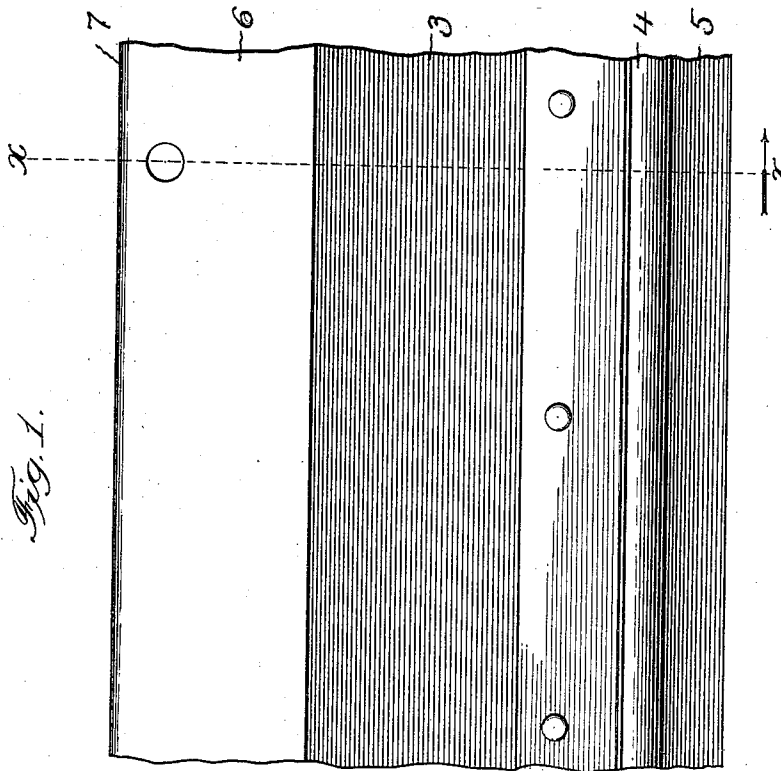
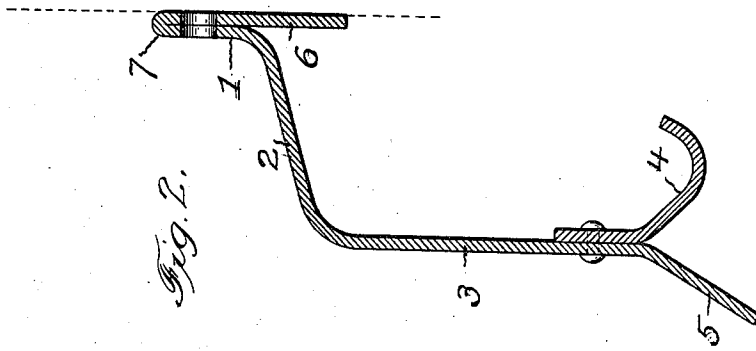


P. FRANTZ.
 TRACK FOR DOOR HANGERS.
 APPLICATION FILED OCT. 10, 1911.

1,034,608.

Patented Aug. 6, 1912.



Attest:
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UNITED STATES PATENT OFFICE.

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TRACK FOR DOOR-HANGERS.

1,034,608.

Specification of Letters Patent.

Patented Aug. 6, 1912.

Application filed October 10, 1911. Serial No. 653,884.

To all whom it may concern:

Be it known that I, PETER FRANTZ, 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 Tracks for Door-Hangers, of which the following is a specification.

This invention relates to that class of door hangers in which an inturned lateral flange at the underside of a longitudinal housing constitutes a pivoted overhead tracking for the wheels of a door hanger, an example of which forms the subject matter of my prior Letters Patent No. 993,161, dated May 23, 1911. And the present improvement has for its object to provide a simple and efficient structural formation of the trackway whereby access of water to the lower trough shaped portion of the trackway is prevented and increased lateral stiffness imparted to the same, all as will hereinafter more fully appear.

In the accompanying drawings: Figure 1, is a rear elevation of a portion of a trackway embodying the present improvement. Fig. 2 is a transverse section of the same on line $x-x$, Fig. 1.

Similar reference numerals indicate like parts in both views.

As represented in the drawing, the trackway will have substantially the same form as that described in my before mentioned Letters Patent No. 993,161, and comprise in detail, an upper vertical attaching web 1, which merges at its lower end into an outwardly projecting inclined shed portion or web 2, the outer end of which in turn merges into a vertical web 3, the lower end of which terminates in or carries an inturned trough shaped web 4 which constitutes the longitudinal track for the usual tandem wheels of a door hanger.

5 is an outwardly extending inclined web located at the lower end of the vertical web 3, and adapted to impart additional lateral stiffness to the trackway, as set forth in detail in my before mentioned Letters Patent.

In the present improvement 6 is a vertical plate or web arranged immediately back of the aforesaid vertical attaching web 1, and extending the length of the trackway. Said plate or web 6 is preferably connected in an integral manner to the attaching web 1, by a close return bend 7 as shown, and at its lower end extends a distance below the lower edge of the web 1, so as to prevent any water, which may pass between the trackway and the wall to which it is attached, from creeping along the inner surface of the trackway and accumulating in the trough shaped track 4. With the present construction such water will be caused to drip to the rear of said track.

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

1. A trackway comprising an upper vertical attaching web, an inclined web extending outwardly from the lower end of said vertical web, an intermediate vertical web depending from the outer end of said inclined web, an inturned track forming web extending laterally from the lower end of said intermediate web, and a vertical plate or web arranged immediately back of the vertical attaching web and extending the full length of the trackway, the lower edge of said vertical plate extending a distance below the lower edge of the aforesaid vertical attaching web, the said vertical plate being disposed in a plane a distance inside of the inturned track web aforesaid, substantially as set forth.

2. A trackway comprising, an upper vertical attaching web, an inclined web extending outwardly from the lower end of said vertical web, an intermediate vertical web depending from the outer end of said inclined web, an inturned track forming web extending laterally from the lower end of said intermediate web, and a vertical plate or web arranged immediately back of the vertical attaching web and integrally attached thereto by a return bend, said vertical plate extending the full length of the

trackway and having a lower edge extended
a distance below the lower edge of the afore-
said vertical attaching web, the said verti-
cal plate being disposed in a plane a dis-
5 tance inside of the intumed track web afore-
said, substantially as set forth.

Signed at Sterling, Illinois, this 7th day
of October, 1911.

PETER FRANTZ.

Witnesses:

E. A. GIBSON,
J. H. TIETSOR.

Copies of this patent may be obtained for five cents each by addressing the "Commissioner of Patents,
Washington, D. C."
