

J. H. LAWRENCE.
DOOR HANGER TRACK.
APPLICATION FILED MAR. 8, 1912.

1,040,960.

Patented Oct. 8, 1912.

Fig. 1.

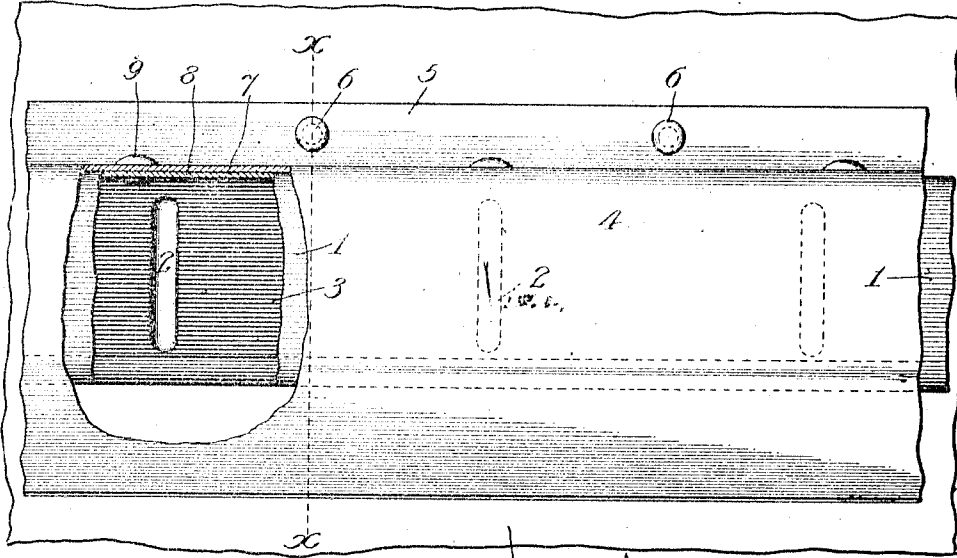


Fig. 2.

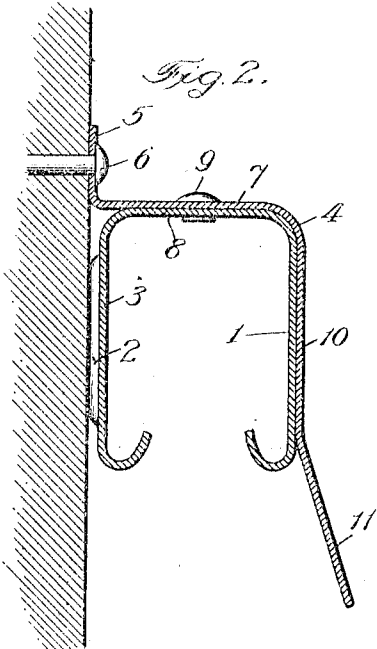
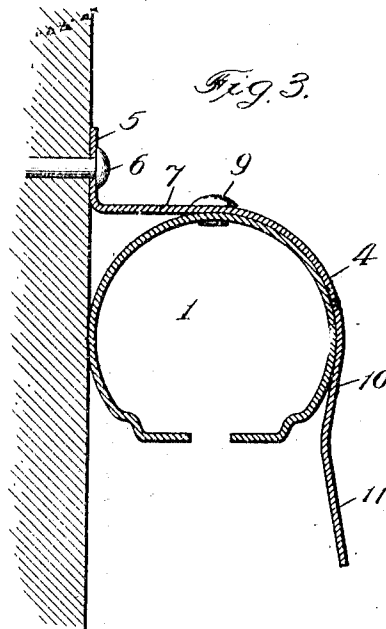


Fig. 3.



Attest:

Chas. H. Buell
Henry Mos.

Inventor:

John H. Lawrence
By Robert Burns, Atty.

UNITED STATES PATENT OFFICE.

JOHN H. LAWRENCE, OF STERLING, ILLINOIS, ASSIGNOR OF ONE-HALF TO EDWIN F. LAWRENCE, OF STERLING, ILLINOIS.

DOOR-HANGER TRACK.

1,040,960.

Specification of Letters Patent.

Patented Oct. 8, 1912.

Application filed March 8, 1912. Serial No. 682,461.

To all whom it may concern:

Be it known that I, JOHN H. LAWRENCE, a citizen of the United States of America, and a resident of Sterling, in the county of Whiteside, State of Illinois, have invented certain new and useful Improvements in Door-Hanger Tracks, of which the following is a specification.

This invention relates to that class of overhead protected trackways for door hangers, in which a horizontally arranged hollow housing is provided with a longitudinal opening in its underside, with the margins of said openings forming the track or tracks, an example of which constitutes the subject matter of my prior Letters Patent No. 868,932, dated October 22, 1907. And the present improvement has for its object to provide a simple and efficient structural formation and combination of parts, whereby the trackway hanger members and adjacent portions of the door are effectively protected from rain and the like, and at the same time the required lateral stiffness is attained with a minimum amount of material.

A further object of the present improvement is to provide means whereby the rotting of the wooden wall to which the hanger track is attached, and due to continued presence of moisture, is avoided, all as will hereinafter more fully appear.

In the accompanying drawings:—Figure 1, is a front elevation, with parts removed, of a portion of a hanger track embodying the present invention. Fig. 2, is a transverse section of the same on line *x—x*, Fig. 1. Fig. 3, is a similar view of a modification.

Similar reference numerals indicate like parts in the several views.

Referring to the drawings, 1 represents the hollow housing or shell which constitutes the trackway, and to such end is formed with a longitudinal opening in its underside, with the margins of said opening formed in turn into trackways or rails, as shown, and as described in detail in my before mentioned Letters Patent No. 868,932. Said housing 1 is preferably of the rectangular form in cross-section, shown in Figs. 1 and 2, but may be made of the approximately circular form in cross-section, shown in Fig. 3, when so desired or circumstances may suggest.

2 are a series of vertical ridges or corrugations formed upon the inner vertical wall 3

of the housing 1, and adapted to maintain the same a small distance away from the wooden building wall to which the trackway is attached, and so that a vertical circulation of air may take place to keep the wood at such point in a dry condition and free from an accumulation of moisture, with an avoidance of the usual tendency to rotting at such point.

4 is a supplementary longitudinal plate number, which in the present improvement is bent to provide the following arrangement of longitudinally extending webs:—

5 is an inner and upper vertical attaching web provided with orifices for the passage of screws 6, or other fastening means, by which attachment is made to the wall of a building.

7 is an approximately horizontal web extending outward from the lower end of the vertical web 5 aforesaid, and adapted to rest against the top web 8 of the track housing 1, and be fixedly secured thereto by rivets 9, or other usual fastening means, as for instance, a series of "spot" welds.

10 is an outer vertical web depending from the outer end of the web 7 aforesaid, and adapted to rest against the outer vertical web of the aforesaid track housing 1. In the present improvement the said vertical outer web 10 is provided with an outwardly inclined longitudinal skirt portion 11, which depends a distance below the bottom of the housing 1, and is adapted to shed rain or the like outwardly and away from the hanger parts and the adjacent upper end of the door.

In the present construction the supplementary longitudinal member 4, is co-extensive with the longitudinal track housing 1, and is intended to be the sole means of attachment of the complete trackway to a building wall. And in that said parts are substantially connected together, they are adapted to coact in providing a structure of a very light formation and possessing ample rigidity against lateral stress or flexure.

Having thus fully described my said invention what I claim as new and desire to secure by Letters Patent is:—

1. A door hanger track, comprising a hollow longitudinal housing formed with a longitudinal opening in its under side and with wheel tracks at the margins of said opening, and a supplementary longitudinal

plate member formed with an inner vertical
attaching web, an intermediate outwardly
extending horizontal web resting against the
top web of the housing aforesaid, means for
5 securing said webs together and an outer de-
pending web adapted to rest against the
outer vertical web of the housing aforesaid,
substantially as set forth.

10 2. A door hanger track, comprising a
hollow longitudinal housing formed with a
longitudinal opening in its under side, with
wheel tracks at the margins of said open-

ing and with a series of widely spaced ver-
tical ridges or corrugations in its rear wall
and with the crown of the corrugations rest- 15
ing against the wall of the building, substan-
tially as set forth.

Signed at St. Augustine Fla. this 4th day
of March 1912.

JOHN H. LAWRENCE.

Witnesses:

T. W. WHEELER,
ABEL A. PUTNAM.