

(No Model.)

W. CRONK.

COMBINED DOOR HANGER RAIL, AND RAIL BRACKET.

No. 384,236.

Patented June 12, 1888.

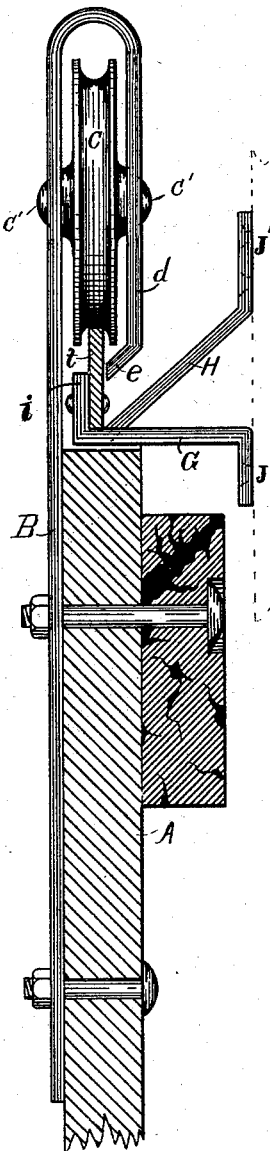


Fig. 1

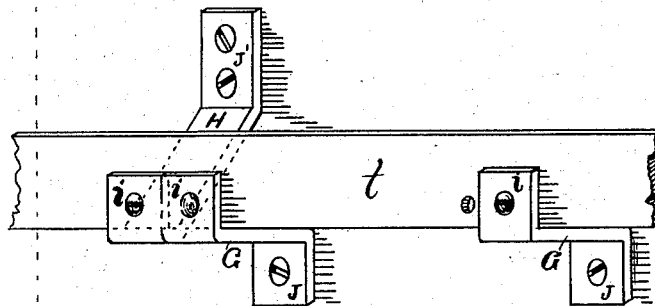


Fig. 2

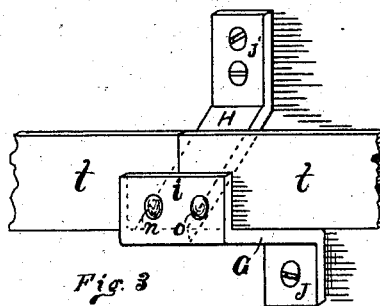


Fig. 3

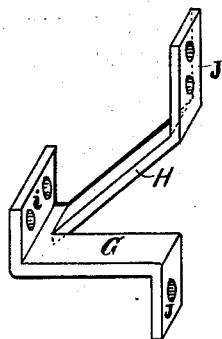


Fig. 4

Witnesses:

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COMBINED DOOR-HANGER, RAIL, AND RAIL-BRACKET.

SPECIFICATION forming part of Letters Patent No. 384,236, dated June 12, 1888.

Application filed October 10, 1887. Serial No. 251,907. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM CRONK, a citizen of the United States, and a resident of Havana, in the county of Schuyler and State of New York, have invented certain new and useful Improvements in a Combined Door-Hanger, Rail, and Rail-Bracket; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

The present invention has relation to certain new and useful improvements in that class of completed devices employed for suspending rolling gates or doors; and the invention consists in certain details of construction and combination of parts, as illustrated in the drawings, and hereinafter claimed.

Figure 1 is a side elevation of the whole device embodying my invention cutting in section the door and rail. Fig. 2 is a front elevation of rail and rail supports or brackets. Fig. 3 is a front elevation of rail with united form of bracket-supporting rail ends as joined together. Fig. 4 is a perspective view of united brackets.

In the accompanying drawings, A represents the door, to which is secured a hanger-strap, B, bent in U form over the sheave C, and by the proper inward continuation *e* of the back arm, *d*, of the hanger, thus made to carry closely to the back of the track or rail *f* as it moves to and fro, the sheave C is prevented from jumping or getting off the track.

G H represent bracket-arms that may or may not have their front ends united, but are dependent upon each other in supporting the rail and door. When chosen to be constructed separately, the one indicated by G takes a horizontal position with a downturned back lip or supporting-foot, J. The one indicated by H has also a bent supporting-foot, J', upturned, from which it takes an inclined downward position, both arms G H having an upturned front lip, *i*, meeting alike in a vertical plane, and back of and to which the rail-section *f* is secured for the purpose of restricting vertical

strain at the meeting ends of rail-sections *f*. I modify the construction or make a bracket of these brackets by having the upturned front lip of each united together into one solid lip of double width, at the foot of which its arms may separate to project, otherwise unchanged and as heretofore described, singly. Thus made this solid lip is required to be wide enough to secure the end of track-sections thereto by the rivets *n o*, as shown in Fig. 3 of the drawings, and sustain them thereon to a level at their meeting ends.

I am aware that knee-shaped rail supports or brackets have been made having a brace connecting the arms of the knee. Such I do not claim, broadly; but

What I do claim, and wish to secure by Letters Patent, is—

1. In a barn-door-rail support, the disconnected arms G H, the arm G horizontally constructed with an upturned front lip, *i*, and a bent foot or rest at its attaching end, the arm H angularly constructed, having an upturned front lip, *i*, and an upturned foot or rest at its attaching end, in combination with rail-section *f*, resting upon and secured to the back of said lips, substantially as shown and described.

2. In combination, the rail-bracket having an upturned front lip, *i*, back of and to which rail-sections *f f*, having square abutting ends resting upon the bracket, are secured, said lip at its foot having an angular arm, H, and a horizontal arm, G, verging therefrom, and each terminating in a bent foot or rest at its attaching end, substantially as described.

3. A door-hanger consisting of a suitable frame bent in U form over the sheave C, and having the angularly-bent end *e* beneath said sheave, at the extremity of its back arm, in combination with rail-sections *f f*, secured to front lip or lips, *i*, of a support having arms G H, in pairs, angularly and horizontally constructed and each terminating in a bent foot or rest at its attaching end.

WILLIAM CRONK.

Witnesses:

E. HORTON,
C. F. CARRIER.