(No Model.)

S. SHREFFLER, Jr.

DOOR HANGER.

No. 482,530. Patented Sept. 13, 1892.

Fig. 1

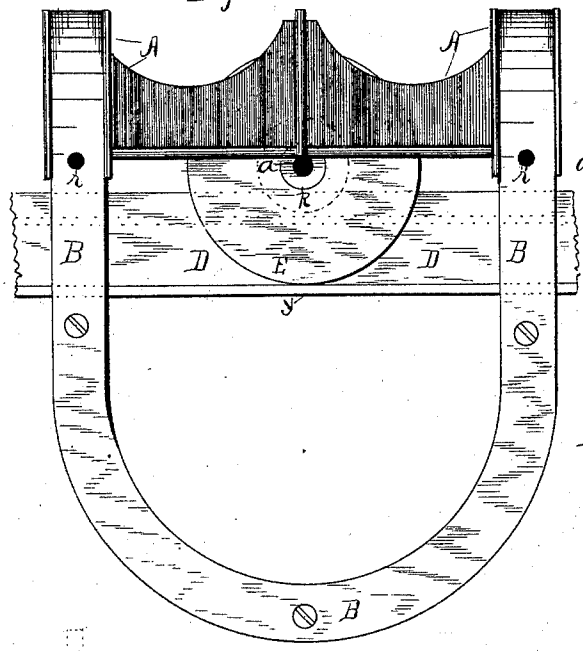


Fig. 2.

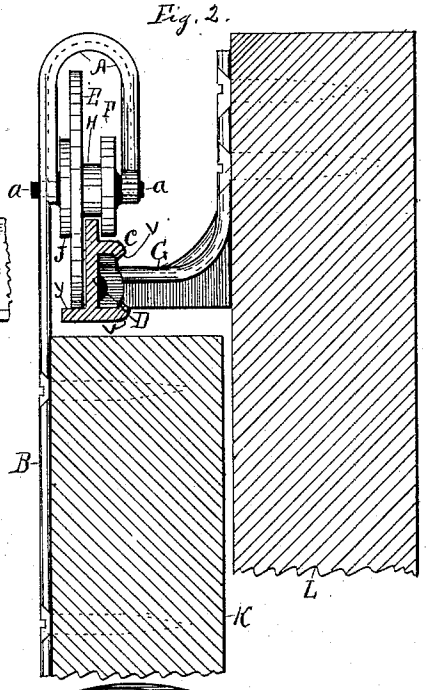


Fig. 3

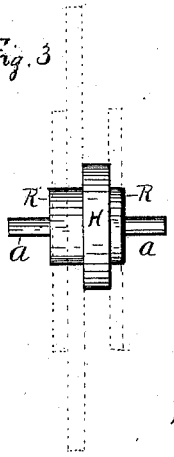


Fig. 4.

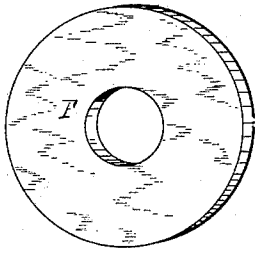


Fig. 5.

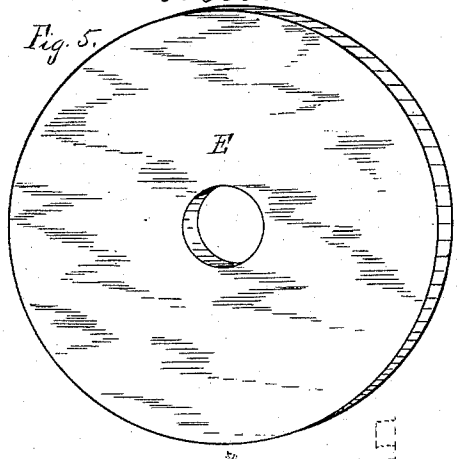


Fig. 6.

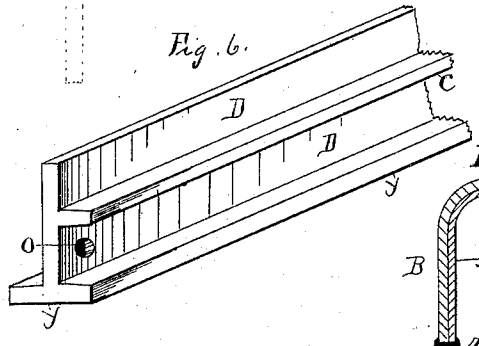


Fig. 7.

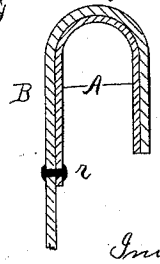
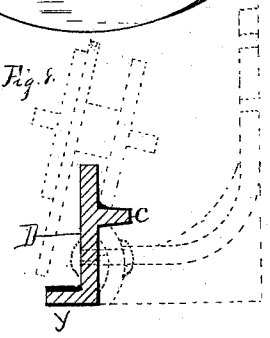


Fig. 8.



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UNITED STATES PATENT OFFICE.

SAMUEL SHREFFLER, JR., OF JOLIET, ILLINOIS.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 482,530, dated September 13, 1892.

Application filed August 31, 1891. Serial No. 404,174. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL SHREFFLER, Jr., a citizen of the United States of America, residing at Joliet, in the county of Will and State of Illinois, have invented certain new and useful Improvements in Door-Hangers, of which the following is a specification, reference being had therein to the accompanying drawings and the letters of reference thereon, forming a part of this specification, in which—

Figure 1 is a side elevation of one of the door-hangers and of a section of its track. Fig. 2 is an end elevation of the door-hanger, showing it applied to the door and attached to the side of a building. Fig. 3 is a face view of the hub of the wheel of the door-hanger. Figs. 4 and 5 are perspective views of washers forming a part of the wheel. Fig. 6 is a perspective view of a section of the track of the door-hanger. Fig. 7 is a vertical section on line 1 of Fig. 1, showing the manner of securing the rider-bar to the hanger-arms; and Fig. 8 is an end view of a section of the track and showing in broken lines the position of the wheel thereon when the door is swung out from the building and showing in broken lines the hanger-bracket secured to the track by means of a rivet.

This invention relates to certain improvements in door-hangers designed for use more particularly on barns and outbuildings, which improvements are fully set forth and explained in the following specification and claims.

Referring to the drawings, A represents the rider-bar supported on the journals *a a* of the wheel.

B represents the hanger-arm, arranged to hook over the rider-bar A at each end and be secured thereto by means of a rivet *r* and extending downward, so as to be secured to an ordinary sliding door K.

The wheel consists of a hub R, having the journals *a a* and a flange H and the disks or washers E F J. The disks E F J are provided with a central aperture and are placed on the hub R, as shown in Figs. 1 and 3. The ends of the hub are then riveted down so as to secure the disks in place, and they then become the wheel-treads.

D is the track, formed of a rolled strip of metal in such manner as to have the lower T-flange *y* and an inner flange *c* located a little above its center on its inner side, and has bolt-holes O near each end in its web, for securing it to its brackets. The track D is secured to the side of the building L by means of brackets G, which are secured to the track by means of having the flanges *c* and *y* bent to inclose the extending arm of the said bracket, as shown at V V in Fig. 2, when the extending arm of the bracket is placed between the flanges *c* and *y*. If desired, the inner part of flange *y* may be dispensed with, as shown in Fig. 8, in which case the track may be bolted or riveted to the bracket. The tread E of the wheel rests and rolls on the flange *y* of the track, and is the only part of the wheel that rests and rolls continuously on the track. The tread F of the wheel does not rest on the track and simply prevents the tread E from running off the track-flange Y, and the washer J prevents the hanger and rider-bar from coming in contact with the wheel. In wheels of this character when the two treads are the same diameter and both roll on the track in such manner as to have a portion of the track extend upward between them, the wheel is liable to be broken when the door swings out sidewise, as when run against by a wagon or carried out by the wind. By having the tread F smaller in diameter than the tread E when the door swings out sidewise the wheel will be in the position shown in the broken lines in Fig. 8. At such time, even if the tread E should be forced off its track, the tread F will then rest on flange *c* and the door will be supported by the tread F on flange *c* and will not be broken, because of its smaller diameter than tread E. When the door and wheel resume their first position, they will be as shown in Fig. 2, the tread F being free from the track. Another advantage in having tread F remain above the track-flange *c* is that it can the more readily pass over obstructions on its track—such as sparrow-nests and the like—as, in case the two treads are the same diameter and each rest on a track, the wheel is liable to be clogged and stopped by means of sparrow-nests built behind and on the track-flange. To form such wheel-treads as is shown ordinary washers are used, and the hub R is made of mal-

leable iron provided with the two journals *a a*, and the flange H for holding the treads E and F the proper distance apart and adapted to have its ends riveted to secure the treads on the hub, making a very solid, cheap, and durable wheel for the purpose.

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

1. In the door-hanger shown and described, the combination of the track D, having the inner flange *c* and the lower flange *y*, and the wheel-treads E and F, the tread E supporting the door on the flange *y*, and the tread F not being in contact with flange *c*, all arranged to operate substantially as and for the purpose set forth.

2. In the door-hanger shown and described, the combination of the track D, having the flanges *c* and *y*, and the bracket G, secured to the track by having said flanges closed thereon, substantially as and for the purpose set forth.

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