellis Spear*  
Atty.

# UNITED STATES PATENT OFFICE.

JOHN G. LANE, OF POUGHKEEPSIE, NEW YORK.

## DOOR-HANGER TRACK.

SPECIFICATION forming part of Letters Patent No. 407,357, dated July 23, 1889.

Application filed May 1, 1888. Serial No. 272,406. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN G. LANE, of Poughkeepsie, in the county of Dutchess and State of New York, have invented a new and  
5 useful Improvement in Door-Hanger Tracks; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention is an improved track for  
10 door-hangers. These tracks are manufactured in suitable lengths in condition ready to be put up; and it is the object of the present invention to provide simple and effective means for securing the sections to each other.

15 My invention is shown in the accompanying drawings, in which—

Figure 1 shows a perspective view of a section of track; Fig. 2 an end view, partly in section; and Fig. 3, a horizontal sectional view.

20 In the drawings, A represents the rail, which consists of a plain bar set on edge. This, for the purpose of supporting the tracks of a sliding door, requires to be supported a little distance from the walls. To give support in  
25 this position, brackets B are used, these being formed out of strap-iron, in the form shown, in which the legs are bent outwardly at the ends to form feet which bear against the wall. A plain face is formed on the other part of  
30 the bracket as a bearing for the rail, this face being parallel to the plane of the feet. The rail is connected to these brackets peripherally, as shown and described in an application filed by me on the 3d of September,  
35 1888, No. 284,461; but it will be understood that I do not limit myself to any particular fastening for the bracket and rail, nor to the particular form of bracket shown.

40 The track is usually made in sections less in length than that required for a door, and the sections require for the best effect a firm connection in order to furnish a track of uni-

form strength. For this purpose I provide a clip D, formed of a single piece of sheet metal bent at right angles. One end has parallel  
45 sides and fits against the inner vertical face of the bracket opposite the rail, and is held thereto by the same bolt or rivet which holds the rail to the bracket. The other end is made to conform to the opening in the bracket,  
50 so that when in place its edges may bear against the inner faces of the bracket-legs, and thus stiffen the bracket. A hole is made through this end to receive the bolt *d*. The inner end of the rail is flush with the edge of  
55 the bracket and the outer face of this end of the clip, and the sections thus made are connected to each other by passing the bolt through the adjacent clips of the two sections placed side by side. A nut on the bolt holds  
60 the sections securely together, and the bolt, by reason of the clip fitting the bracket and having bearings on the legs thereof, forms practically a splice to resist vertical strain as well as to afford a longitudinal connection.  
65 The feet are perforated to receive screws which hold them to the wall.

I claim as my invention—

In combination with the rail A and brackets B, a coupling-clip the ends of which are  
70 bent at right angles to each other and provided with holes, one of which receives the rivet which holds the rail to the bracket, and the other lies between the legs of the bracket and is provided with a bolt to connect it to  
75 the adjacent section, substantially as described.

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

JOHN G. LANE.

Witnesses:

GEO. H. SHERMAN,  
J. W. RUST.