

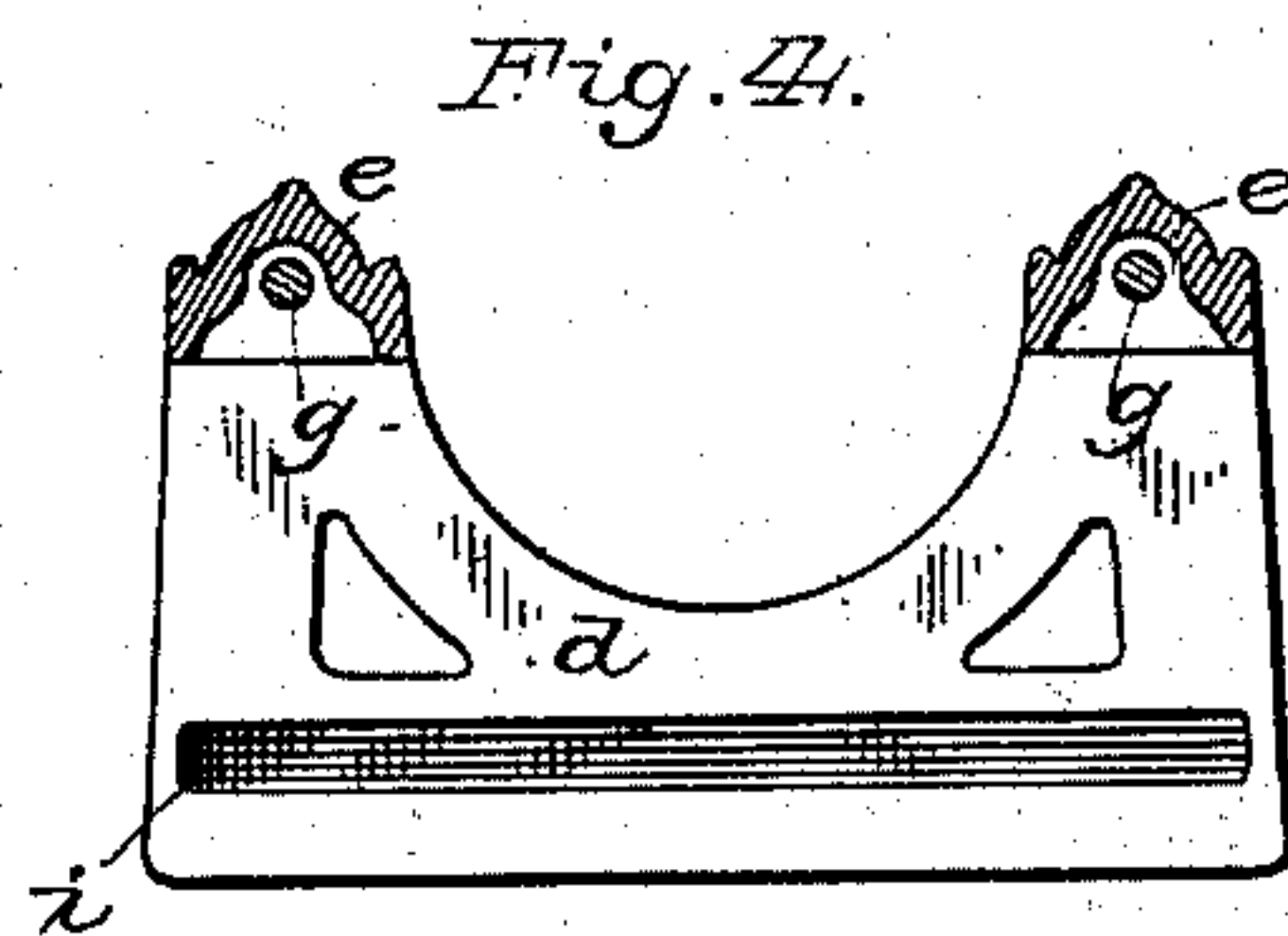
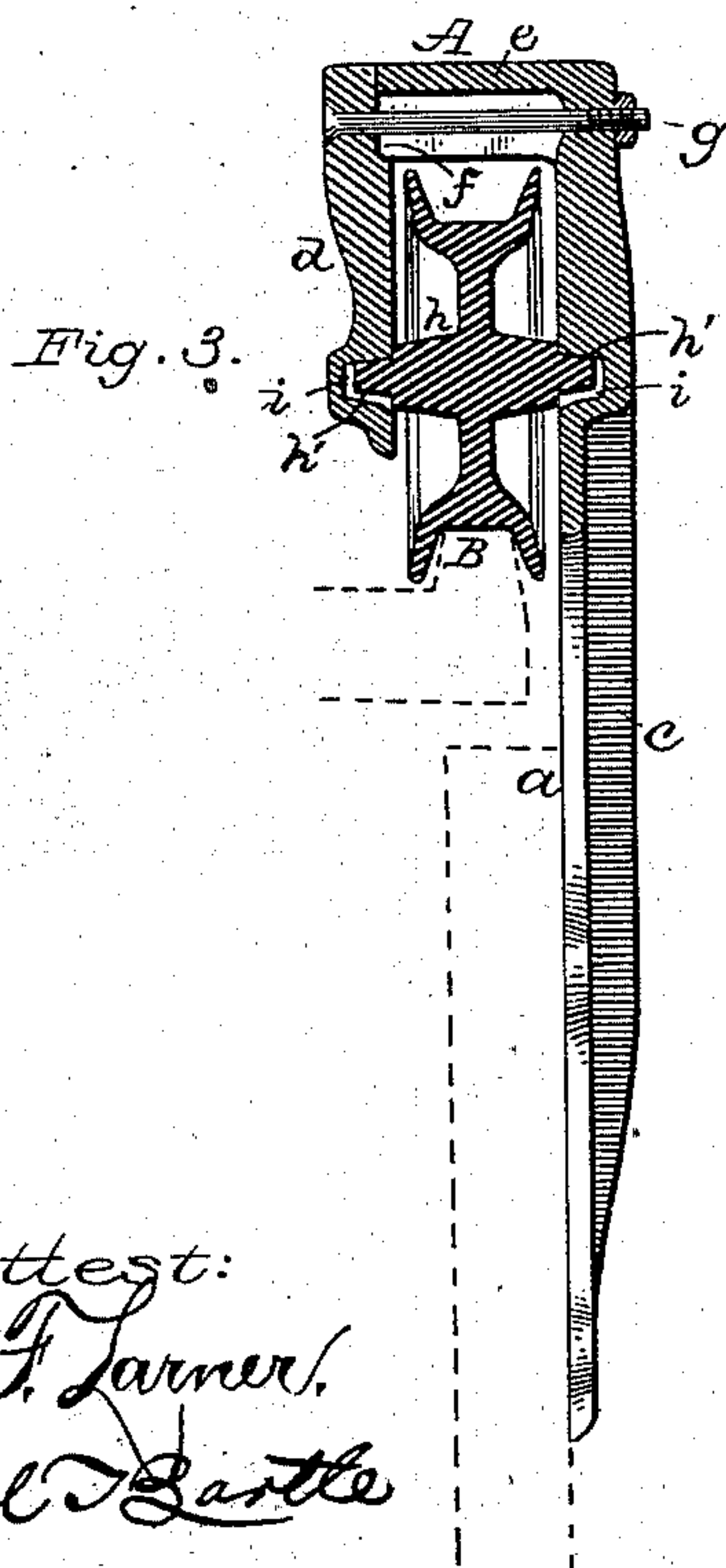
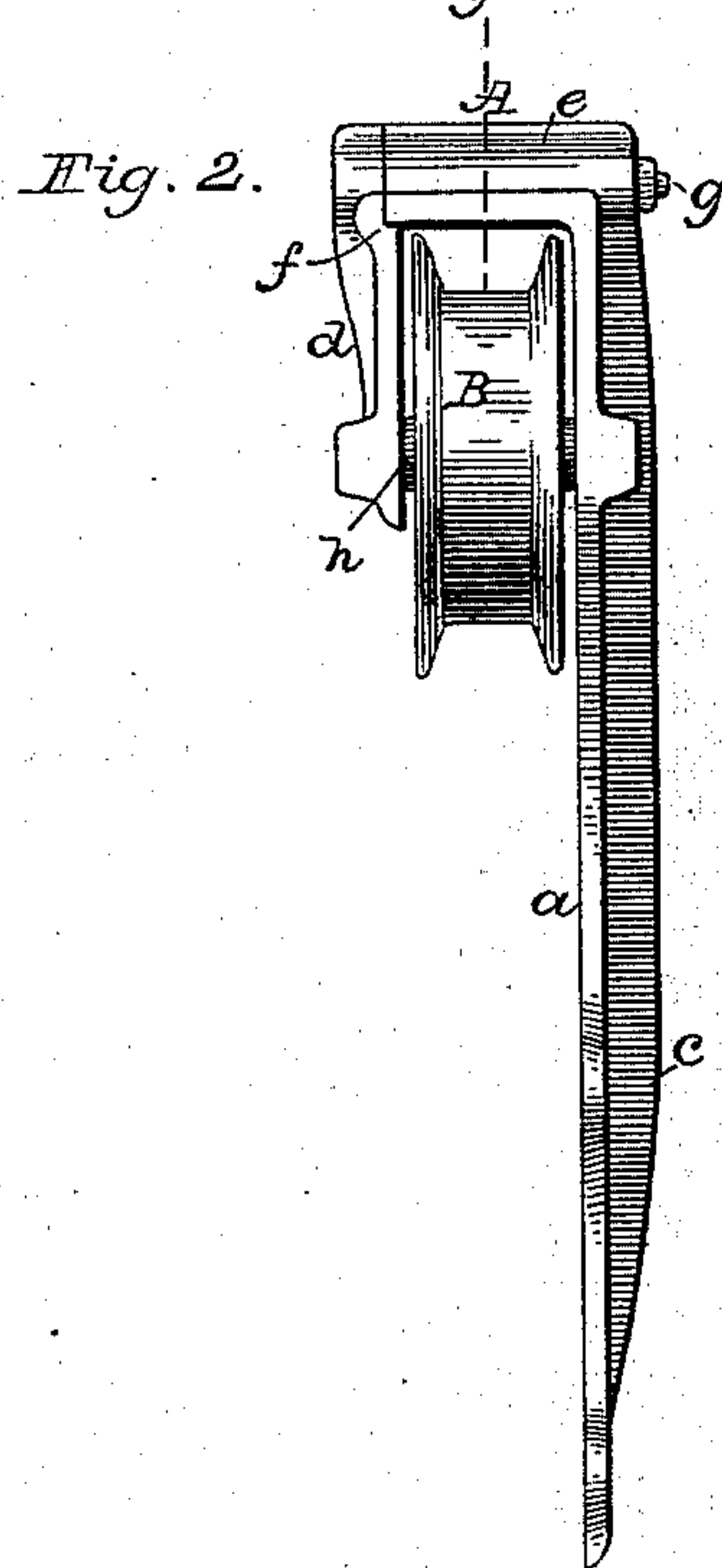
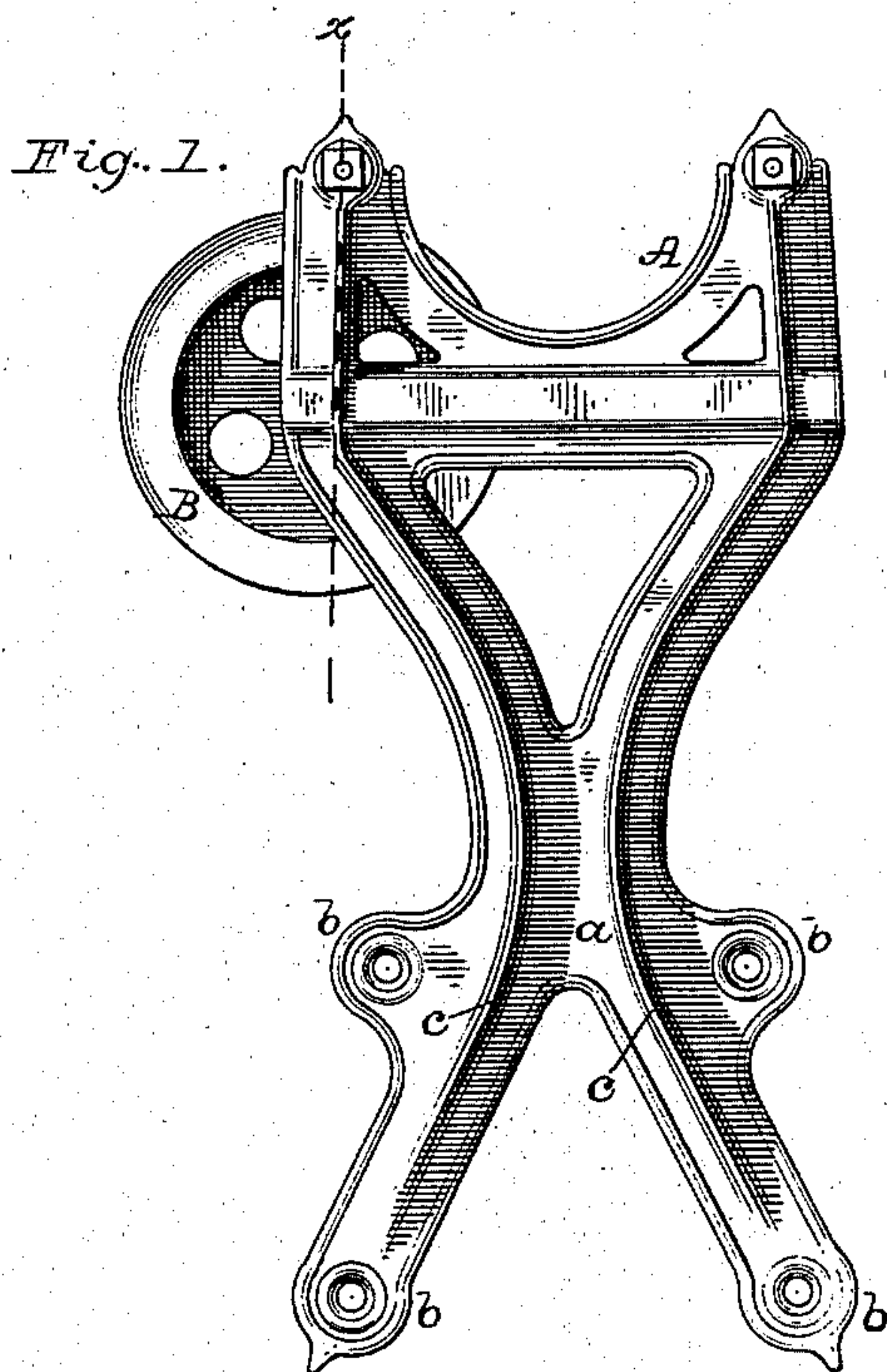
(No Model.)

E. Y. MOORE.

DOOR HANGER.

No. 295,501.

Patented Mar. 18, 1884.



Attest:  
Philip F. Larner,  
Lowell Battle

Inventor:  
Edward Y. Moore,  
By *Wm. O. Wood*  
Attorney.



# UNITED STATES PATENT OFFICE.

EDWARD Y. MOORE, OF CHICAGO, ILLINOIS.

## DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 295,501, dated March 18, 1884.

Application filed January 26, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD Y. MOORE, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Door-Hangers; and I do hereby declare that the following specification, taken in connection with the drawings furnished and forming a part of the same, is a clear, true, and complete description of my invention.

My said improvements relate to that particular class of hangers by which a sliding door is suspended from an elevated supporting-rail and rendered easily movable thereon by means of sheaves, rollers, or wheels, which peripherally travel on the rail and support at their axes a track bar or rod which forms a part of the hanger, so that a rolling contact is obtained between the hanger and the wheel or roller, as well as between said wheel or roller and the supporting-rail.

Hangers of this class have been heretofore variously organized; and my improvement consists in certain novel features in construction, having in view economy in manufacture, desirable strength and durability, and the housing of the wearing portions of the hanger, for affording as much protection as possible against the introduction to the bearings of abrasive and obstructive matter.

A hanger embodying my invention has at its upper end a wheel or roller space, two coincident grooves closed at the outer sides and ends, and a wheel or roller in said space, with its axle or hubs occupying said grooves, so that the upper surface of each groove serves as a track-bar, which, with the axle or hub, is well housed and protected. For economically constructing such a hanger, I cast the frame thereof in two parts—one of which embraces the front and top portion and the other the back portion thereof—and these two parts, after the wheel has been inserted, are firmly united by means of wrought-iron rods or bolts, which are housed within the cast metal at the top of the hanger, and said bolts so re-enforce the cast metal as to afford great strength with a minimum weight of metal.

To more particularly describe my invention, I will refer to the accompanying drawings, in which Figure 1 represents one of my hangers

in front view. Fig. 2 represents the same in end view. Fig. 3 is a vertical section of the same on line *x*, Fig. 1. Fig. 4 is a vertical section of the same on line *y*, Fig. 2.

The front plate, *a*, of the hanger-frame A is skeletonized and so shaped as to afford a desirable shank, and has suitable screw or bolt ears, *b*, by which it can be secured to a door. Being composed of cast metal, I provide it with strengthening-webs *c*, which are distributed with reference to the several lines of strain to which the hanger is liable to be exposed in use. The back plate, *d*, is much shorter than the front plate, and has a contour conforming with the corresponding portion of said front plate. The caps *e*, which lie between the front and back plates, and serve as the top of the hanger-frame, may be separately cast; but I find it preferable to cast them integrally, either with the back plate or with the front plate, as shown, and in either case I provide therefor a rabbeted seat, as at *f*; but this is of course varied in its location, according to whether the cap is cast integrally with the front plate, as shown, or with the back plate, it being obvious that in the latter case some portion of the front plate should overlies a portion of the cap, so as to well provide against breakage liable to result from vertical strains. The caps are arched crosswise, as shown, not only for the strength afforded thereby with a minimum weight of metal, but also to afford a housing for the bolts or rods *g*, although good results will accrue if the latter be solidly cast into said caps in a manner well known. The space between the front and the back plates is a little wider than the thickness of the wheel B, and the sides of said wheel cannot engage frictionally with the coincident surfaces of the plates, because it is guided with reference to the hanger-frame by the ends of its hub *h*, within which or integral therewith is the axle *h'*, which occupies the front and rear horizontal channels or grooves, *i*, provided therefor in the front and back plates. The upper surface of each channel serves as a track rod or bar for bearing upon the axle of the wheel, and said grooves being closed at their ends and at their outer sides, the axle and its bearing-surfaces are protected, as far as is deemed practicable or necessary, against the



introduction of obstructive or abrasive matter.

It will be seen that hangers constructed in accordance with my invention may be cheaply  
5 constructed with but little weight of metal, and that they are susceptible of being produced in neat and highly ornamental forms.

The particular design embodied in the front plate of the hanger shown constitutes the sub-  
10 ject of a separate application for Letters Patent, Serial No. 118,864.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination of a wheel or roller provided with an axle and a door-hanger frame, 15 having a short back plate and a long front plate, united by bolts and caps, and provided on the coincident sides of said plates with horizontal grooves or recesses for the axle of the wheel or roller, substantially as described. 20

EDWARD Y. MOORE.

Witnesses:

SAMUEL H. MOORE,  
GILBERT A. BRADY.