

C. A. ALLEN.
DOOR HANGER.
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1,049,638.

Patented Jan. 7, 1913.

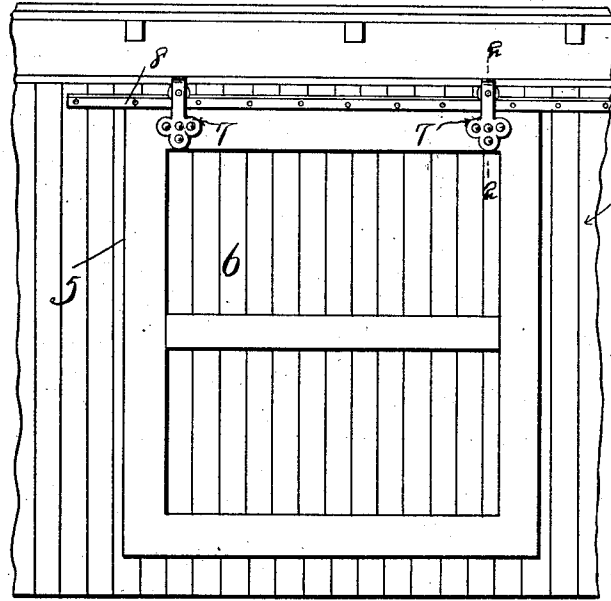


FIG. 1.

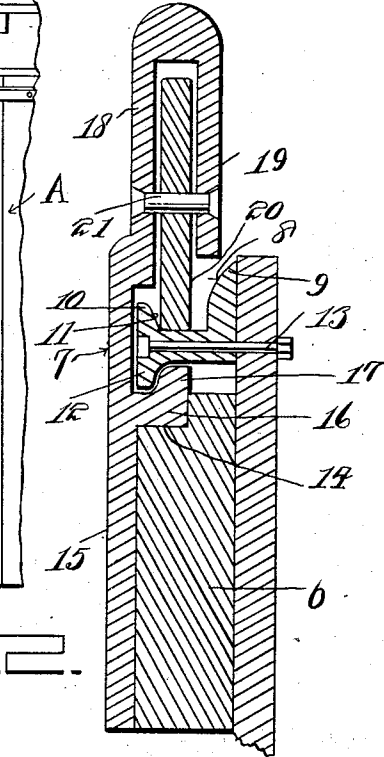


FIG. 2.

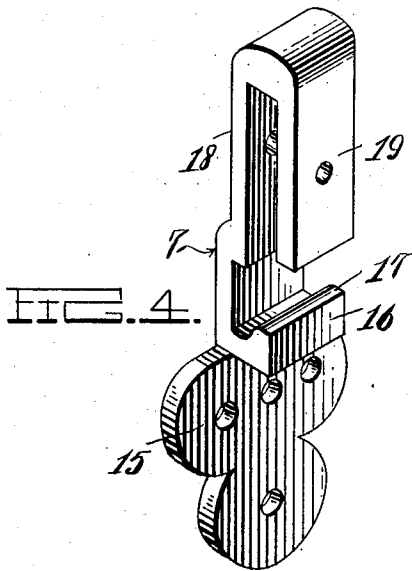
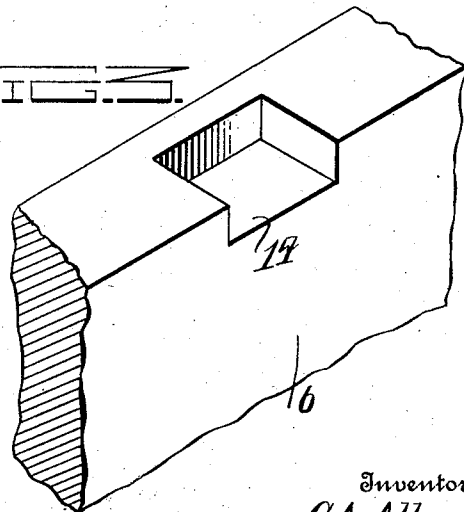


FIG. 3.

FIG. 4.



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UNITED STATES PATENT OFFICE.

CHESLEY A. ALLEN, OF SIBLEY, LOUISIANA.

DOOR-HANGER.

1,049,638.

Specification of Letters Patent.

Patented Jan. 7, 1913.

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To all whom it may concern:

Be it known that I, CHESLEY A. ALLEN, a citizen of the United States, residing at Sibley, in the parish of Webster, State of Louisiana, have invented certain new and useful Improvements in Door-Hangers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in hangers for doors, gates and the like.

The principal object of the invention is to provide a hanger in which the different elements are so constructed and combined to permit of the door being readily opened and closed with a minimum amount of exertion.

Another object of the invention is to provide a door hanger which is composed of a minimum number of parts, is therefore simple in construction, and is cheap to manufacture.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawing and pointed out in the claim hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction within the scope of the claim may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawing: Figure 1 is a detail side elevation of a car and its door showing the application of my improved hanger, Fig. 2 is a detail vertical sectional view taken on the line 2—2 of Fig. 1, Fig. 3 is a detail elevation of the door showing the pocket for receiving the lug of the hanger, and Fig. 4 is a perspective view of the hanger.

Like reference numerals designate corresponding parts in all the figures of the drawing.

Referring to the drawing, A designates a side wall of a car body, house or the like, and includes the usual door opening 5. A sliding door 6 is suitably supported by a hanger 7 upon a track 8 which is secured to the side wall above the door opening.

The track 8 is longitudinally disposed above the door opening 5 and includes upper inner and outer longitudinal flanges 9 and 10 respectively, said flanges forming a consequent groove 11. The inner walls of the

flanges incline downwardly toward the center of the track. The track is furthermore formed with an outer lower longitudinal flange 12. This track is secured to the wall A by bolts 13 or other suitable fastening means which pass through the body portion of said track.

The door 6 is positioned against the wall 5 below the track 8, and is formed in its upper outer corners with pockets 14.

Each hanger 7 consists of a body plate 15 which is secured to the outer face of the door in register with a respective pocket 14 by screws, bolts or other suitable fastening means. Extending inwardly from the plate and arranged within the pocket 14 is a retaining lug 16, the inner end of the lug being upwardly bent to form a guide finger 17 which engages with the inner face of the lower flange 12. The body plate 15 extends upwardly above the track 8, and has its upper end portion offset, as at 18, said end portion being disposed directly above the upper outer flange 10 of the track. The end portion 18 is then bent inwardly and thence downwardly to form a depending ear 19 which is disposed above the inner upper flange 9 of the track. Arranged between the offset portion 18 and the ear 19 is a supporting roller 20, this roller being mounted upon a pivot pin 21 which is carried by said offset portion 18 and ear 19. This roller is of a size sufficient to operate within the groove 11 formed by the inner and outer upper flanges 9 and 10 of the track.

It will thus be observed that by means of the lug 16 being positioned within the pocket 14, the body plate 15 is vertically held against swinging movements, and that by offsetting the upper end of the plate, as at 18, the supporting roller 20 is positioned directly above the groove 11 of the track. It will furthermore be observed that by inclining the walls of the upper flanges 9 and 10, the roller 20 will be caused to be retained at all times between said flanges. By inclining these walls, the roller will tend to ride within the groove, as will be readily understood.

What is claimed is:

In a door hanger, the combination with a wall including a door opening, of a track secured to the wall above the opening, said track including upper and inner and outer longitudinal flanges having downwardly and inwardly inclined inner faces forming

a consequent groove, said track being further formed with an outer lower longitudinal flange, a door disposed below the track and having pockets formed in its upper
5 outer corners, and a pair of hangers connected to the door and adapted to engage with the track, each hanger consisting of a body plate secured to the outer face of the
10 door and having a retaining lug extending inwardly therefrom and positioned within a respective pocket of the door, the inner end of the lug being upwardly bent to form a guide finger for engagement with the inner
15 face of the lower flange of the track, said plate extending upwardly above the track and having its upper end portion offset and

disposed above the upper outer flange of the track, said end portion being bent inwardly and thence downwardly to form a depending ear arranged above and in spaced relation to the inner upper flange of said track, a transverse pin carried by the offset portion of the plate and the downwardly extending end portion, and a supporting roller
20 journaled on the pin and operating in the groove of said track. 25

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

CHESLEY A. ALLEN.

Witnesses:

R. F. PARNELL,
WILL W. TODD.

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