

(No Model.)

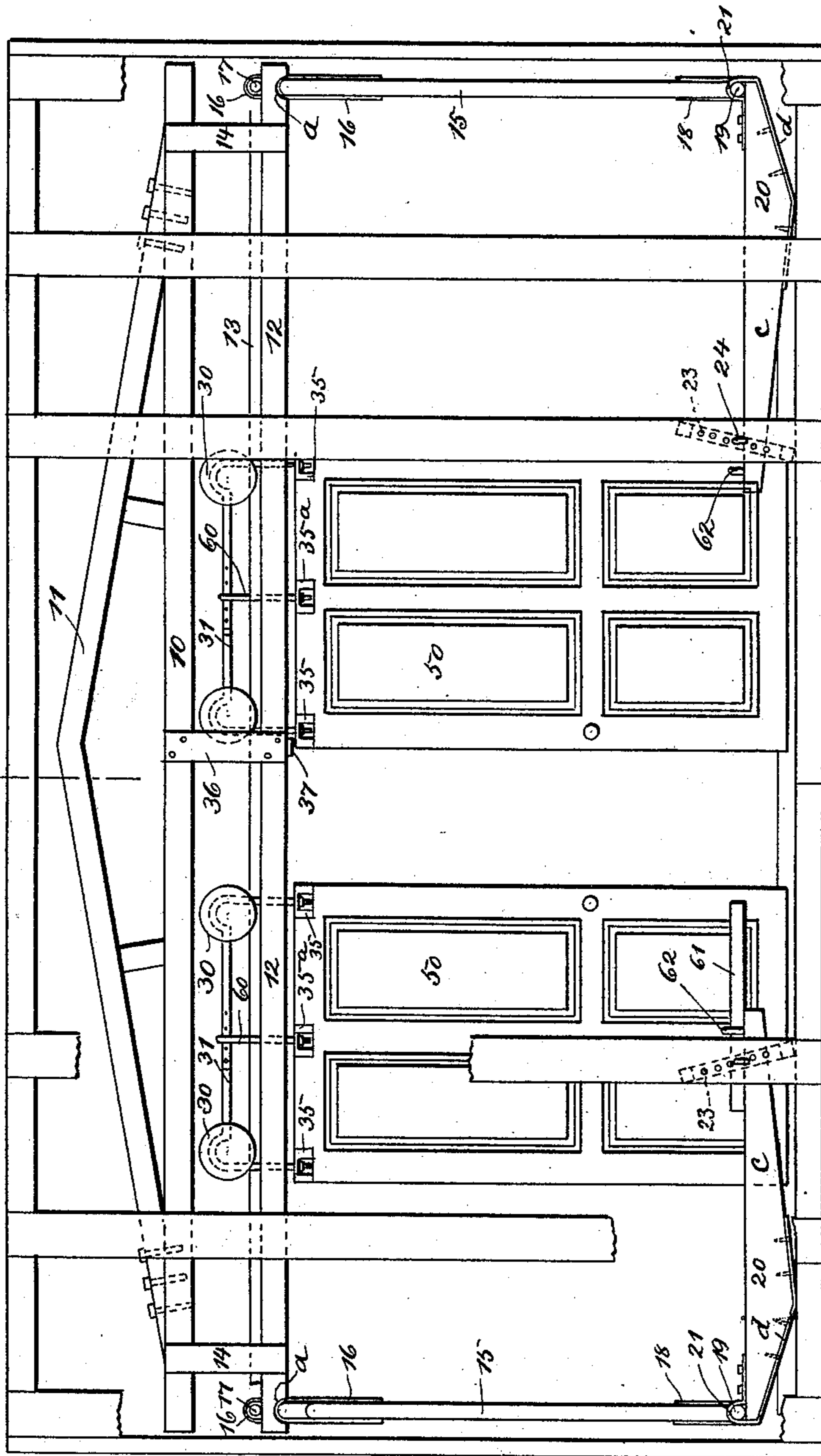
2 Sheets—Sheet 1.

H. P. TALBOT.
ADJUSTABLE DOOR HANGER TRACK.

No. 424,145.

Patented Mar. 25, 1890.

Fig. 1.



WITNESSES:

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(No Model.)

2 Sheets—Sheet 2.

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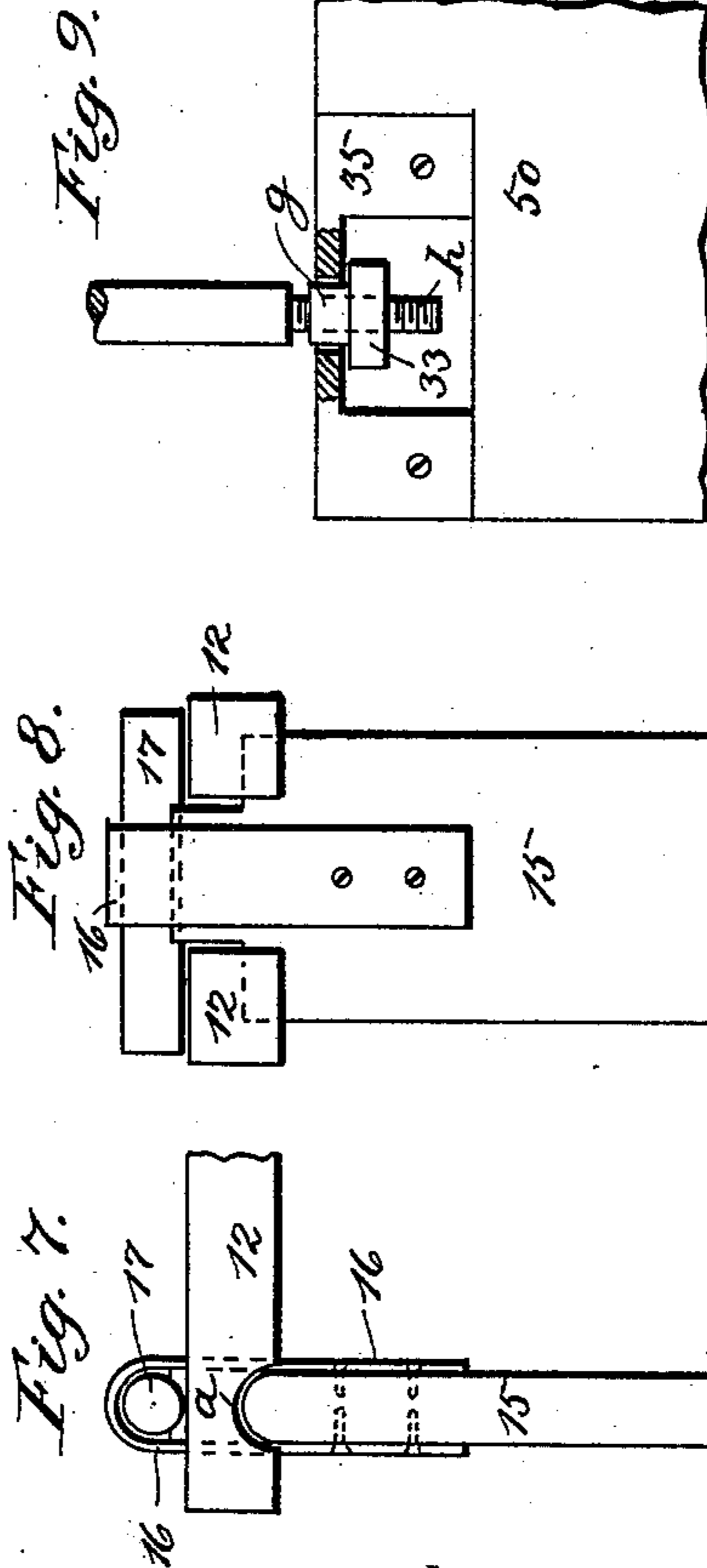
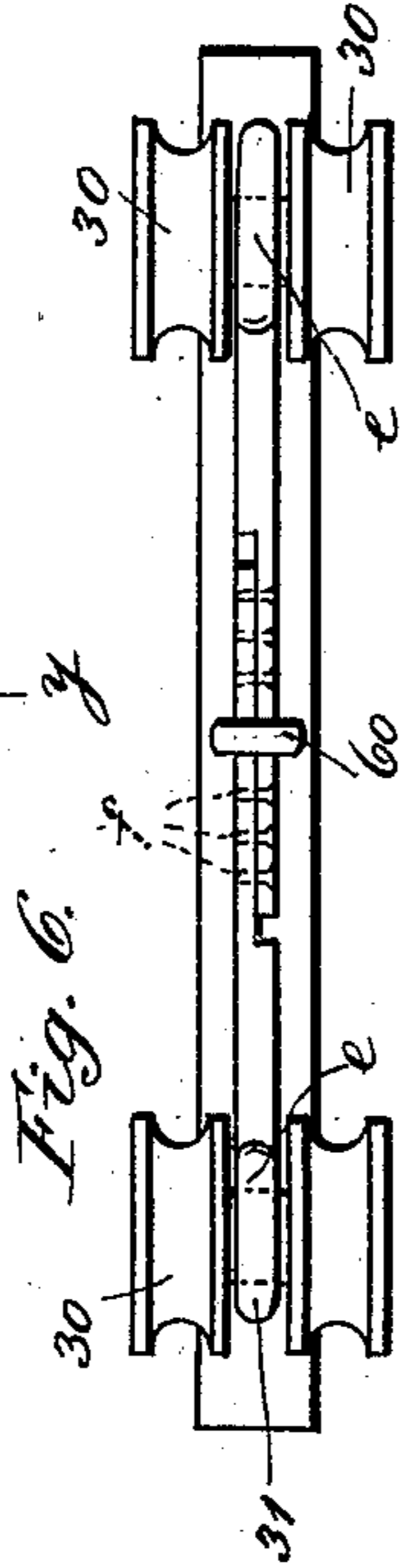
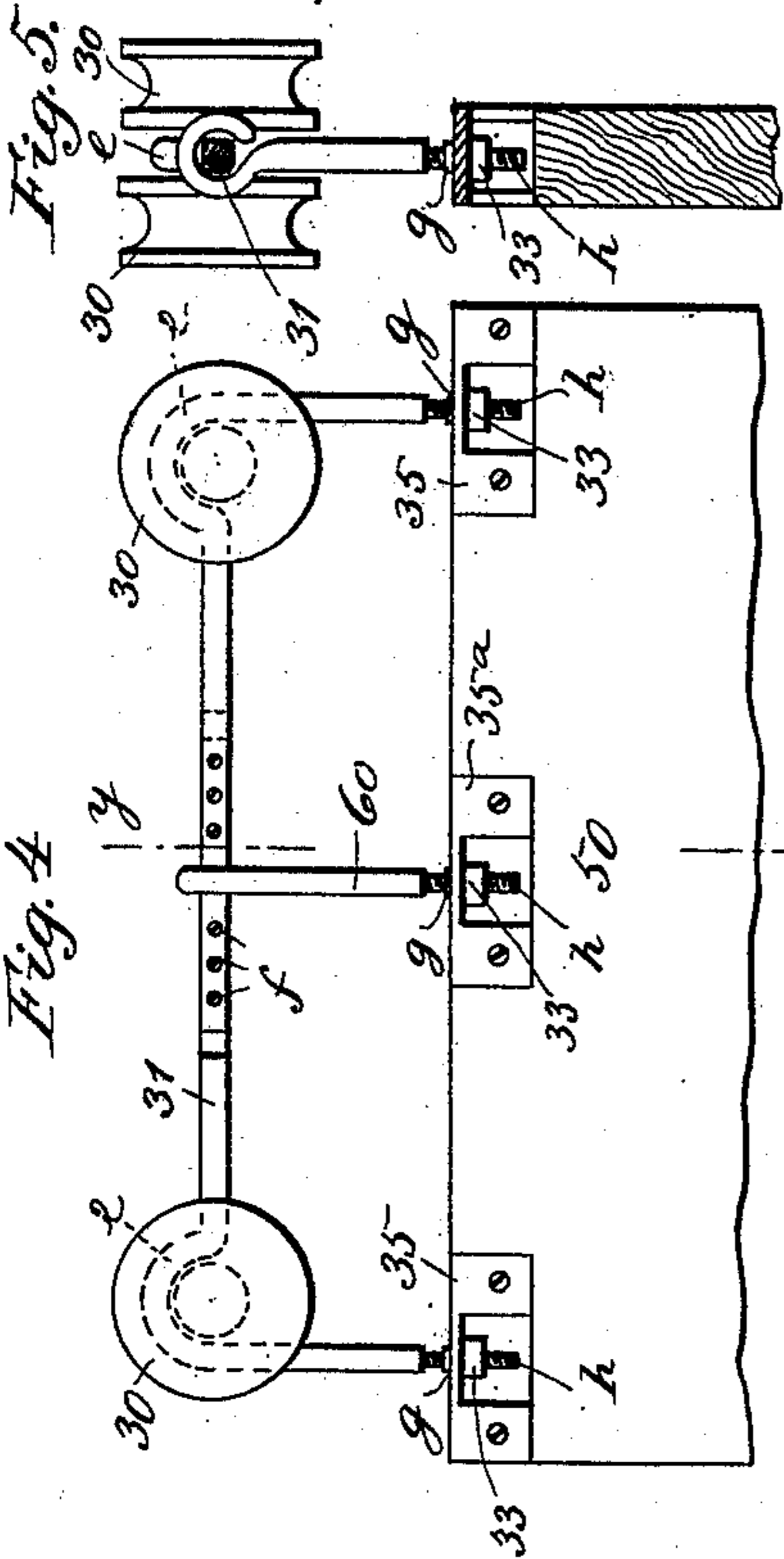


Fig. 3.

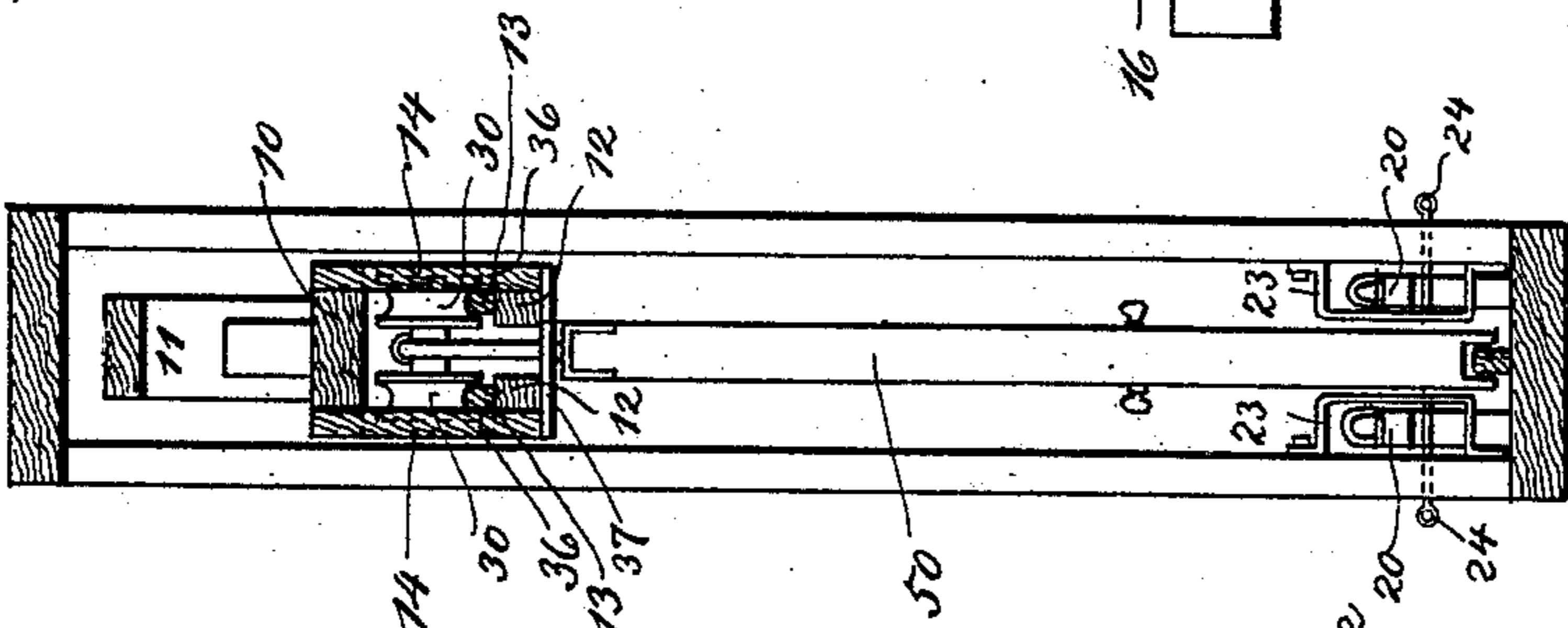


Fig. 2.

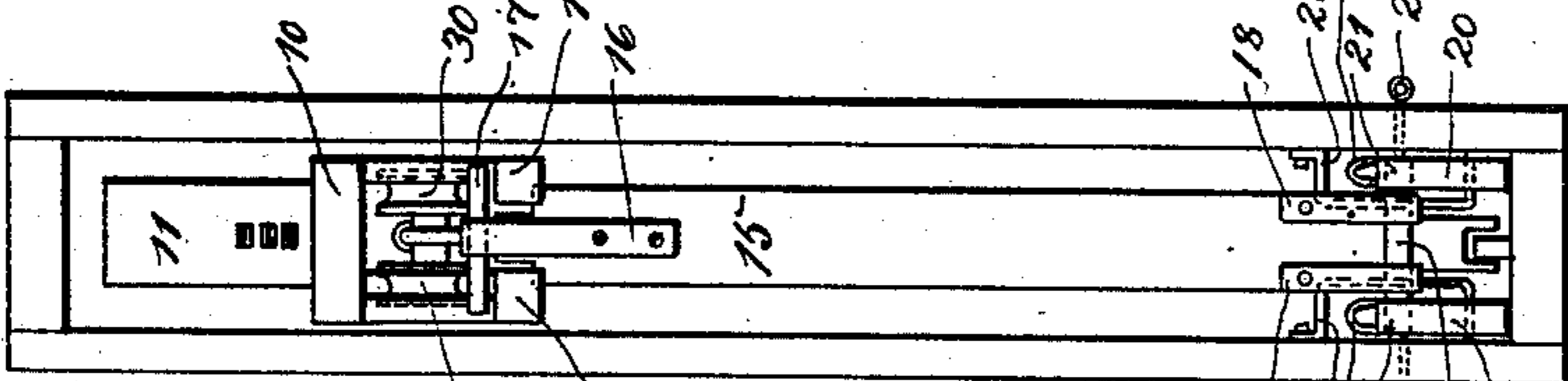
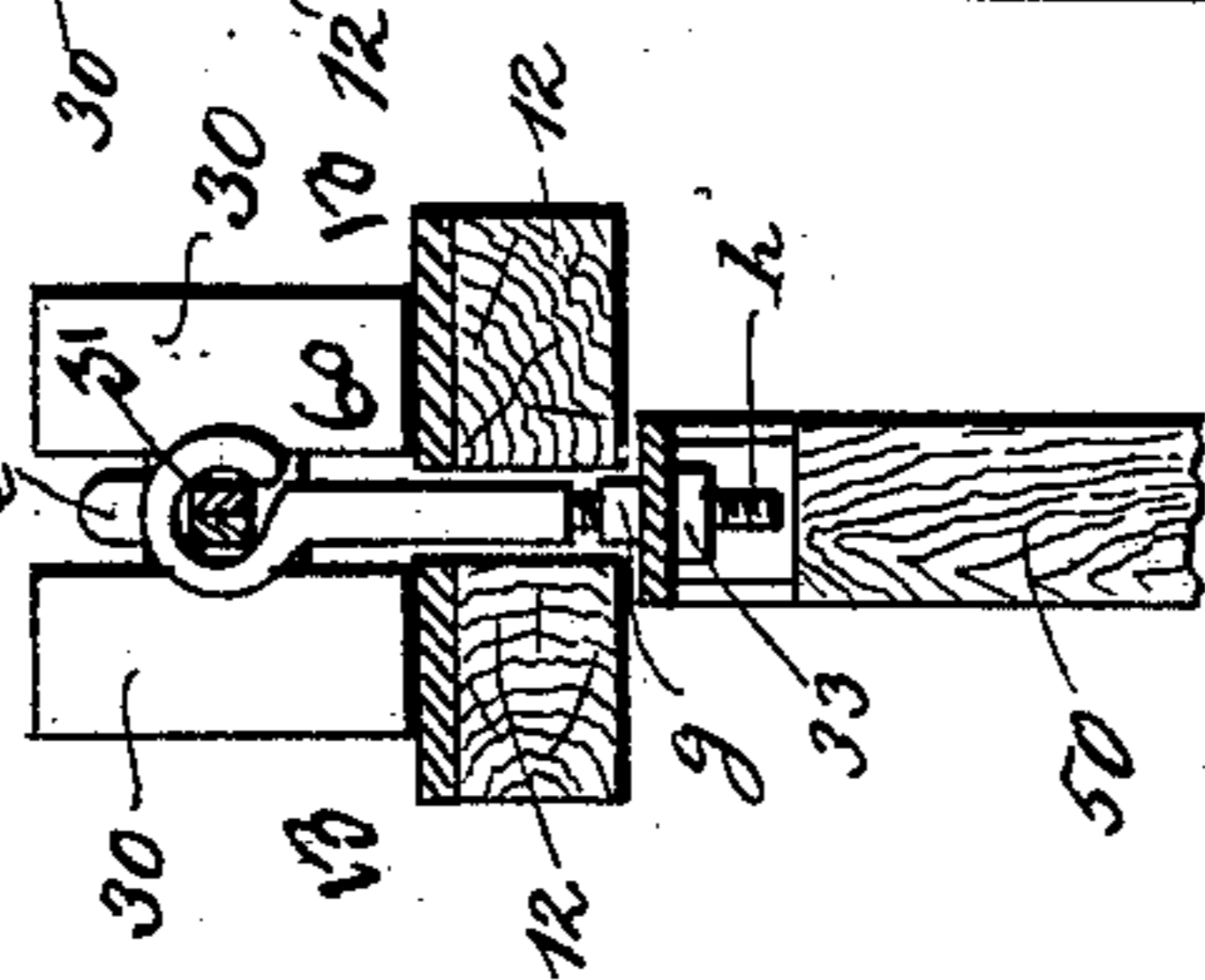


Fig. 10.



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UNITED STATES PATENT OFFICE.

HENRY PLUMB TALBOT, OF PORTLAND, OREGON.

ADJUSTABLE DOOR-HANGER TRACK.

SPECIFICATION forming part of Letters Patent No. 424,145, dated March 25, 1890.

Application filed May 22, 1889. Serial No. 311,716. (No model.)

To all whom it may concern:

Be it known that I, HENRY PLUMB TALBOT, of Portland, in the county of Multnomah and State of Oregon, have invented a new and Improved Adjustable Door-Hanger Track, of which the following is a full, clear, and exact description.

This invention relates to appliances for hanging what are commonly termed "sliding doors," one of the objects of the invention being to provide for the adjustment of the doors should the building in connection with which they are arranged settle unevenly or should the doors themselves shrink or warp; and to the end named the invention consists, essentially, of a trussed bar, a track or way rigidly connected to said bar, door-hanger trucks arranged to run upon the track, and adjustable levers by means of which either end of the track may be adjusted to the required height.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

Figure 1 is a side view of my adjustable door-hanger and track, parts being broken away. Fig. 2 is an end view of the same. Fig. 3 is a cross-sectional view on line $x x$ of Fig. 1. Fig. 4 is a detail view illustrating the construction of the hanger proper. Fig. 5 is a cross-sectional view on line $y y$ of Fig. 4. Fig. 6 is a plan view of the construction shown in Fig. 4. Fig. 7 is a detail view illustrating the connection between the vertical adjusting-strip and the end of the rail-supporting bar. Fig. 8 is an end view of the construction shown in Fig. 7. Fig. 9 is an enlarged detail view illustrating the connection between the door and one of its suspending rods, and Fig. 10 is an enlarged sectional detail view showing a modification.

In the drawings, 10 represents a bar which is held rigidly by a truss 11. Beneath the bar 10 there are arranged narrow bars 12, which carry rails 13, the connection between the bars 12 and 10 being established by means of vertical strips 14, that are bolted or otherwise secured to the bars. At points near the ends of the bars 12 are formed semicircular recesses a , adapted to receive the upper

ends of vertical bars 15, which carry straps 16, that extend upward between the ends of the bars 12, there to receive pins 17, which rest upon the upper faces of the said bars 12.

The lower ends of the bars 15 carry straps 18, which support laterally-extending pins 19, that are held to levers 20 by straps 21, said straps being bent to form eyes which receive the pins 19 and being carried downward over the outer ends of the levers and forward toward the inner ends of said levers, the levers being formed with two inclined faces c and d , which faces rest upon the floor-studs within the casing formed for the reception of the doors. The inner ends of the levers are held from lateral displacement by straps 23, which are secured to the door-jambs, and the levers are held so that the rails 13 will be at the required angle by means of pins or bolts 24, which pass through apertures formed in the straps 23.

Upon the rails 13 are mounted wheels 30, that are arranged in pairs, sufficient space being left between the approaching side faces of each pair of wheels to permit of the introduction of the suspending-rods, which said rods are shown at 31. These rods are bent to form loops e , which rest upon the wheel-shafts, and the approaching ends of the rods 31 are cut away, each rod being formed with a series of uniformly-spaced apertures that are adapted to receive bolts or set-screws f , by which the rods are connected, the arrangement being such that the space between the shafts of the two sets of wheels may be adjusted so that the parts may act properly in connection with doors of different widths.

The lower ends h of the rods 31 are preferably somewhat contracted, and these contracted ends are threaded to engage nuts 33, that are formed with upwardly-extending sleeves g , that pass through plates 35, secured to the upper edges of the doors 50, this arrangement being adopted in order that the thread upon the sections h may not be stripped or worn by bearing against the edges of the plates 35.

In hanging double doors two of the suspending devices—such as those shown in Figs. 4 and 6—are employed, the doors being adjusted vertically by turning the nuts 33, as will be readily understood.

In practice I prefer that the peripheral faces of the wheels 30 should be grooved, as shown in all of the figures of the drawings except Fig. 10, such grooved faces riding upon half-round rails 13; but, if desired, the peripheral faces of the wheels might be made flat, as represented in Fig. 10, in which case the tracks would be flat. To impart a sufficient degree of rigidity to the bars 12, I support them centrally by means of metallic plates 36, that are bolted or screwed to the bar 10 and to the bars 12, and to prevent the spreading of the bars 12, I provide a horizontal plate 37, that is arranged as shown in Figs. 1 and 3. The plate 37 acts as a stop and prevents the doors from passing beyond the center of the bars 12.

Although not positively essential, I prefer to provide a central support 60, the upper end of said support being formed with a hook or eye which overlaps the rods 31, while the lower end of the support engages a plate 35^a, that is carried by the door. The adjustment of the levers 20 is secured through the medium of handles 61, which are inserted through

staples 62, carried by the levers, the connection being such that the handles 61 may be readily removed.

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

1. The combination, with a trussed bar, of a track suspended rigidly from said bar and rocking levers connected to the ends of said bar, substantially as set forth. 35

2. The combination, with rail-supporting bars, of levers 20, vertical bars 15, carried by the levers, and connections between the bars 15 and the rail-supporting bars, substantially as described. 40

3. The combination, with a trussed bar, of rail-supporting bars suspended therefrom, vertical bars 15, levers upon which the bars 15 rest, and a means for securing the inner ends of the levers, substantially as described. 45

HENRY PLUMB TALBOT.

Witnesses:

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