

W. R. LEWIS.

DOOR HANGER.

APPLICATION FILED MAR. 18, 1909.

928,137.

Patented July 13, 1909.

2 SHEETS—SHEET 1.

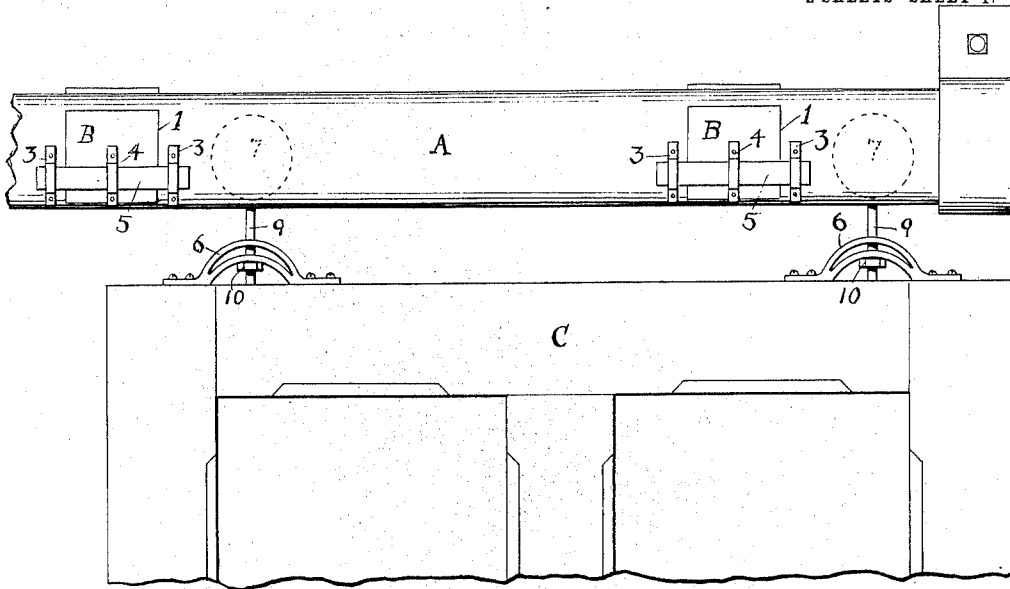


FIG. 1.

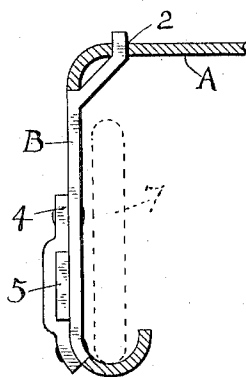


FIG. 2.

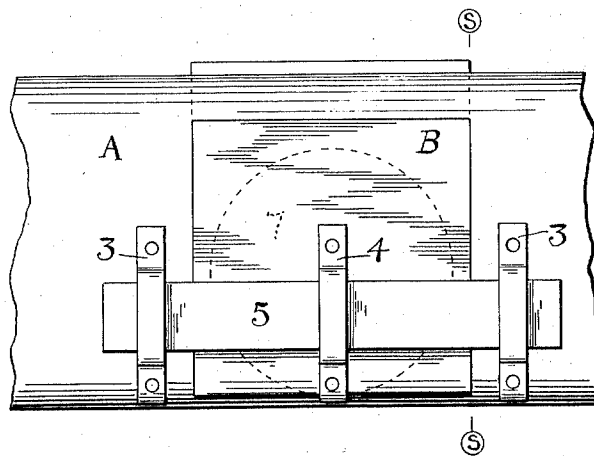


FIG. 3.

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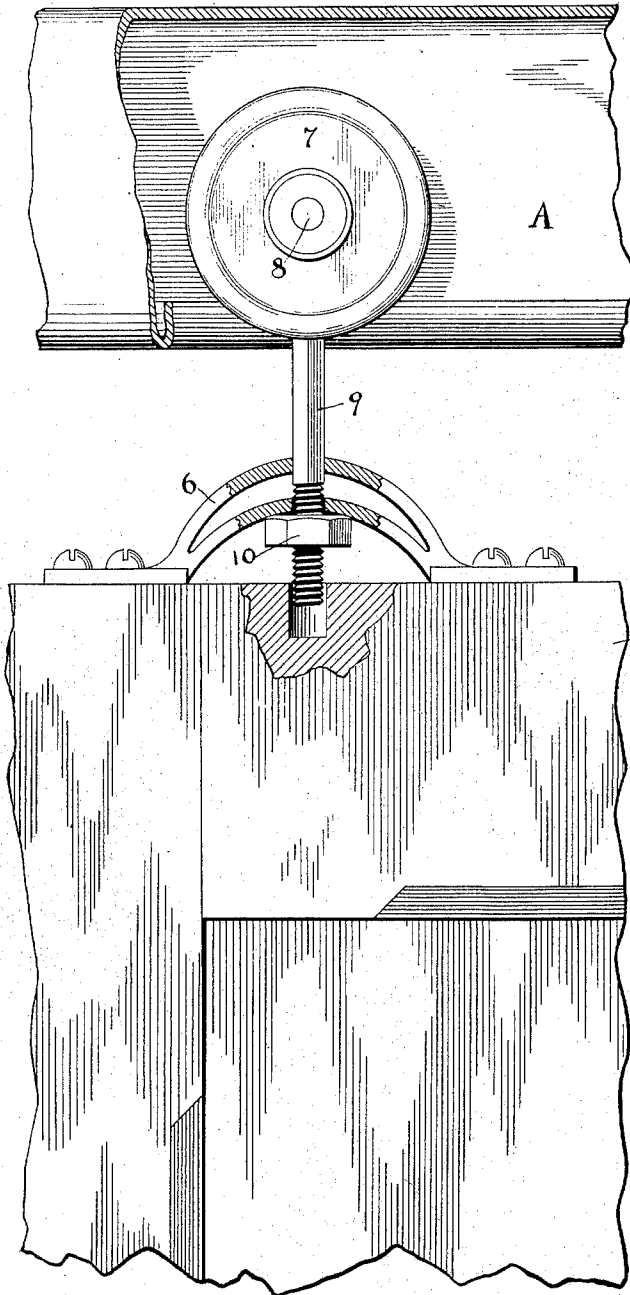


FIG. 4.

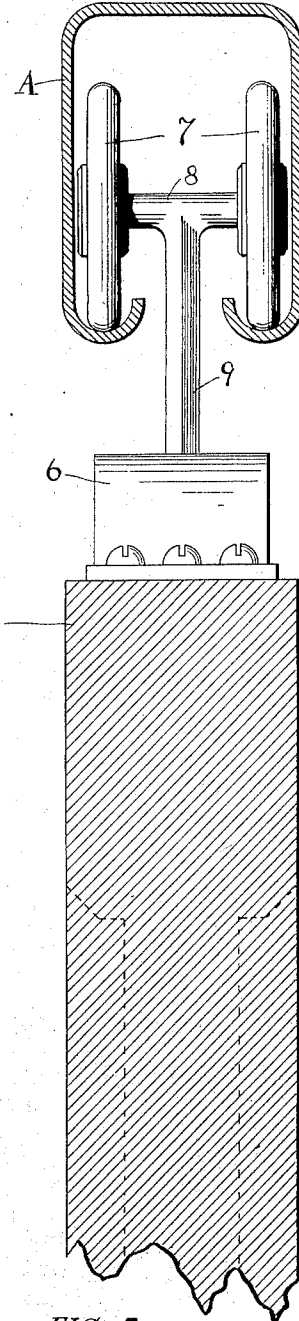


FIG. 5.

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UNITED STATES PATENT OFFICE.

WALTER ROOME LEWIS, OF PLAINFIELD, NEW JERSEY.

DOOR-HANGER.

No. 928,137.

Specification of Letters Patent.

Patented July 13, 1909.

Application filed March 18, 1909. Serial No. 484,206.

To all whom it may concern:

Be it known that I, WALTER R. LEWIS, a citizen of the United States, residing at Plainfield, in the county of Union and State of New Jersey, have invented certain new and useful Improvements in Door-Hangers, of which the following is a specification.

My invention relates to an improvement in door hangers, and the object is to provide a track upon which a door can be readily mounted and removed.

A further object is in the provision for adjusting the wheels for adjusting the door to the proper level so that it will travel along the track without any hindrance.

The invention consists of certain novel features of construction and combinations of parts which will be hereinafter fully described and pointed out in the claims.

In the accompanying drawings—Figure 1 is a view in side elevation of a portion of the track showing any improvement in side elevation; Fig. 2 is a cross sectional view through the track on line *s-s* of Fig. 3. Fig. 3 is a side view of a portion of track, showing door in track. Fig. 4 is a sectional view showing a door supported on the track by the wheels, and Fig. 5 is a sectional view showing the connection between the wheels and door partially in section.

A represents the track adapted to be supported on a building (not shown), which is constructed practically rectangular in cross section and has the lower edges thereof curved in toward the median plane and then turned upward so that a trough or track is formed for the wheels. Openings, 1, are formed along one side of the track, A, which openings are spaced a suitable distance apart. Doors, B, are adapted to be received in the openings, and the lower edges or bottom of the doors are turned inwardly to conform with the trough of the track, A. The upper edge of the door is bent inwardly in a diagonal direction from the main portion, and the outer end is bent at right-angles to the main portion of the door and is received in a slotted opening, 2, in the upper surface of the track, A. Brackets, 3, are connected to the track, A, and a bracket, 4, is connected to the doors B. The brackets are constructed with alined recesses adapted to receive and seat a locking bar 5 for receiving and securing the doors B in place. The door, C, which is to be hung, is provided with brackets, 6, which are con-

nected to the door in any suitable manner, and the under surfaces of the brackets are preferably concave. Wheels, 7, are mounted on an axle, 8, and a shank, 9, connected to the axle and depending therefrom, is received through the brackets and extends into an opening formed in said upper edge of the door. The lower end of the shank is screw-threaded, and received thereon is a nut, 10, for adjusting the door to the proper level. When it is desired to place a door upon the track, the wheels are first connected to the door, then the doors, B, of the track are removed, which allows the wheels to engage the bottom of the track. After the door has been placed in position the doors, B, are again connected to the track and held in position by the bars, 5, when the complete track is formed, as the lower portion of the doors, B, conform to the curvature of the interturning track, thereby forming a continuous trackway for the wheels. By the nuts, 10 the desired level can be obtained for the door, C, by turning the nuts upon the shanks, 9.

From the foregoing it will be seen that I have provided a very simple means of connecting or mounting a door upon the track whereby the door can be moved along the track, and if for any reason the wheels should become broken the door can be removed, or merely one of the doors, B, of the track removed and a new set of wheels connected to the door, C, then mounted in the track, A. In mounting the door, C, upon the track, A, the wheels can either first be connected to the door or the wheels may be mounted on the track and then connected to the door by the shank passing through brackets and connected by the nuts, 10.

It is evident that more or less slight changes might be made in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to be limited to the exact construction herein set forth, but:—

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

1. In a door hanger, the combination with a rectangular track, having openings in the sides thereof, of a door, hanger wheels connected to the door adapted to be received through the openings in the track and mounted upon the track.

2. In a door hanger, the combination with a rectangular track, having openings in the sides thereof, of a door, hanger wheels connected to the door adapted to be received through the openings in the track and mounted upon the track, and doors for closing the openings in the track.

3. In a door hanger, the combination with a rectangular track having openings therein, of a door, hanger wheels adjustably connected to the door adapted to be received through the openings in the track and mounted upon the track, doors for closing the openings in the track, and means for retaining the doors in position.

4. In a door hanger, the combination with a rectangular track having openings in the sides and slots in the upper surface thereof, of a door, hanger wheels connected thereto adapted to be received through the openings and mounted upon the track, doors for closing the openings in the track and having the

upper ends thereof passed through the slotted openings in the track, and means for locking the doors in position.

5. In a door hanger, the combination with a rectangular track having openings in the sides and slots in the upper surface thereof, the lower edges of the track being turned in to form track rails, of a door, hanger wheels connected to the door adapted to be received through the openings in the track and mounted in the rails, doors for closing the openings having the lower ends thereof bent to conform to the said rails of the track and the upper ends of the doors received in the slots in the track, and means for locking the doors in position.

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

WALTER ROOME LEWIS.

Witnesses:

JOHN A. KOOK,
JOHN G. TAYLOR.