(Model.) 2 Sheets—Sheet 1.

W. J. SUMNER.

DOOR HANGER.

No. 455,695. Patented July 7, 1891.

Fig. 1.

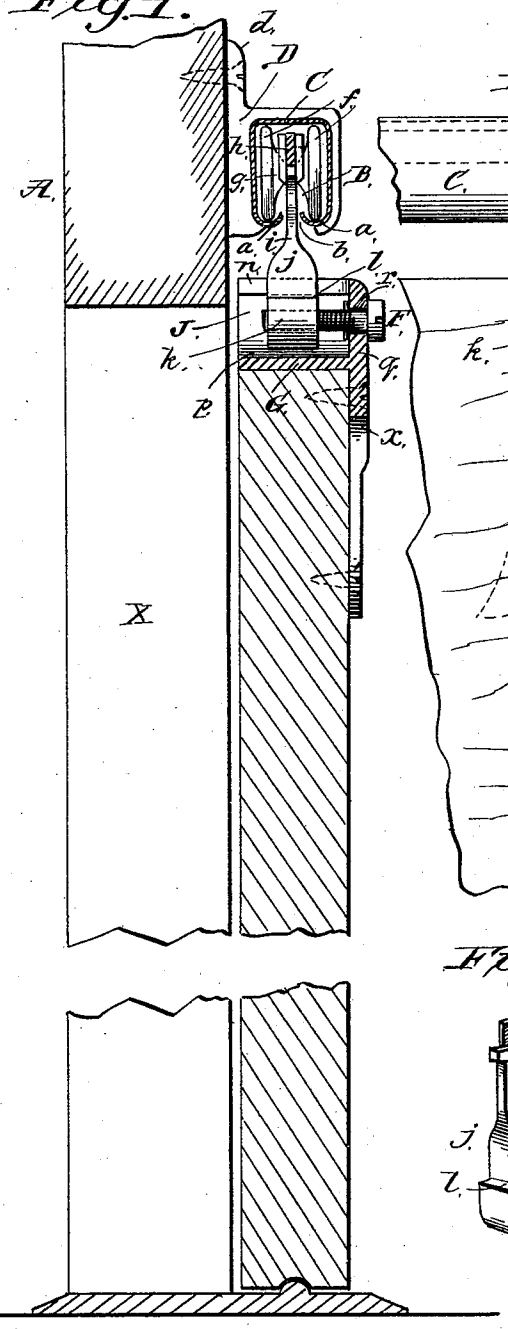


Fig. 2.

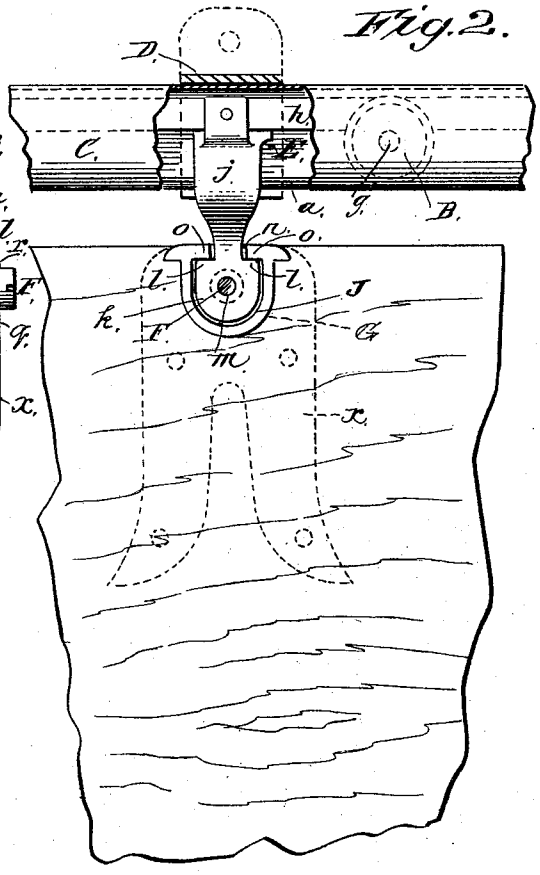


Fig. 3.

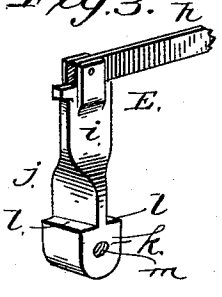
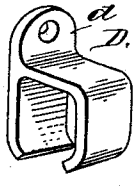


Fig. 4.



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(Model.) 2 Sheets—Sheet 2.

W. J. SUMNER.

DOOR HANGER.

No. 455,695. Patented July 7, 1891.

Fig. 5.

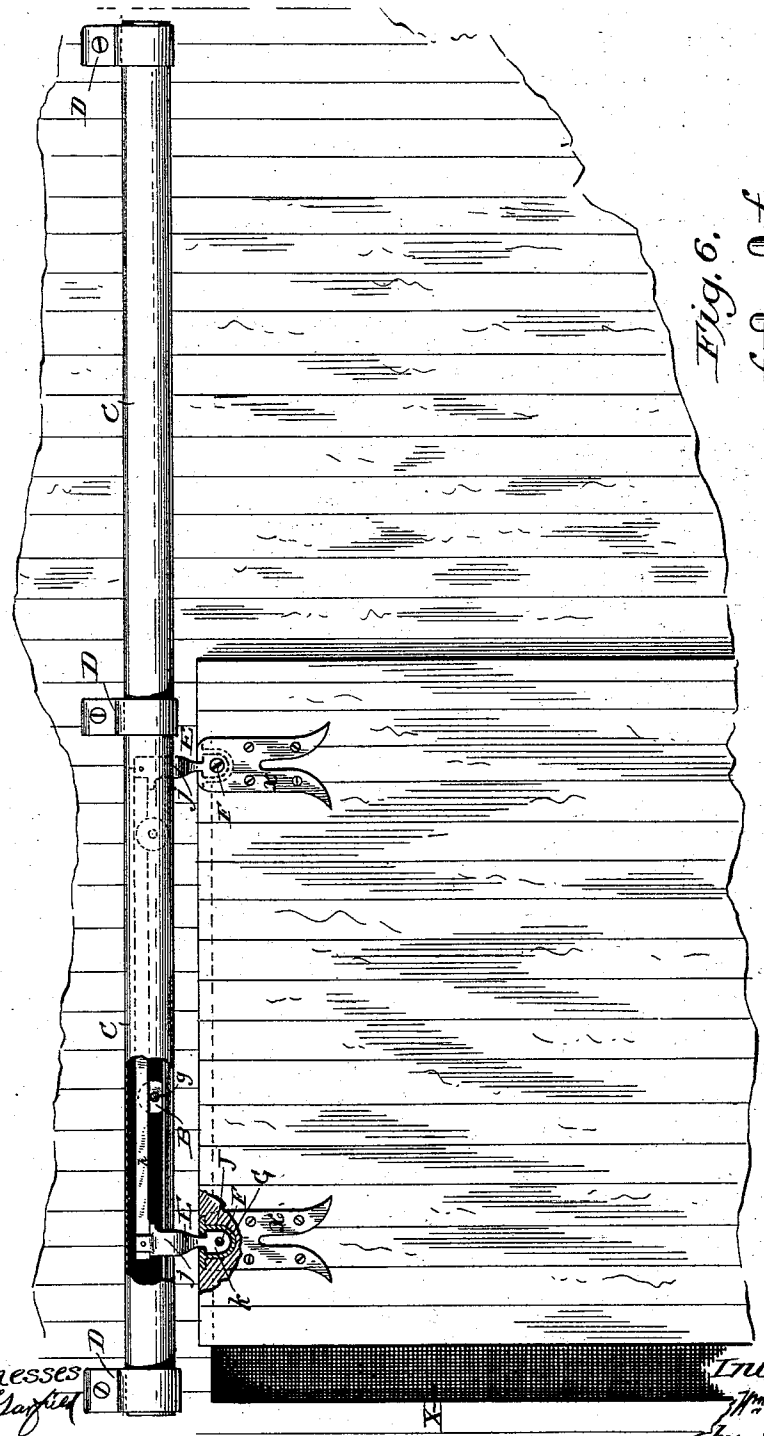
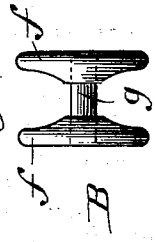


Fig. 6.



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UNITED STATES PATENT OFFICE.

WILLIAM J. SUMNER, OF HOLYOKE, MASSACHUSETTS, ASSIGNOR TO THE COBURN TROLLEY TRACK MANUFACTURING COMPANY, OF SAME PLACE.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 455,695, dated July 7, 1891.

Application filed July 15, 1889. Serial No. 317,591. (Model.)

To all whom it may concern:

Be it known that I, WILLIAM J. SUMNER, a citizen of the United States, residing at Holyoke, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Trolley-Hangers for Doors, of which the following is a specification.

This invention relates to improvements in sliding doors which are suspended through trolley carriers and hangers from a trolley-track thereabove, whereby they may slide longitudinally or alongside of the wall or partition, the main object of the invention being to provide means comprised in and between the hanger and the door, whereby the said door may be laterally adjusted in order that it may be supported to be slid in a plane at any desired proximity to the partition in which is formed the doorway to be covered and closed by said door; and the invention consists in the constructions and combinations of parts, all substantially as will hereinafter fully appear, and be set forth in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a vertical cross-sectional view through a partition at the doorway thereof and through the door, and also showing in sectional elevation the trolley-track, a roller-carrier, hanger, and an engaging socket provided in the door with which the said hanger is attached. Fig. 2 is a view in elevation as seen from a plane coincident with the inner face of the door looking outwardly, showing the parts or portions thereof last above mentioned in positions at right angles to that in which they are shown in said Fig. 1. Fig. 3 is a perspective view of one of the hangers. Fig. 4 is a perspective view of a clip for the suspension of the trolley-track. Fig. 5 is a view in front elevation drawn on a smaller scale than the preceding figures, showing a partition and doorway and the trolley-track and suspension for the door supported therefrom; and Fig. 6 is a view of one of the roller-carriers.

In the drawings, A represents the partition or wall of a building or room, which partition of course may be either an inner or an outer one, and X is the opening or doorway, above the top of which the double-way trolley-track C is secured in a horizontal position in any suitable manner, said trolley-track consisting of a tube substantially of a rectangular cross-section at its upper portion and having the lower edges curved in toward the median line and then turned upward, so that the bottom of the tube has a trough *a* at each side of a longitudinal central opening *b*.

The clip D, (shown in Figs. 1 and 4,) provided with the perforated ear *d*, by which it may be screwed to the side of the partition and shaped to embrace the trolley-track without in any way impeding its longitudinal opening *b*, is a practical device for securing the trolley-track horizontally in place.

Each of the roller-carriers B consists of a pair of separated rollers *f*, united by a common axle *g*, and said carrier is of a size to be entirely inclosed within said trolley-track, its rollers being supported and capable of running freely in the troughways *a a*.

The hanger E consists of a longitudinal bar *h* to extend between and beyond and to rest on the axles of two roller-carriers, and posts *j*, connected to and vertically suspended from and below said bar *h*, being intermediately decreased in thickness, as at *i*, to permit of its free passage in the opening between the troughways of the trolley-track, and provided at its extremity with an enlargement *k*, whereby shoulders *l l* are formed, and said enlargement is transversely and horizontally bored and screw-threaded, as shown at *m*.

The door at its upper side is provided with apertures J therein, each having a contracted opening *n* at its top, formed by the overlying edges *o*, and also open at one end *p*, but closed at the other end by a wall *q*. The head of each post suspended from the trolley-track fits into the correspondingly-formed apertures J, being entered thereinto at the end *p* thereof, and F represents a screw passing loosely through a hole *r* in the said end wall and with a screw engagement into the transverse tapped hole *m* in the post enlargement.

It being understood that the hanger-posts are practically incapable of any lateral movement it will be plain that on turning the said screw F (which is to be maintained against

endwise movement) the said door will be moved laterally either toward or from the partition, according as said screw is turned to the right or to the left.

While the transverse aperture J, having a contracted opening leading to the top edge of the door open at one side of the door and having a closing wall at the other side, may readily be formed in various manners as deemed expedient by a mechanic, I have, as a preferable means for attaining the construction, employed a bushing G, which consists of a plate *x* to form the closing end wall, (in which the hole *r* is formed,) and to lie against and be screwed to the side of the door and having integrally therewith a laterally-extended **U**-shaped socket-casing at the upper inner edges of which the ledges *o o* are formed, and said **U**-shaped part is let into a corresponding depression formed within the top edge of the door.

What I claim as my invention is—

1. In combination, the trolley-track, roller-carriers supported thereon, and a hanger supported from said roller-carriers, comprising suspension-posts having terminal enlargements, and the door formed or equipped at its upper portion with transversely-extending apertures and contracted openings leading therefrom to the top of the door, and in which apertures said post enlargements are entered for engagement, and an operating-screw applied for securing a movement of said door laterally with relation to said suspension-posts, substantially as set forth.

2. The trolley-track comprising double ways *a a*, roller-carriers, each consisting of a pair of separated rollers and a uniting-axle, a hanger consisting of a longitudinal bar *h* and posts *j*, each provided with the enlargement *k*, having the transverse screw-threaded opening *m* therein, combined with the door provided with the bushings, each consisting of the plate *x*, having the transverse hole *r*, and having the aperture provided at its upper end with the ledges *o o*, and with which sockets the post enlargements fit for engagement, and the operating-screws F, substantially as described.

WILLIAM J. SUMNER.

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