

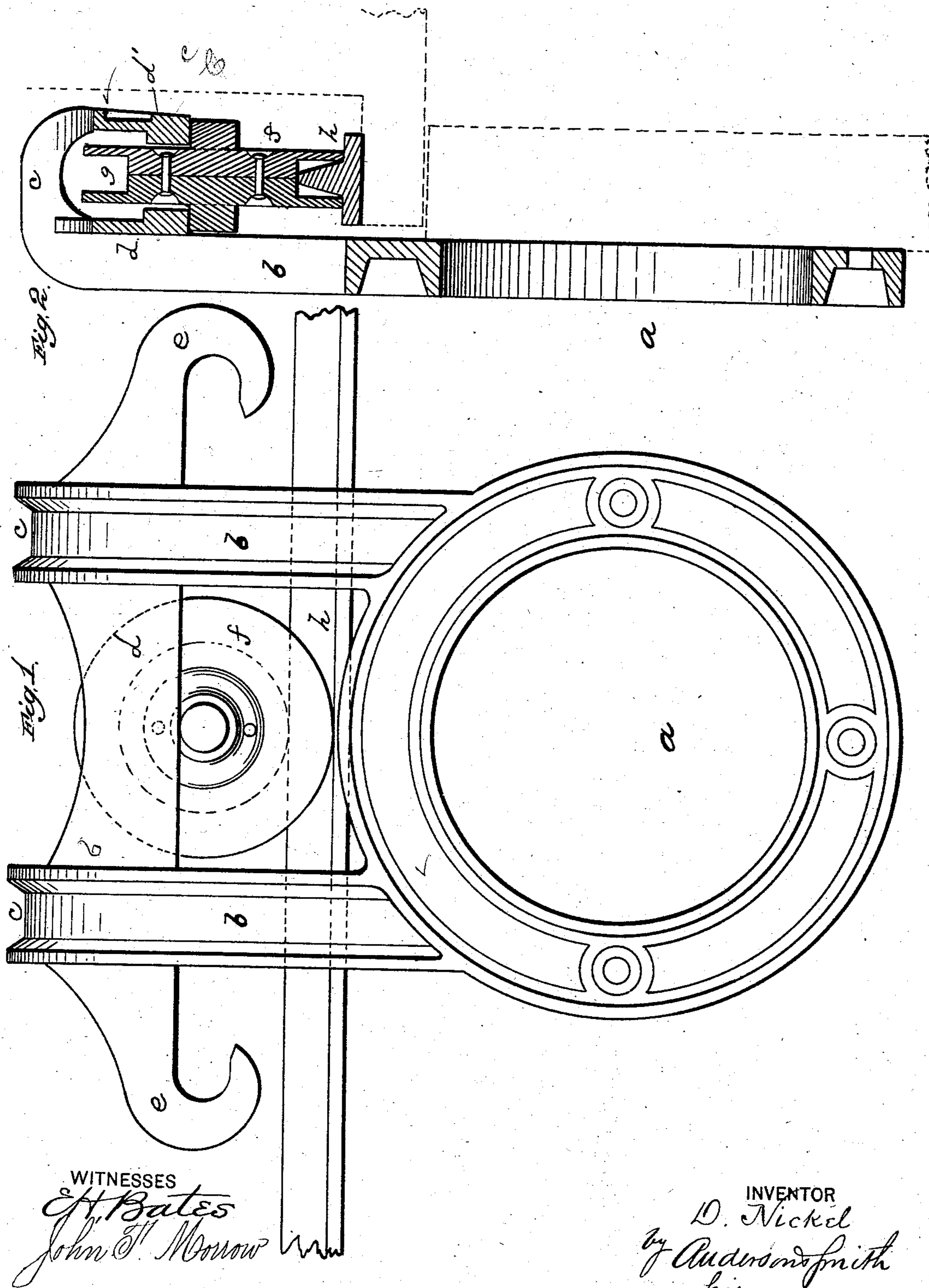
(No Model.)

D. NICKEL.

DOOR HANGER.

No. 290,093.

Patented Dec. 11, 1883.



WITNESSES

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UNITED STATES PATENT OFFICE.

DAVID NICKEL, OF MORRIS, ILLINOIS.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 290,093, dated December 11, 1883.

Application filed September 26, 1883. (No model.)

To all whom it may concern:

Be it known that I, D. NICKEL, a citizen of the United States, residing at Morris, in the county of Grundy and State of Illinois, have
5 invented certain new and useful Improvements in Barn-Door Hangers; and I do 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
10 make and use the same, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation
15 of a side elevation of the door-hanger and track, and Fig. 2 is a sectional view of the same.

This invention has relation to barn-door hangers; and it consists in the construction
20 and novel arrangement of devices, as will be hereinafter fully described, and particularly pointed out in the claim appended.

The objects of the improvements hereinafter described are to strengthen the hanger-track and brace the supporting-arms, to prevent
25 breaking at the bends of said arms; to improve the wheel and the lower track, to prevent the wheel from leaving said lower track when affected by ice or snow, and to
30 practically produce an anti-friction hanger for barn-doors.

Referring by letter to the accompanying drawings, *a* designates the annular terminus of the hanger-arms *b b*, which is provided with
35 screw-holes, through which the securing-screws are passed into the barn-door.

Cast with the arms *b b*, and below their bends *c c*, is a hanger-track, *d*, with hook ends *e*. The hanger-track *d* serves also as a brace for the
40 hanger-arms *b b*. The bends *c c* are ribbed on their outer sides to strengthen them, and below the bends a second hanger-track, *d'*, with hook ends, is cast parallel with the hanger-track *d*, and at a distance from the track *d*

sufficient to admit the hanger-wheel *f* between
45 them. One hanger-track rests on each journal of the hanger-wheel *f*. The hanger-wheel is cast in two parts, each carrying a journal, and the parts are riveted together. The parts
50 are so cast as to form a deep peripheral rectangular groove when secured together. This groove *g* is thus provided in order that a high thin tapering lower rib or track, *h*, may be formed. The vertical rib of the lower stationary track, *h*, is broadest at its base, and
55 tapers upward. When the hanger-wheel *f* is in place on the track *h*, it will cut snow or ice from the track, instead of packing it thereon, as in the present constructions, and thereby
60 insures a perfect working of the door. In this construction there is very little friction. The bends of the arms are thoroughly braced and strengthened, and these points have heretofore been the weakest and the points most
65 likely to break. The deep groove insures a light strong wheel, and the thin tapering rib of the track *h* renders clogging by snow and ice impossible. The double hanger-track adds
70 strength to the hanger and distributes the friction.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

In a barn-door hanger, the combination, with the double hanger-track and the lower
75 tapering-rib stationary track, of the deep peripherally-grooved hanger-wheel, made in two parts and riveted together, and engaging the stationary track by its periphery and the parallel hanger-track by its journals, substantially
80 as specified.

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

DAVID NICKEL.

Witnesses:

W. A. PARKER,
C. ELERDING.