L. E. FOURNIER.

DOOR HANGER.

APPLICATION FILED JAN. 31, 1912.

1,039,720. Patented Oct. 1, 1912.

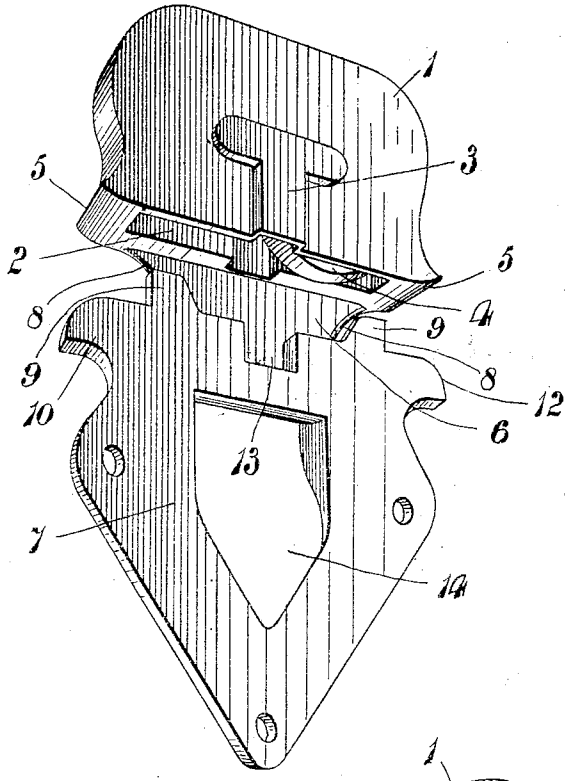

Fig. 1

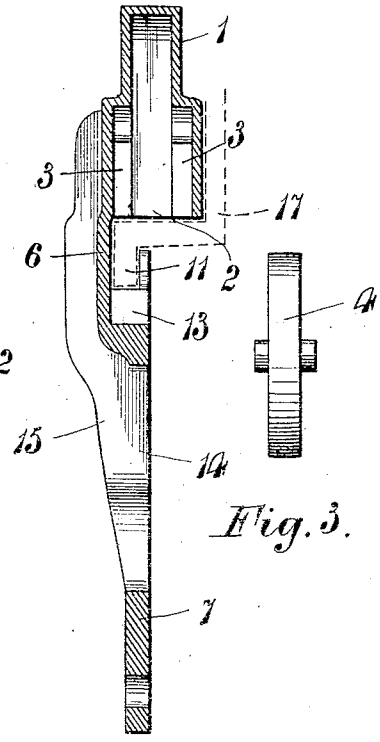

Fig. 3.

Fig. 2.

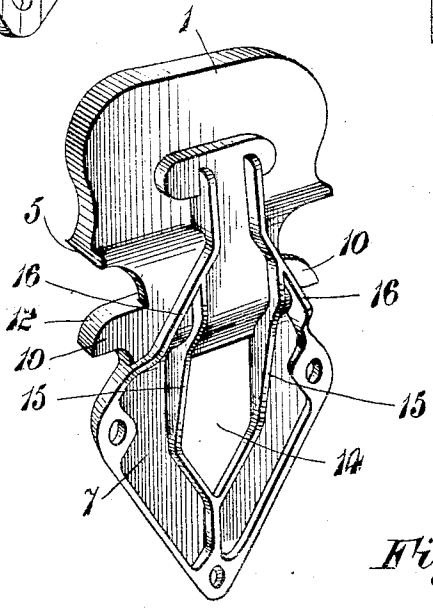

Fig. 4.

Witnesses

J. Lightfoot.

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UNITED STATES PATENT OFFICE.

LOUIS EUGENE FOURNIER, OF BOSTON, MASSACHUSETTS.

DOOR-HANGER.

1,039,720. Specification of Letters Patent. Patented Oct. 1, 1912.

Application filed January 31, 1912. Serial No. 674,432.

To all whom it may concern:

Be it known that I, LOUIS EUGENE FOURNIER, a subject of the King of Great Britain, and resident of 2 Rossmore road, in the city of Boston, State of Massachusetts, United States of America, have invented certain new and useful Improvements in Door-Hangers; and I do hereby declare that the following is a full, clear, and exact description of the same.

The invention relates to improvements in door hangers, as described in the present specification and illustrated in the accompanying drawings that form part of the same.

The invention consists essentially in the novel fashioning of the metal, whereby in a loose journaled trolley wheel, a peculiar form of recess is formed therebelow to adapt that particular type of door hanger to Z-shaped track.

The objects of the invention are to furnish as perfect a door hanger as possible, particularly for car doors and the like, in which the door will not readily leave the supporting track and if by chance, it should leave, the loose-wheel will not be lost, to increase the efficiency of the sliding and avoid any binding effects during operation, and generally to provide a cheap and durable hanger.

In the drawings Figure 1 is a perspective view showing the inside of the hanger. Fig. 2 is a vertical sectional view. Fig. 3 is an end elevation of the trolley wheel. Fig. 4 is a perspective view showing the outer side of the hanger.

Like numerals of reference indicate corresponding parts in each figure.

Referring to the drawings 1 is the head of the hanger recessed at 2 from the underside, said recess 2 having in the inner wall thereof, the T-shaped recesses 3, the upper end of which forms the bearing for the loose-wheel 4. The head terminates at each side of the lower end of the upwardly curved knife shaped ends 5 adapted to engage snow or ice in the travel of the door hanger on its track.

6 is the neck joining the head 1 to the foot 7, said head, neck, and foot being integral and formed as one casting. The neck 6 is inwardly curved at each side thereof, and rounded off at 8 to prevent obstructions due to sharp or coarse edges.

The foot 7 extends upwardly and terminates at its upper end in the two retaining lugs 9 and at each side at the upper end in the ears 10, said ears being the full depth of the recess 11 formed between the lugs 9 and the neck 6 and extending beyond the lugs 9 on each side of said foot and forming a continuation at each end of the bed of the recess 11 and rounded off at 12 in roller effect, so as to avoid any binding in the sliding of the door.

13 is a central recess from the bed of the recess 11, said recess 13 furnishing a path for the axle of the wheel 4 to remove said wheel from recess 2, ordinarily this wheel would remain in the recess 2, even though dropping down across the recess 11, but by a slight cant when in the recess 13 it may be removed.

The foot 7 is lightened by the central opening 14 and is strengthened by the ribs 15 extending centrally from the bottom end, and upwardly on each side of the said opening 14, joining the ribs 16, which extend from beneath the ears 10 and up on to the back of the head over the T-shaped recess 3.

17 is a Z-shaped track the tail section of which fits in between the lugs 9 and neck 6, therefore the door to which the foot 7 is securely fastened will be retained in position on the supporting track 17 and while this is not new to have a retaining piece from a door hanger extending up behind the tail section of a Z-shaped track, yet this particular manner of accomplishing the retaining effect has not been known before and no loosely journaled wheel has been arranged heretofore in the manner shown as this is an improvement in that particular type of door hanger, which I have been concerned in for a number of years and it is to cure many objections to that class of hanger that this invention has been made.

What I claim as my invention is:—

A door hanger, comprising a frame having head and foot portions connected by a neck portion curved inwardly and rounded at each end thereof, the said head portion having a recess from the under side and extending upwardly in the head, T-shaped slots in the side walls of said recess, a roller formed with trunnions to move in said T-shaped slot, a bed formed in the space between said head and foot to admit the track bar, said

foot having lugs extending upwardly from the bed of said space, ears extending laterally from the ends of the bed and rounded at their ends in roller effect, a recess formed in the bed vertically below said T-shaped recess to receive one of the trunnions as the roller is removed.

Signed at the city of Montreal, Quebec, Canada, this nineteenth day of January, 1912.

LOUIS EUGENE FOURNIER.

Witnesses:
M. PATENAUDE,
W. HAMMOND.