

C. LAKOSKY.
DOOR HANGER.
APPLICATION FILED JULY 31, 1909.

960,350.

Patented June 7, 1910.

Fig. 1

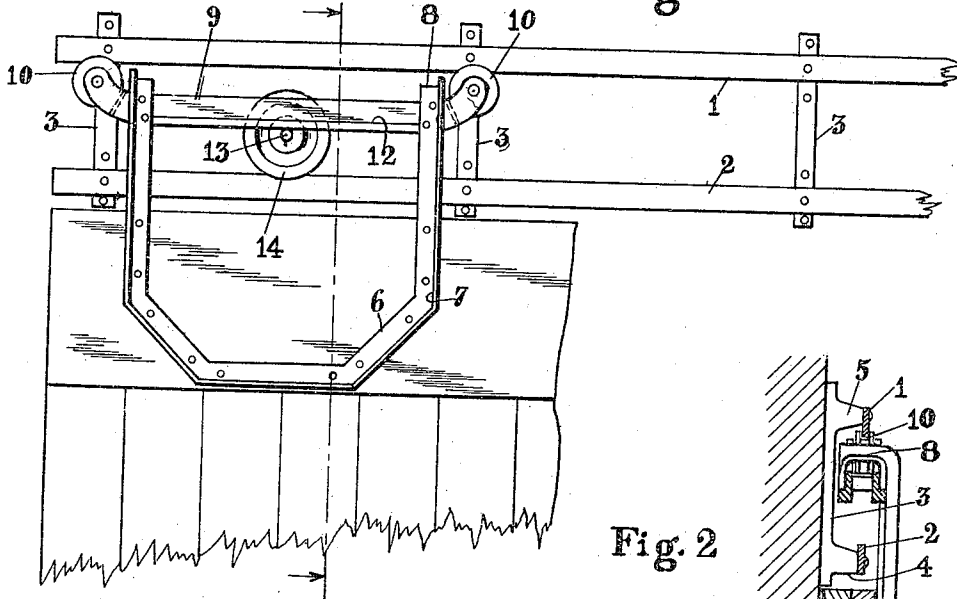


Fig. 2

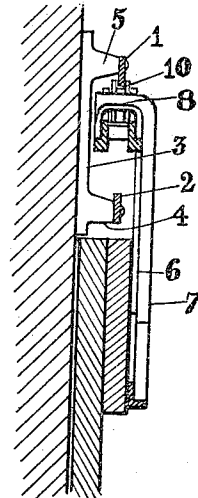


Fig. 3

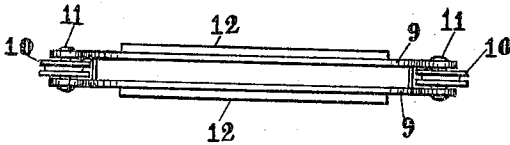
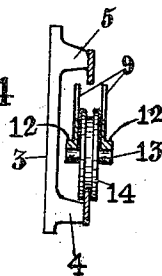


Fig. 4



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES LAKOSKY, OF COOKS MILLS, MICHIGAN.

DOOR-HANGER.

960,350.

Specification of Letters Patent.

Patented June 7, 1910.

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To all whom it may concern:

Be it known that I, CHARLES LAKOSKY, a citizen of the United States of America, residing at Cooks Mills, in the county of Schoolcraft and State of Michigan, 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.

This invention relates to hangers for sliding doors and gates and more especially to an arrangement thereof that reduces the friction to a minimum and insures proper operation of the parts under ordinary working conditions.

The invention consists in the matters hereinafter set forth, and more particularly pointed out in the appended claims.

In the drawings, Figure 1 is a view in side elevation of a portion of a door equipped with a hanger embodying features of the invention; Fig. 2 is a view in detail in section on line *x-x*, Fig. 1; Fig. 3 is a plan view in detail of guide wheels and bearing roller track; and Fig. 4 is a view in detail in cross section of a main bearing roller.

Referring to the drawings, an upper guide rail 1 and lower track rail 2 are secured in parallel, spaced relation to the side of the wall adjacent a door, preferably being maintained in proper position by upright cross members 3 each having a lower lug 4 to which the track rail 2 is bolted or otherwise suitably secured, and an upper lug 5 on which the guide rail 1 is similarly fastened.

A substantially U-shaped stirrup 6, preferably provided with a marginal flange 7, has inturned upper ends 8 that hook over a pair of rider bars 9 secured in spaced parallel relation on the stirrup. Flanged guide wheels 10 are journaled on studs 11 in the outer ends of the bars 9, the extremities of the latter being slightly upturned so that the axis of rotation of the guide wheels are above the point of attachment of the stirrup to the bars. Outwardly extending marginal flanges 12 on the bars 9 form bearing surfaces or tracks that rest on trunnions 13 of a bearing roller 14 whose grooved periphery rides on the upper margin of the track 2, the body of the roller above the trunnions lying between the bars 9 which prevent any tendency to tilt.

By this arrangement of parts a very light, rigid, and easily assembled hanger is obtained, which is in effect roller bearing and is operative without the use of lubricants and is not affected by exposure to weather.

Obviously, changes in the details and arrangement of construction may be made without departing from the spirit of the invention and I do not limit myself to any particular form or arrangement of parts.

What I claim as my invention is:—

1. A hanger for sliding doors comprising the combination of a track rail, a guide rail above the track rail in parallel relation thereto, a U-shaped stirrup provided with inturned upper ends and adapted to be secured against the face of a door, a pair of rider bars having outturned flanges on their lower edges secured in parallel spaced relation on the under side of the inturned upper ends of the stirrup, guide wheels journaled between the outer ends of the rider bars and adapted to engage the lower margin of the guide rail, and a bearing roller resting on the track rail provided with trunnions engaging the lower flanges of the rider bars.

2. A hanger for sliding doors comprising the combination of a track rail, a guide rail above the track rail in parallel relation thereto, a U-shaped stirrup provided with inturned upper ends and adapted to be secured against the face of a door, a pair of rider bars having out-turned flanges on their lower edges secured in parallel spaced relation on the under side of the inturned upper ends of the stirrup and having upturned ends, guide wheels journaled between the outer ends of the rider bars with their axes of rotation above the plane of the underside of the inturned ends of the hanger and adapted to engage the lower margin of the guide rail, and a bearing roller resting on the track rail provided with trunnions engaging the lower flanges of the rider bars.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES LAKOSKY.

Witnesses:

JOHN G. F. ROBERTS,
DONALD J. BLACK.