

No. 641,982.

Patented Jan. 23, 1900.

S. J. MORGAN.

COMBINED DOOR HANGER TRACK AND WEATHER SHED.

(Application filed Apr. 7, 1899.)

(No Model.)

Fig. 1.

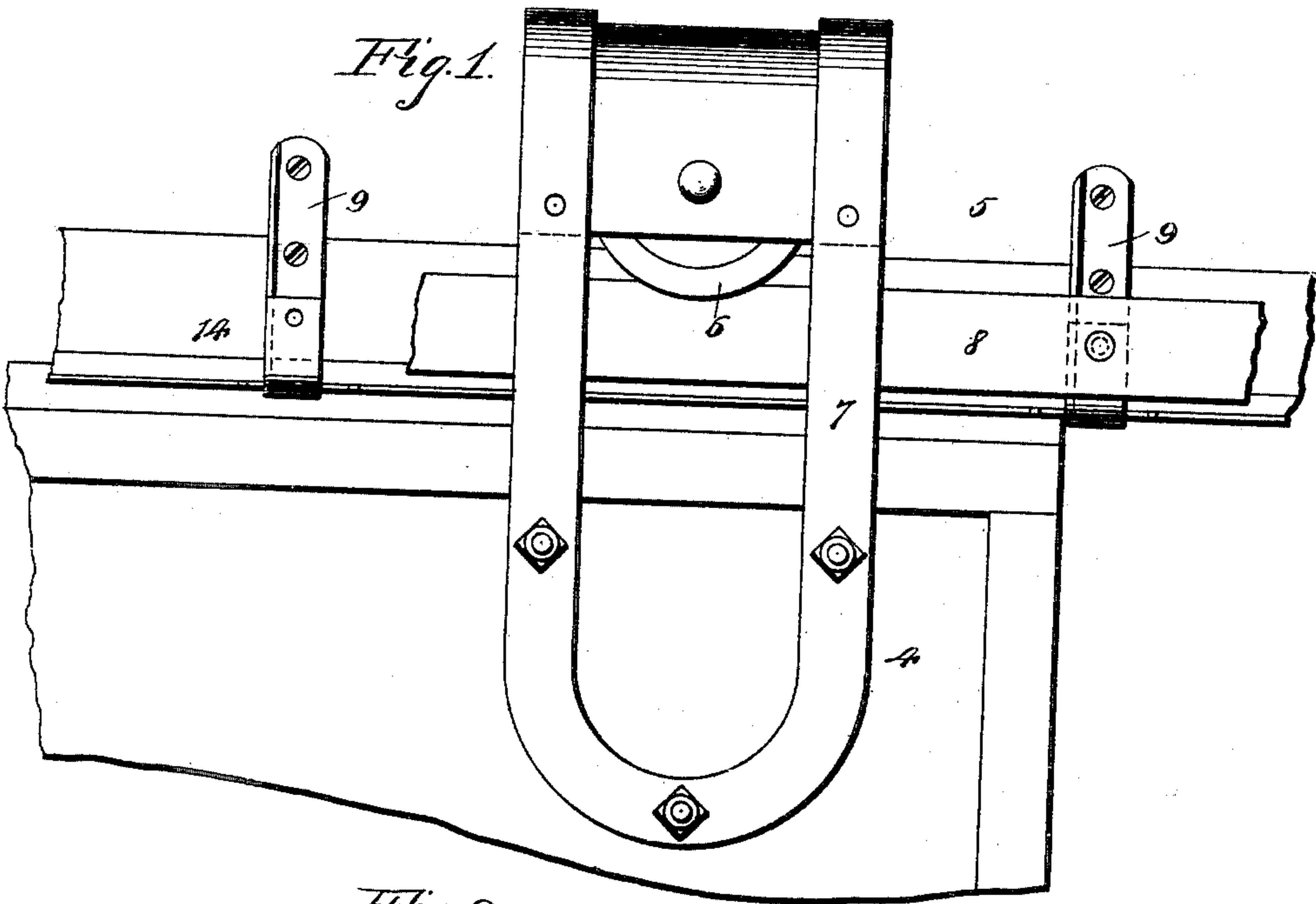


Fig. 2.

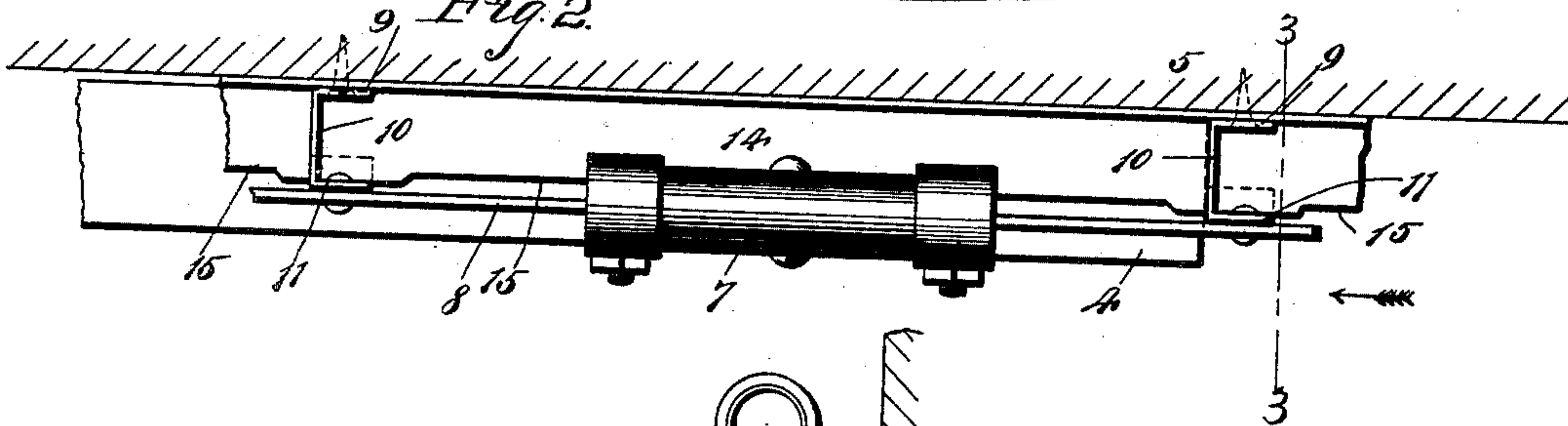
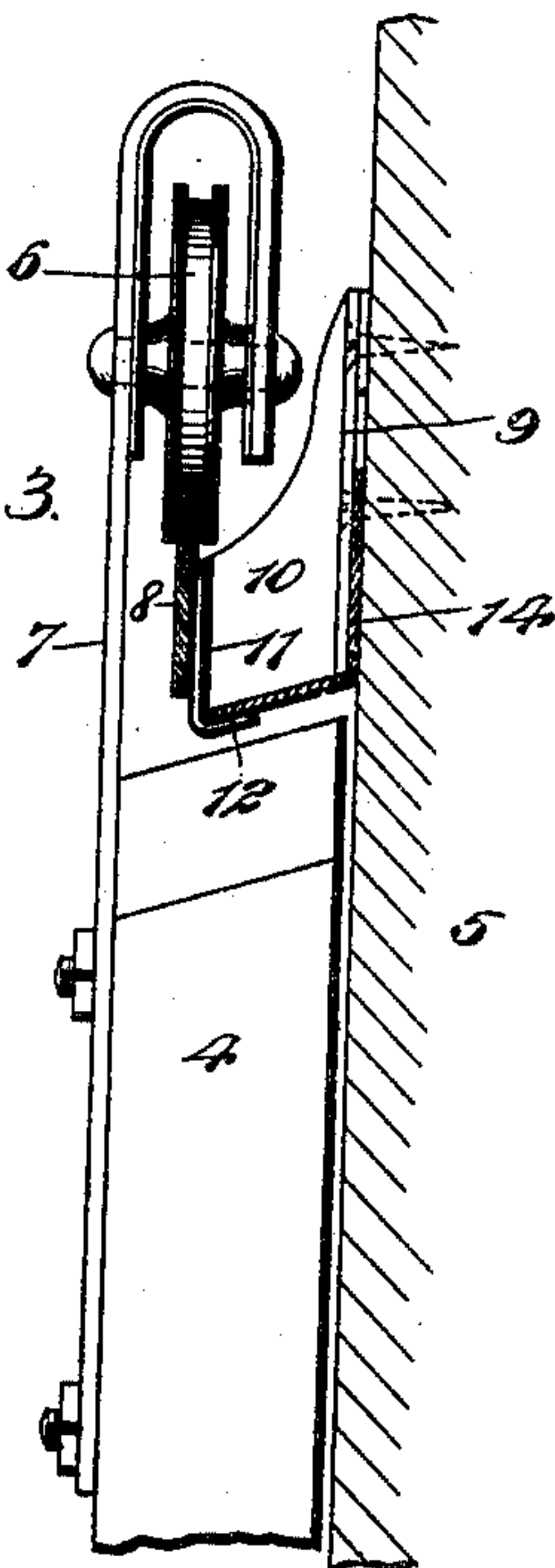


Fig. 3.



WITNESSES:

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SAXTON JOSEPH MORGAN, OF ALBANY, WISCONSIN.

## COMBINED DOOR-HANGER TRACK AND WEATHER-SHED.

SPECIFICATION forming part of Letters Patent No. 641,982, dated January 23, 1900.

Application filed April 7, 1899. Serial No. 712,056. (No model.)

*To all whom it may concern:*

Be it known that I, SAXTON JOSEPH MORGAN, of Albany, in the county of Green and State of Wisconsin, have invented a new and Improved Combined Door-Hanger Track and Weather-Shed, of which the following is a full, clear, and exact description.

The purpose of this invention is to provide superior means for protecting the top edges of sliding doors from the weather, which is liable to beat between the door and the house, which end I attain by certain peculiar construction of the trackway, so that it may carry a weather-shed over the top of the door and below the wheels, thus preventing the weather from driving into the space between the door and the building.

This specification is the disclosure of one form of my invention, while the claim defines the actual scope thereof.

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

Figure 1 is a front elevation of the invention. Fig. 2 is a plan view thereof, and Fig. 3 is a vertical section on the line 33 of Fig. 2.

The door 4 is mounted to slide at the outside of the building 5 by means of wheels 6, held on the door by hangers 7 and running on the track 8. The track 8 is held on the building by means of brackets, which are constructed, preferably, of sheet metal and comprise inner flanges 9, secured to the building and carrying webs 10, which terminate at their outer ends in outer flanges 11, running vertically in parallelism with the flanges 9 and having downward extensions 12, bent inwardly and slightly upwardly, the lower edges of the webs 10 being similarly inclined, so as to extend approximately in parallelism with the extensions 12. These brackets, in addition to supporting the track 8, serve also to carry the shed-plate 14, which is formed of

sheet metal and which is bent into angular form, one arm being rigidly held in vertical position between the inner flanges 9 and the building 5, and the other arm being arranged below the webs 10 and in contact with their lower edges and above the extensions 12, so as to be held firmly thereby. The plate 14 serves effectively to prevent the weather from driving into the space between the door 4 and the building 5, and at the same time does not interfere with the clear passage of the wheels 6 over the track 8 or provide a shelter for birds, in which their nests may be built, thus clogging the track. Previous structures which form a boxing covering the wheels and track provide such shelter for birds, and in this way are highly disadvantageous. Further, the shed-plate serves to strengthen the brackets the one against the other and provides, on the whole, an exceedingly rigid and serviceable structure. For the purpose of permitting the easy passage of snow and sleet between the bottom edge of the track and the outer arm of the shed-plate I provide the latter with incisions 15, forming open spaces, through which the matter referred to may freely pass.

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

A door-trackway, comprising a number of brackets having their inner ends secured to the building and having their outer ends provided with inwardly-turned extensions, a track proper held by the brackets, and a shed-plate extending parallel with the track below the brackets, the shed-plate having its front portion held by the extensions of the brackets and the rear portion of the shed-plate being fastened to the building.

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Witnesses:

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