(No Model.)

J. G. & W. J. LANE & J. DEUEL.

DOOR HANGER TRACK.

No. 471,867. Patented Mar. 29, 1892.

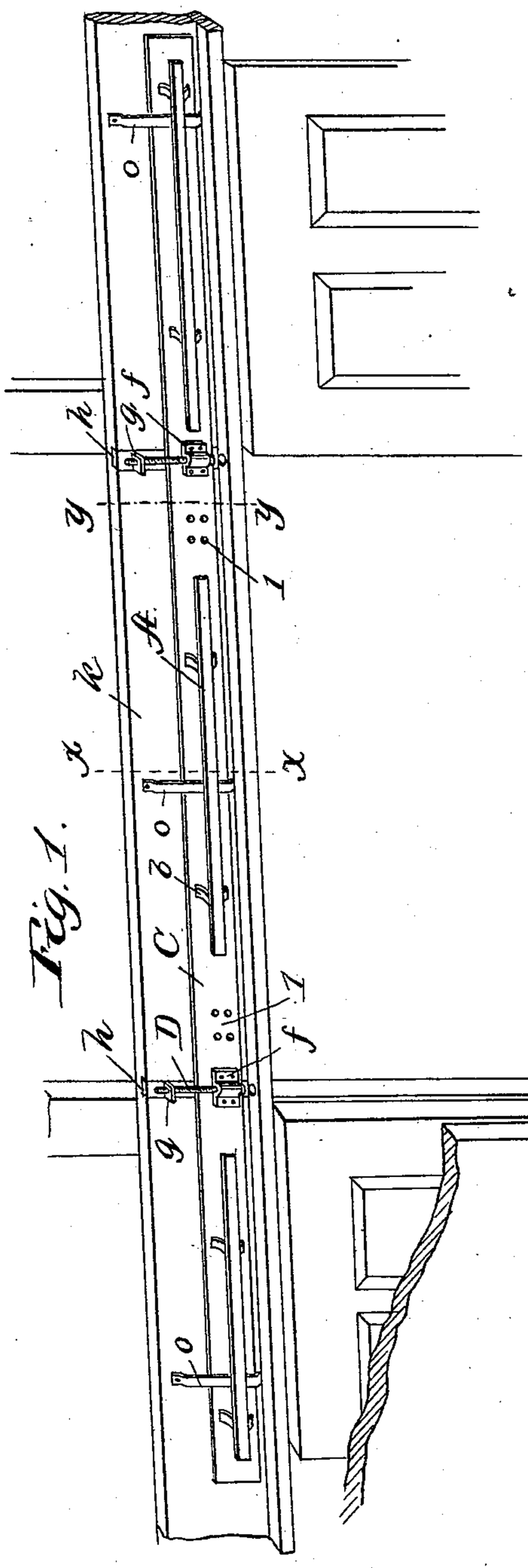

Fig. 1.

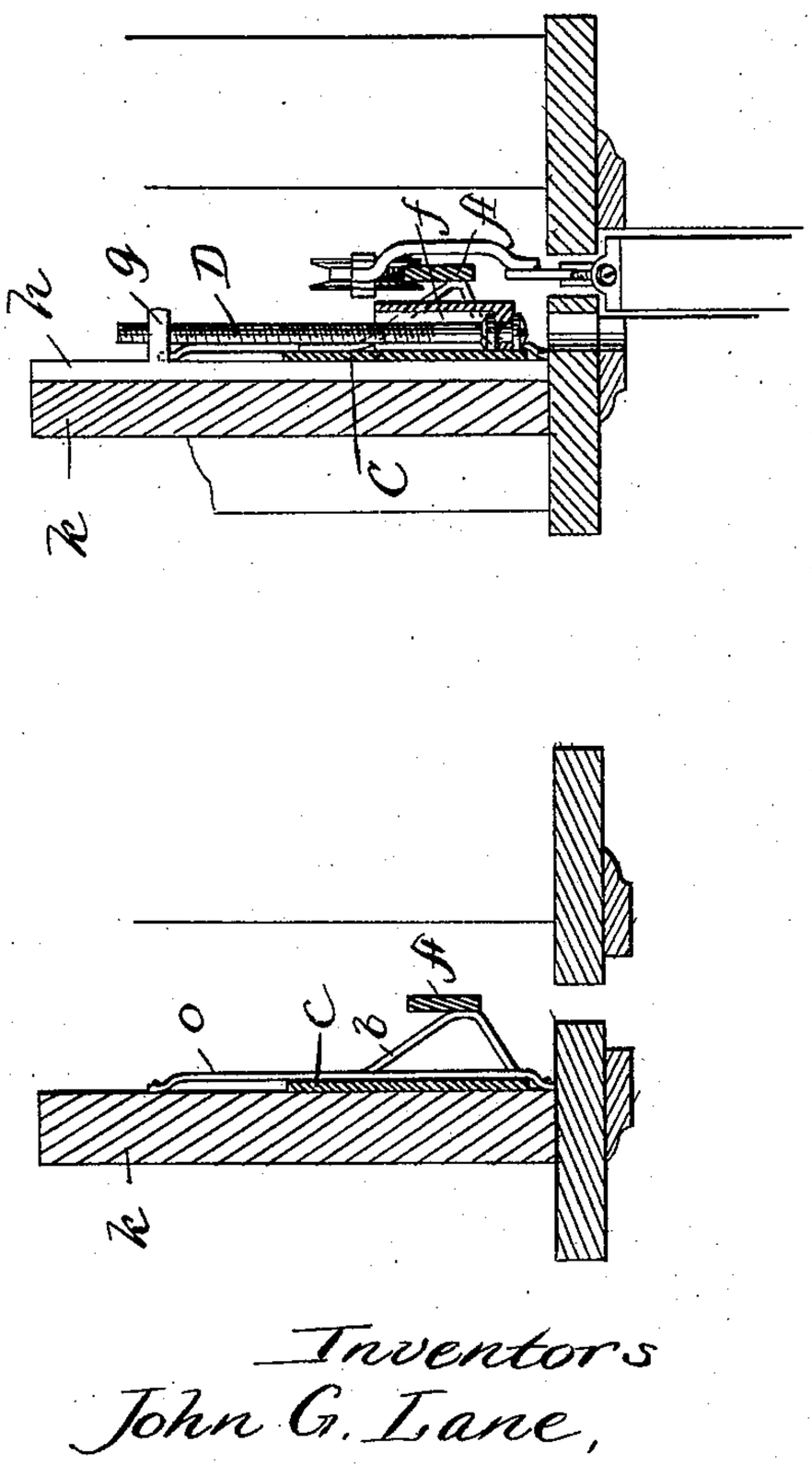

Fig. 3.

Fig. 2.

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UNITED STATES PATENT OFFICE.

JOHN G. LANE, WILLIAM J. LANE, AND JACOB DEUEL, OF POUGHKEEPSIE, NEW YORK; SAID DEUEL ASSIGNOR TO SAID JOHN G. LANE AND WILLIAM J. LANE.

DOOR-HANGER TRACK.

SPECIFICATION forming part of Letters Patent No. 471,867, dated March 29, 1892.

Application filed November 23, 1890. Serial No. 372,793. (No model.)

To all whom it may concern:

Be it known that we, JOHN G. LANE, WILLIAM J. LANE, and JACOB DEUEL, citizens of the United States of America, residing at Poughkeepsie, in the county of Dutchess and State of New York, have invented certain new and useful Improvements in Door-Hanger Tracks, of which the following is a specification.

Our invention relates to door-hanger tracks, and is especially designed for use in connection with the doors of dwelling-houses, where the doors are supported from the upper ends and run in recesses in the walls, the track being generally arranged above the door-casing and accessible only through the slot or other opening in the lintel through which the shanks of the door-hangers pass, the doors being supported by these shanks. These tracks are used to support both single and double doors and may be made vertically adjustable, the adjusting devices being accessible through the slot or other opening in the lintel, so as to provide for any unequal settling in the building or to correct any displacement of this kind from whatever cause. Heretofore, however, in providing such tracks for double doors they have generally been made in sections, one section being provided for each door, with independent adjusting devices for each section, and it has been found in practice that, though the track be properly adjusted so as to cause the doors to align perfectly during the building of the house, upon the slightest settling one or the other of the sections would be thrown out of alignment with the other, and the result would be that the doors would not match exactly, and thus the doors be prevented from being locked. This is a very common fault with sliding doors, and it is the object of our invention to provide means by which the doors will accurately align and a perfect joint be formed where they come together, no matter how much the building may settle, while at the same time providing for the simultaneous vertical adjustment of the doors with relation to the point of support in case the settling of the building should throw the doors out of alignment with the surrounding casing, but without affecting by such adjustment the relative arrangement of the doors themselves. We attain this principal object by making the track of a rigid structure of sufficient length to carry both doors and support this track properly at two points only, accessible from the doorway, thus providing a bearing for the hanger-wheels which presents a uniform surface from one end to the other and which never varies, as is the case where two sections are used supported at the outer ends and the center, the ends of the track extending beyond the points of support into the space between the walls.

A further object is to provide adjusting means from one or both ends of the track, which are accessible through the slot or other opening in the lintel.

In this connection it will be understood that the devices for adjusting one or both ends of the track vertically are combined with the supports for the track, and it is desirable that these devices be located relatively to the doorway, so as to be accessible after the house is completed from the doorway. Hence the lateral adjustment of the supporting and adjusting devices. We have also sought to provide an improved construction of track and support therefor in connection with the main objects above specified.

While one of the most important advantages arises from the use of the track for double doors, the improved track itself will be found very advantageous for use in connection with single doors.

In the accompanying drawings, Figure 1 is a front perspective view of the track and its supports adapted for use with double doors. Fig. 2 is a vertical section on line *x x* of Fig. 1 with some of the parts in side elevation. Fig. 3 is a section on line *y y* of Fig. 1.

In carrying out our invention we have formed the track for the double doors as a rigid structure throughout its entire length. It may be a single piece of metal adjustably supported at one or both ends, or the track proper may be made up of sections rigidly secured to a metal or rigid supporting plate or bar, which in turn is adjustably supported at one or both ends. We prefer the latter method of securing the track, whether in sections or

one piece, to a backing bar or plate, as it adds to the rigidity of the structure and increases the capacity of the track for supporting the weight of the door or doors. By providing the track for the double doors as a rigid structure throughout its extent it will be seen that a track-surface is presented which never varies in relation to any part of its length, so that when the doors of the pair are properly hung upon it the joint between will be perfect and will be maintained so regardless of the settling of the building or adjustment of the height of doors above the floor or carpet. As while the track may change its position relatively to the doorway by reason of the unequal settling of the building, the doors themselves will always be maintained in the same relation to each other, and this, as is well known to those skilled in the art, is a very important consideration, as the slightest change in the relation of the pair of doors to each other will make a bad joint between them and have the further effect of preventing the fastening devices of the doors from engaging with each other so as to hold the doors in closed position. This difficulty is entirely obviated in our construction.

We provide for the vertical adjustment of the track to correct any irregularities caused by the settling of the building relatively to the track and the doorway by means of adjustable supporting devices. As shown, the track is supported at two points, both supports being adjustable, and they are located at or near the sides of the doorway, so as to be accessible through the slot or other opening in the lintel.

It will be understood that it is desirable that the adjusting devices shall be accessible from the position of the doorway, and for this reason, in order to adapt the track for use either for wide or narrow doorways, we make the supporting devices capable of being adjusted laterally, for otherwise it would be necessary to make a special width of track for every different width of doorway, which would be very undesirable and expensive. By providing for such lateral adjustment, however, the track may be fitted by any workman to any width of doorway. The track is shown at A, and it consists of a bar, which may be either of iron or steel, set on edge. As we have stated above, this bar may be supported directly from the adjusting devices; but we prefer to secure it by means of brackets *b* to a plate or bar C, preferably made of steel, of proper dimensions. The length of this plate or bar C and the track is about equal to double the width of the doorway, so as to allow of the double doors being pushed back into the recess between the walls and to come flush with the sides of the door-frame. The plate or bar C is supported by means of two screws, which are held in clips *f*, secured to the plate or bar, as shown in Fig. 1, the screws having heads and shoulders with a reduced portion between, which reduced portion is fitted to an opening in the said clip. The upper ends of the screws pass through threaded eyes *g*, which are fixed to metal plates *h*, which are in turn secured to a plank *k*, the metal plates being preferably countersunk into the surface of the plank, so as to be flush with the surface. The clips are secured by bolts passing through the clips and the plate C, as shown in Fig. 1, and they may be adjusted laterally by providing holes at suitable points in the plate or bar C for the passage of the bolts which support the said clips, as shown at *l*, Fig. 1. The lower ends of the screws D are provided with the ordinary slots, by means of which the vertical adjustment of the track may be secured by the use of an ordinary screw-driver. As the described construction of the track secured to the plate or bar C brings the track directly over the slot in the lintel, the position of the adjusting-screws is to one side of said slot, and we therefore provide for access to said screws by making a hole directly in line with the head of the screw and covering said hole by a suitable plate, as at *p*. The plate or bar C is preferably made of thin metal, and, being set vertically, is calculated to resist vertical strain, while it is stiffened laterally by the track and brackets which connect the track with the plate or bar, and is further supported laterally by the screws D. Strips *o* are fixed to the plank above and below the plate, a sufficient space being left for the necessary vertical adjustment and rigidity of the structure.

We claim as our invention—

1. A track for double doors, supported at two points only, said track having free ends extending beyond the points of support into the space between the walls, the said supports being located at the doorway, so as to be accessible therefrom, substantially as described.

2. A track for double doors, consisting of a plate or bar C, supported at two points only, and an adjustable connection between said plate or bar and one of said supports, arranged near the doorway and directly accessible therefrom, the free ends of said plate or bar extending beyond the points of support into the space between the walls, and a way rigidly secured to the plate or bar by lateral supports, substantially as described.

3. In combination, the track A, supported on the plate or bar C, supporting-screws for the said plate or bar C, track A being above the opening in the lintel and the ends of the screws to one side thereof, and openings in the lintel in line with the ends of the screws, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN G. LANE.
WILLIAM J. LANE.
JACOB DEUEL.

Witnesses:
JOHN M. JANES,
OSCAR K. RAYMOND.