

(No Model.)

2 Sheets—Sheet 1.

C. O. PARSONS.  
DOOR TRACK AND HANGER.

No. 456,841.

Patented July 28, 1891.

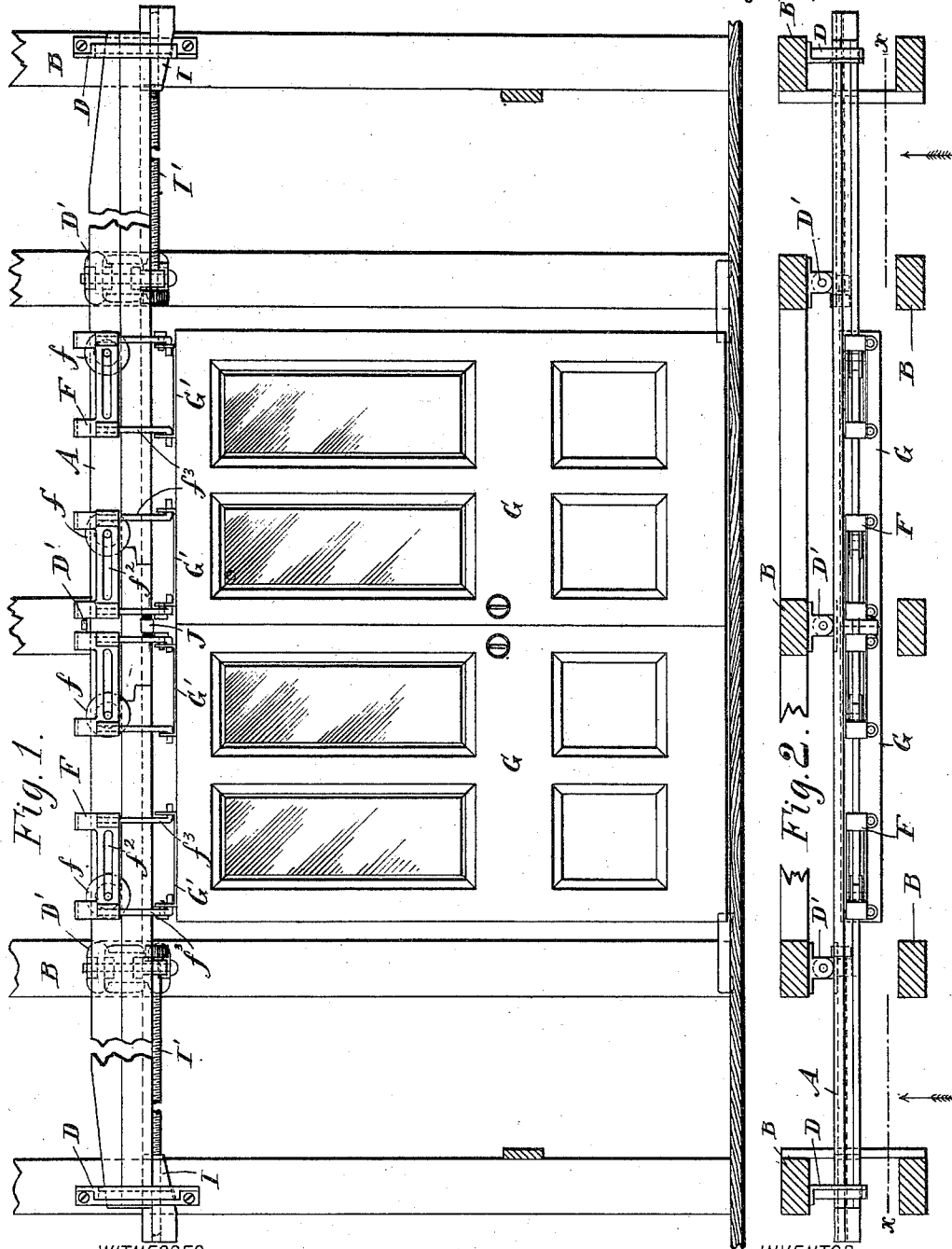


Fig. 1.

Fig. 2.

WITNESSES:  
*J. Henry Debraath*  
*G. Sedgwick*

INVENTOR:  
*C. O. Parsons*  
 BY *Munn & Co*

ATTORNEYS

(No Model.)

2 Sheets—Sheet 2.

# C. O. PARSONS. DOOR TRACK AND HANGER.

No. 456,841.

Patented July 28, 1891.

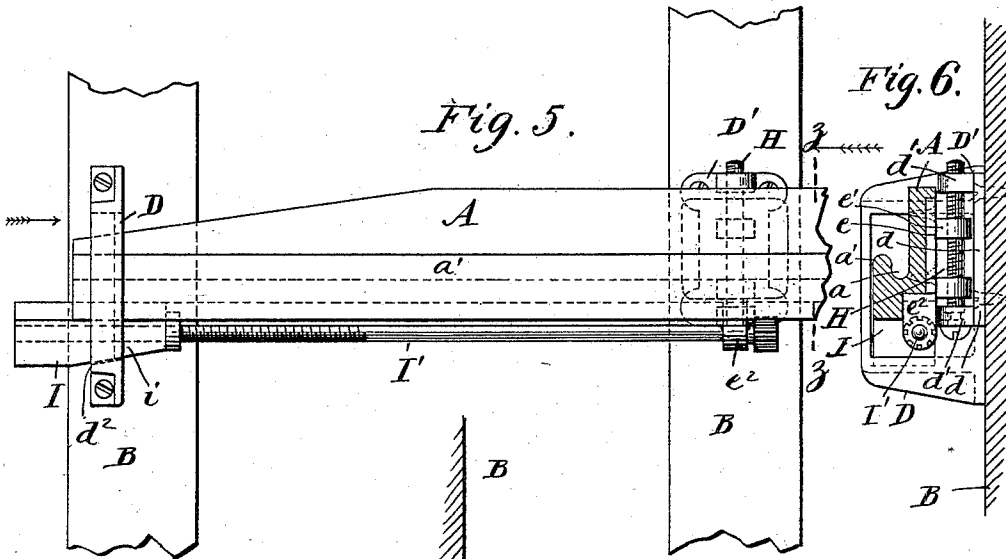
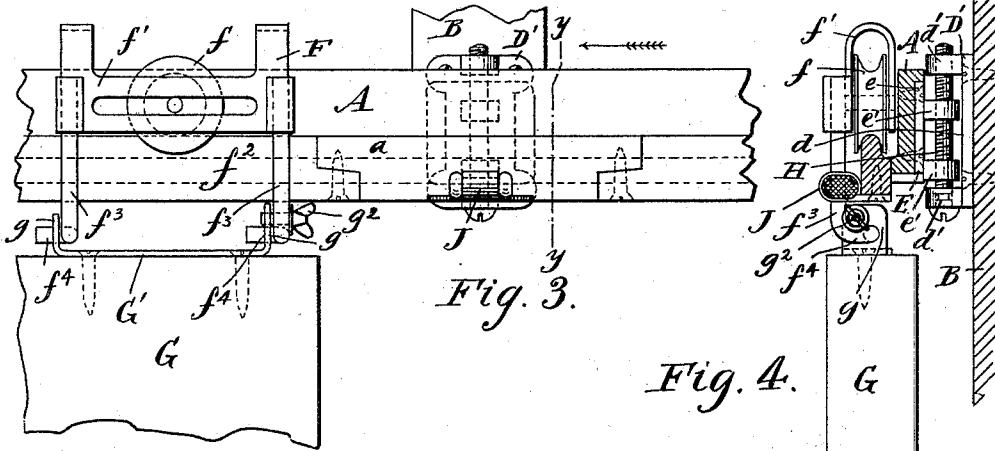
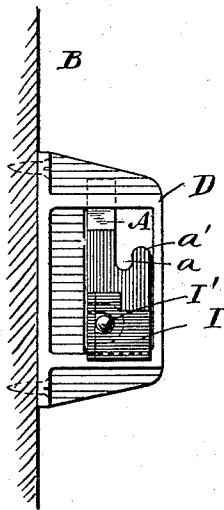


Fig. 7.



WITNESSES:  
*J. Henry Heberath*  
*C. Sedgwick*

INVENTOR:  
*C. O. Parsons*  
 BY *Munn & Co*  
 ATTORNEYS

# UNITED STATES PATENT OFFICE.

CHARLES O. PARSONS, OF MILWAUKEE, WISCONSIN.

## DOOR TRACK AND HANGER.

SPECIFICATION forming part of Letters Patent No. 456,841, dated July 28, 1891.

Application filed January 23, 1891. Serial No. 378,753. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES O. PARSONS, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented a new and useful Improvement in Door Tracks and Hangers, of which the following is a full, clear, and exact description.

The invention relates to sliding doors, and is specially designed for use in connection with division-doors of living-rooms, where it is most desirable to have the doors properly hung and adjusted.

The object of the invention is to provide improvements whereby the track may be readily adjusted at any time to conform to any settling of the walls or floors, and thus at all times insure maintenance of the doors in plumb.

To this and other ends the invention consists in the novel construction and combinations of parts, as hereinafter described, and defined in the claims.

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

Figure 1 is a front elevation of a pair of sliding doors and their appurtenances embodying my invention, a portion of the studding being removed, as indicated by the line  $xx$ , Fig. 2. Fig. 2 is a plan view thereof with the studding in section. Fig. 3 is a broken front view of the central portion of the track and a portion of one door, the view being drawn to a larger scale. Fig. 4 is a transverse vertical section taken on the line  $yy$  of Fig. 3. Fig. 5 is a broken front view of one end of the track. Fig. 6 is a transverse vertical section on the line  $zz$  of Fig. 5, and Fig. 7 is an end view of the track.

In constructing a door-track in accordance with my invention the track A is supported from the studding B of a partition-wall by means of end brackets D and intermediate brackets D'. The lower front portion of the track is offset and longitudinally grooved, as at  $a$ , to form the rail or track proper  $a'$ , on which run the carriage-rollers  $f$  of the door carriages or hangers F, which are secured to the upper ends of the sliding doors G. The intermediate brackets D' are preferably three in number, one at the center and one at each side of the doorway or frame. Each of the brackets comprises a base or back plate  $d$  and top and bottom lugs  $d'$ . Between the lugs  $d'$

are received the lugs  $e'$  of the brackets E, the latter being secured by their bases or back plates  $e$  to the inner side of the track A. Adjusting-screws H pass through the lugs  $d'$  of the brackets D, being held in the lower lug  $d'$  by a pin entering an annular groove in the screw-body and through threaded apertures in the lugs  $e'$  of brackets E, whereby by a proper manipulation of the adjusting-screws the rail A may be raised or lowered, the brackets E responding to the movements of the said adjusting-screws.

The means of adjusting the ends of the track A consists of the blocks I, that rest in the brackets D beneath the ends of the track A, and elongated screw-rods I' for actuating said blocks to raise or lower the ends of the track, as desired, the outer ends of the rod I' having a bearing and are held to turn in the depending lug  $e^2$  formed on the lower end of brackets E. The under sides of the blocks I are beveled, as at  $i$ , the opposed edges  $d^2$  of the brackets D being also beveled, whereby the track will be elevated or lowered as the blocks are moved outward or inward in response to the right or left turning of the screw-rods I'.

The central brackets D' E serve to determine the height of the track, which once determined in the original hanging of the doors need not be altered, any variation of the ends of the track being corrected by means of the other brackets D' E and the blocks I.

Referring to the carriages or hangers F, each is provided with a head  $f'$ , bent longitudinally into inverted-U shape and slotted in both members, as at  $f^2$ , for receiving the journals of the rollers  $f$ . The head carrying the roller is supported by the vertical supporting-arms  $f^3$ , the lower ends of which are bent inwardly, as at  $f^4$ , to enter eyes formed in the vertically-bent ends  $g$  of the plates G', which are secured to the doors G. A fastening-screw  $g^2$ , having a flat head for convenience in turning, enters a threaded aperture in one of the lugs or bent ends  $g$  of plate G' and serves to prevent displacement of the arms  $f^3$ .

A suitable stop J on the under side of the track A serves to prevent either door G from moving past the center of the doorway.

From the above description it will be seen that any settling of the building in which the invention is fitted may be readily compensated

for by adjusting the screws H or I', or both, as occasion may demand, to elevate or lower either end of the track, whereby the doors may be made to hang plumb at all times, and  
 5 this without the aid of a mechanic, as all the adjusting devices are within easy reach without removing parts of the door frame or partition.

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

1. The combination, with the track, of the bracket D, having a transverse vertical opening receiving the end of the rail and in which  
 15 it is free to move vertically, a sliding wedge in the lower end of said opening parallel with the rail and on which the rail rests, and a screw I', extending from the wedge along the under side of the rail, provided with a sup-  
 20 porting bracket or lug to be located adjacent to the doorway, substantially as set forth.

2. In a door-hanging mechanism, the combination, with the plate G', having upturned apertured ears *g*, of the roller-carrying bracket  
 25 F, having two depending arms *f*<sup>3</sup> *f*<sup>3</sup> bent inward and thence projecting at right angles in

the same direction through the openings in said ears, and the screw *g*<sup>2</sup>, connecting one of the said arms and ears, substantially as set forth.

3. The combination, with the track, of the end bracket D, having a transverse vertical opening to permit the rail to move vertically, a longitudinally-extending wedge I in the bottom of said opening and on which the rail  
 35 rests, the bracket D', having vertically-apertured lugs *d'* on its outer face, the bracket E, secured to the rear face of the rail and provided with a transversely-apertured lug *e*<sup>2</sup> at  
 40 its lower end and lugs *e'* on its inner face extending between lugs *d* and provided with vertical threaded apertures, the swiveled screw H, passed upward through lugs *d'* *e'* to raise and lower the bracket E, and the screw  
 45 I', passed through the ear *e* along the under side of the track to the said wedge and connected therewith, substantially as set forth.

CHARLES O. PARSONS.

Witnesses:

J. A. EGGEN,  
 O. S. BROWN.