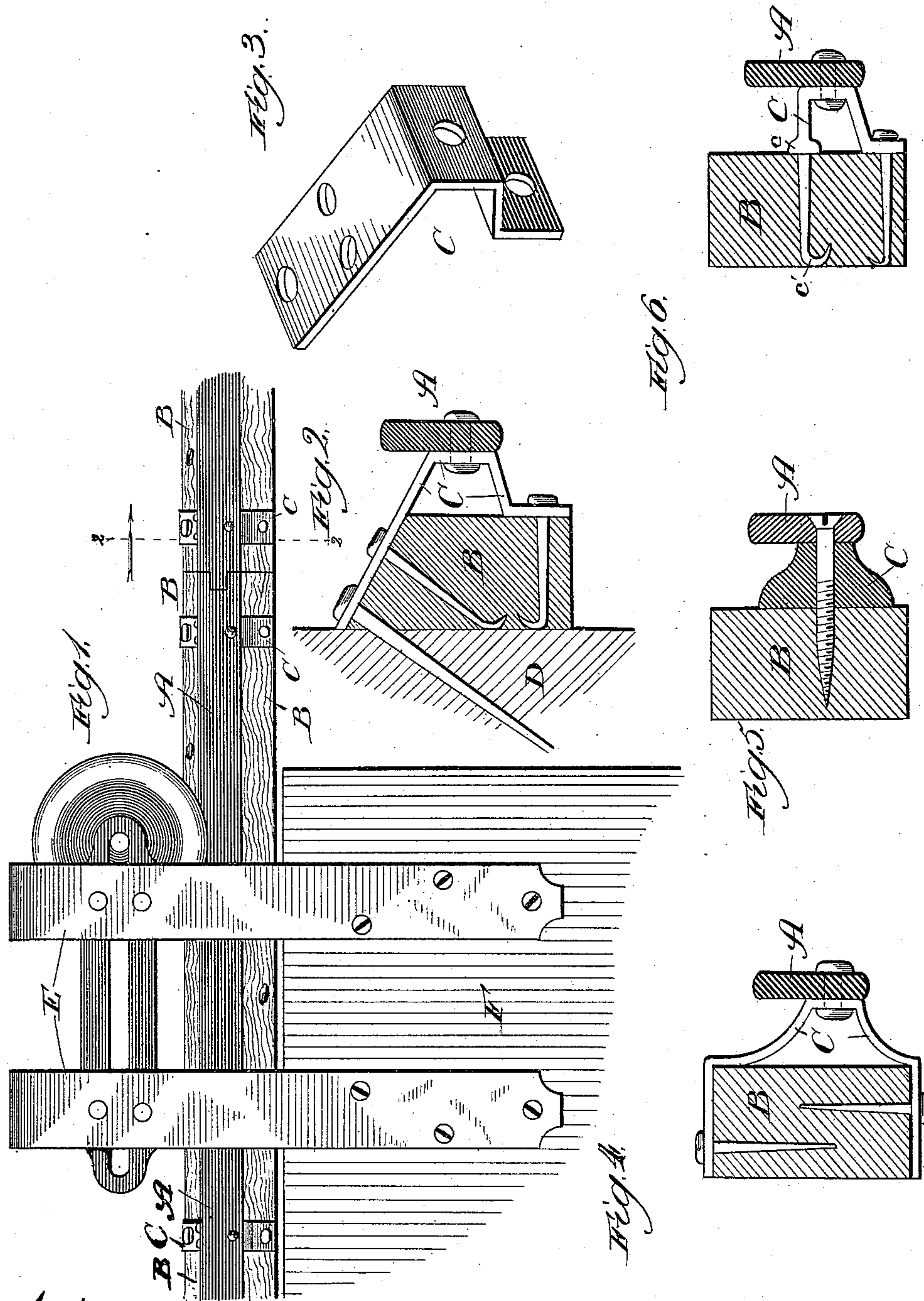


(No Model.)

A. L. & A. H. SCRANTON.
TRACK FOR DOOR HANGERS.

No. 446,103.

Patented Feb. 10, 1891.



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UNITED STATES PATENT OFFICE.

ALFRED L. SCRANTON AND ALFRED H. SCRANTON, OF WESTERN SPRINGS,
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TRACK FOR DOOR-HANGERS.

SPECIFICATION forming part of Letters Patent No. 446,103, dated February 10, 1891.

Application filed January 17, 1890. Serial No. 337,187. (No model.)

To all whom it may concern:

Be it known that we, ALFRED L. SCRANTON and ALFRED H. SCRANTON, citizens of the United States, residing at Western Springs, Cook county, Illinois, have invented a new and useful Improvement in Tracks for Door-Hangers, of which the following is a specification.

The object of our invention is to construct a combination-support for door-hanger tracks, such support consisting of a wooden back or cleat adapted to be fastened to the barn or other place where the track is to be used and blocks or brackets to be interposed between the cleat and the track.

In the drawings, Figure 1 is a front elevation of a track embodying our improvement, with a hanger and part of the door to which the same is fastened; Fig. 2, a vertical section on an enlarged scale on line 2 2 of Fig. 1, looking in the direction of the arrow; Fig. 3, a perspective view of one of the attaching-brackets shown in the two preceding figures; and Figs. 4, 5, and 6 are sectional views illustrating modifications of the bracket or block.

A is the track, and B the cleat or wooden back.

C C are the brackets or blocks interposed between the track and the cleat.

D is the siding or strip to which the cleats and track are fastened; E, the hanger, and F the door.

The track A is made in the usual manner and requires no description. The cleat B is preferably made of wood, though any other suitable material may be employed. It is made of any desired breadth and thickness and of various lengths, such as will adapt it to the places where it is to be used and allow of easy handling and transportation.

Between the cleat and track we place blocks or brackets C C, which serve to hold the track out from and connect it to the cleat. These may be made in any form adapted to connect the track to the cleat, while maintaining sufficient space between the track and cleat to allow the hanger-wheels to run therein. In the drawings we have shown several forms in which these brackets may be made without intending to limit ourselves to any one of

them, the purpose of the brackets or blocks being to form with the cleat or wooden back a combination-support for the hanger-track. The first three figures illustrate what we may call the "preferred form." The bracket, made preferably of steel, first slopes downward at an angle of some forty-five degrees, then runs substantially vertical for a distance sufficient to allow the track to be attached, and then inward and downward, as shown. This form of bracket is fastened to the cleat, as shown in Fig. 2, the top of the cleat being beveled to fit the sloping portion of the bracket. Either nails, bolts, or screws may be used to fasten these parts together; but if nails are used they should preferably be clinched, as shown. The track is secured to the bracket by rivets or in other suitable manner. The sections of track are preferably jointed together, as shown.

In Fig. 4 the bracket is shown embracing the upper and lower sides of the cleat and nailed thereto, the track being attached as above.

Fig. 6 shows a malleable-iron bracket. In this bracket one of the legs is made with a shoulder *c* and a spike-pointed projection *c'*, adapted to be driven into the cleat and clinched, the lower leg of the bracket being fastened by a nail or otherwise, as in the previous form.

In Fig. 5 the bracket consists of a metallic (preferably cast-iron) block or washer, and the track, washer, and cleat are fastened together by means of screws or otherwise. As many of these blocks may be used as is desirable or necessary.

If desired, the track and brackets may be sold by themselves, allowing the purchaser to provide the wooden back and fasten the latter to the brackets, thus completing the device, thereby reducing the cost of transportation.

In putting up a track provided with our improved support the cleat is nailed to the barn or other place just above and over the door, as shown in Fig. 1, and serves to prevent the door from rising, and consequently the wheels from jumping the track, thus dispensing with a double set of wheels, one above and one below the track, for this purpose.

When the track is supported by means of

brackets alone, the track being generally attached to the outside of the barn, wind, rain, and snow can beat into the barn over the door. This is prevented by using our combination-support, since, although dirt, snow, &c., can fall through the space between the cleat and track, yet the former effectually covers the top of the door and prevents the entrance of rain, snow, &c.; also, owing to the fact that space is left between cleat and track to allow dirt, &c., to fall through, there is no necessity for covering the track and hangers. All former tracks have either allowed snow, rain, &c., to beat in over the door or have been made without openings between the track and barn, thereby preventing dirt, &c., from falling through; but when thus constructed the track soon becomes clogged, causing the hanger to jump the track or the wheel to break and rendering it necessary to cover both track and hangers. Furthermore, when the track, which consists of a comparatively thin strip of iron, is moved from one place to another it is liable to become bent and twisted, and thus unfit for use. This defect is obviated by the use of our support, since the wooden back holds the track straight and enables it to be readily put up.

Another advantage of our support is that as the brackets are fastened to the wooden back at the factory they will be properly adjusted for putting up the track.

We claim—

In door-hangers, the combination of a wooden back extending out beyond the plane of its support, whereby its lower edge may in use overhang and protect the top of the door, a door-hanger track having the plane of its lower edge higher than the plane of the lower edge of the wooden back and the top of the door, whereby a horizontal space may in use be interposed between the top of the door and the lower edge of the hanger-track, and brackets between the wooden back and the hanger-track, supporting the track and holding it out from the back to afford a vertical space between them, whereby dirt or snow falling into the vertical space between the track and the back may pass out through the horizontal space between the lower edge of the track and the top of the door, substantially as described.

ALFRED L. SCRANTON.

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Witnesses:

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