

(No Model.)

D. NICKEL & C. ZATTAN.

DOOR HANGER.

No. 359,226.

Patented Mar. 8, 1887.

Fig. 1.

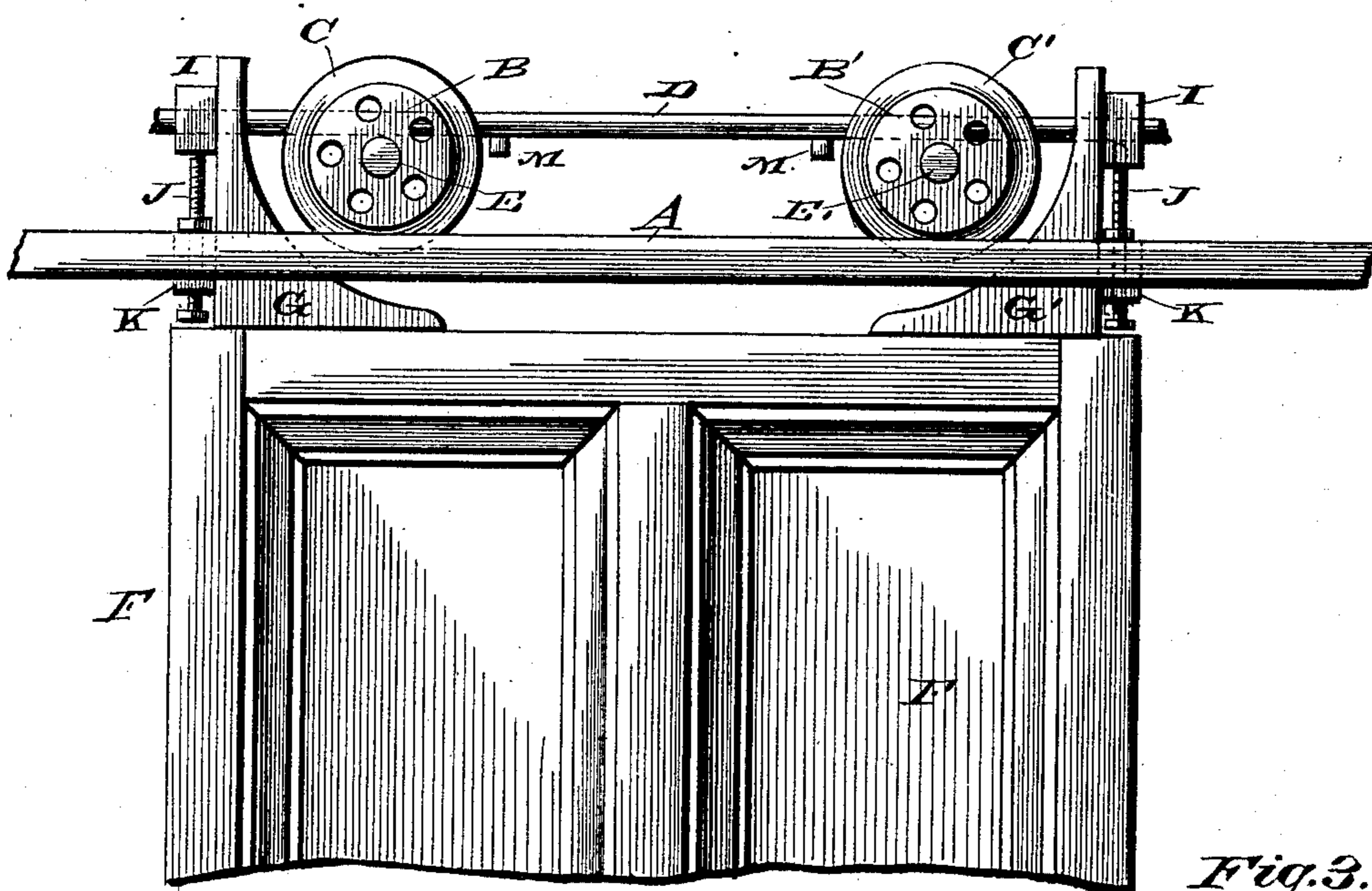


Fig. 2.

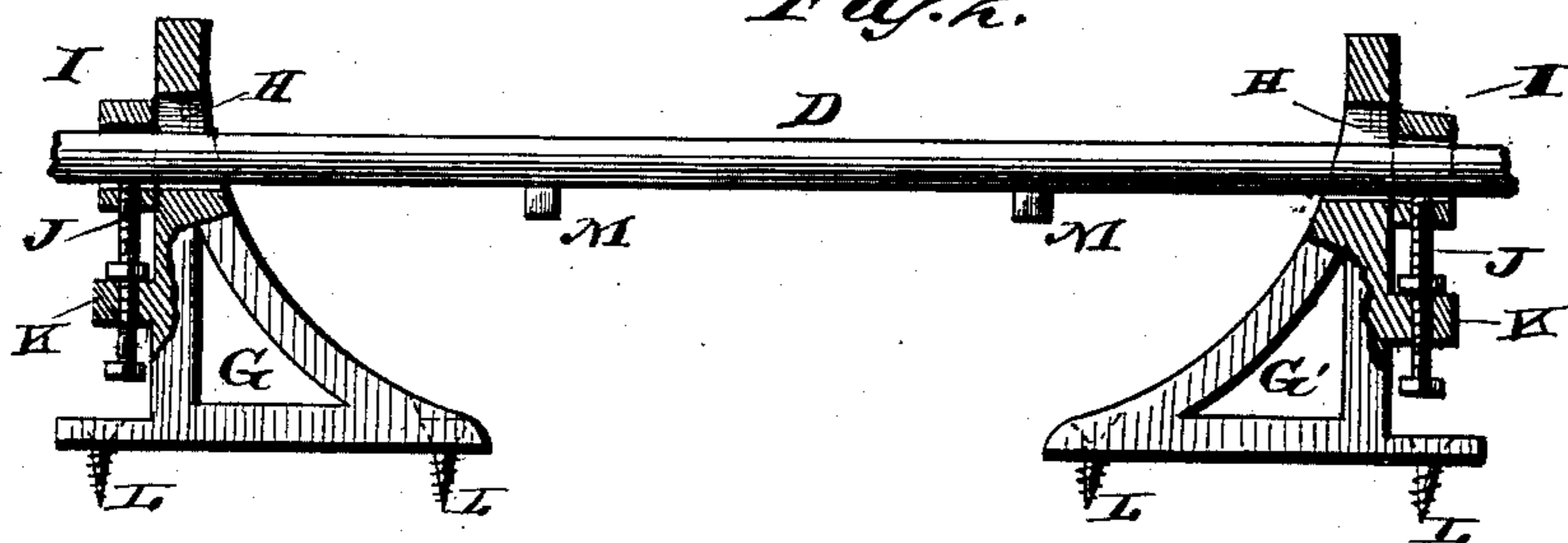


Fig. 3.

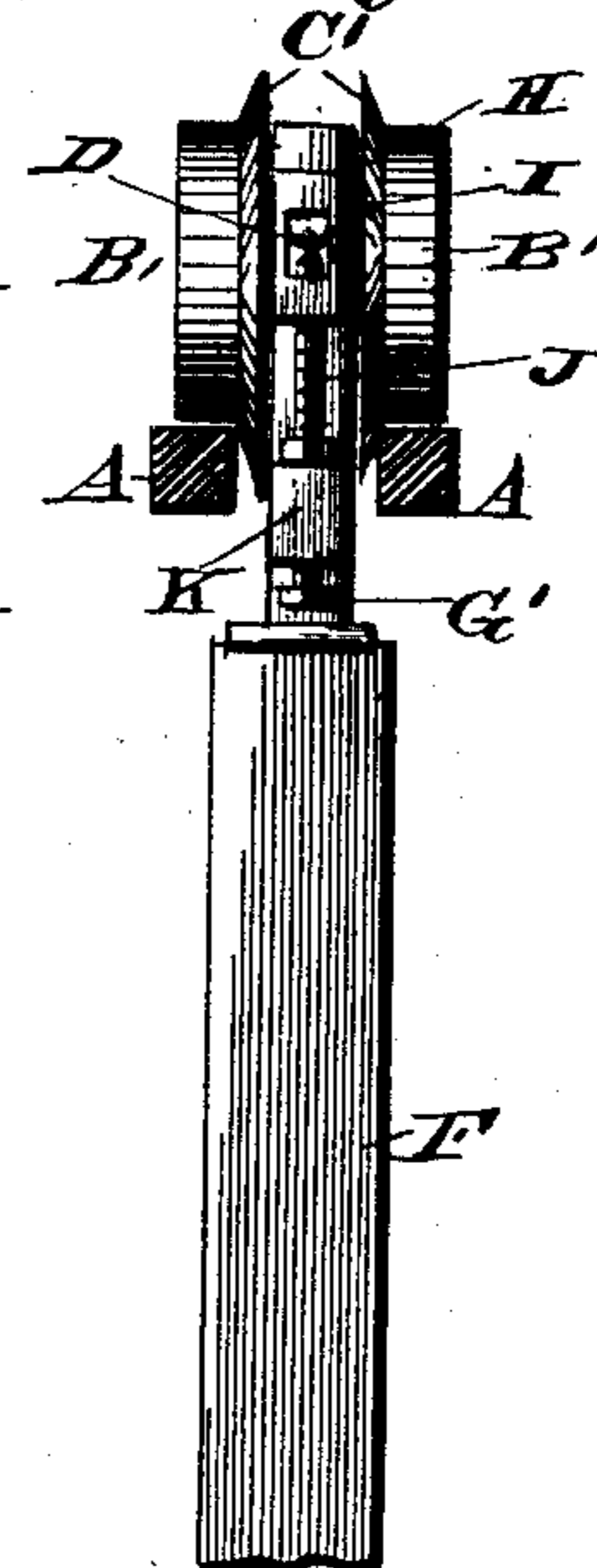


Fig. 4.

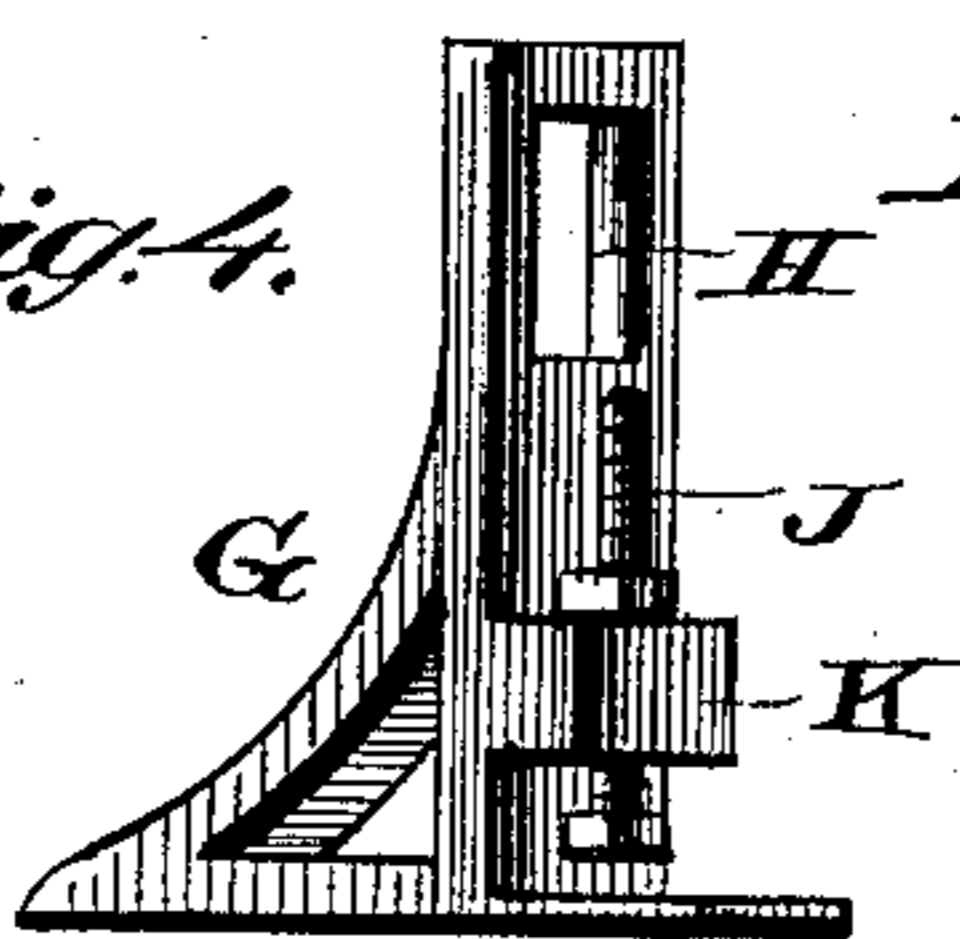
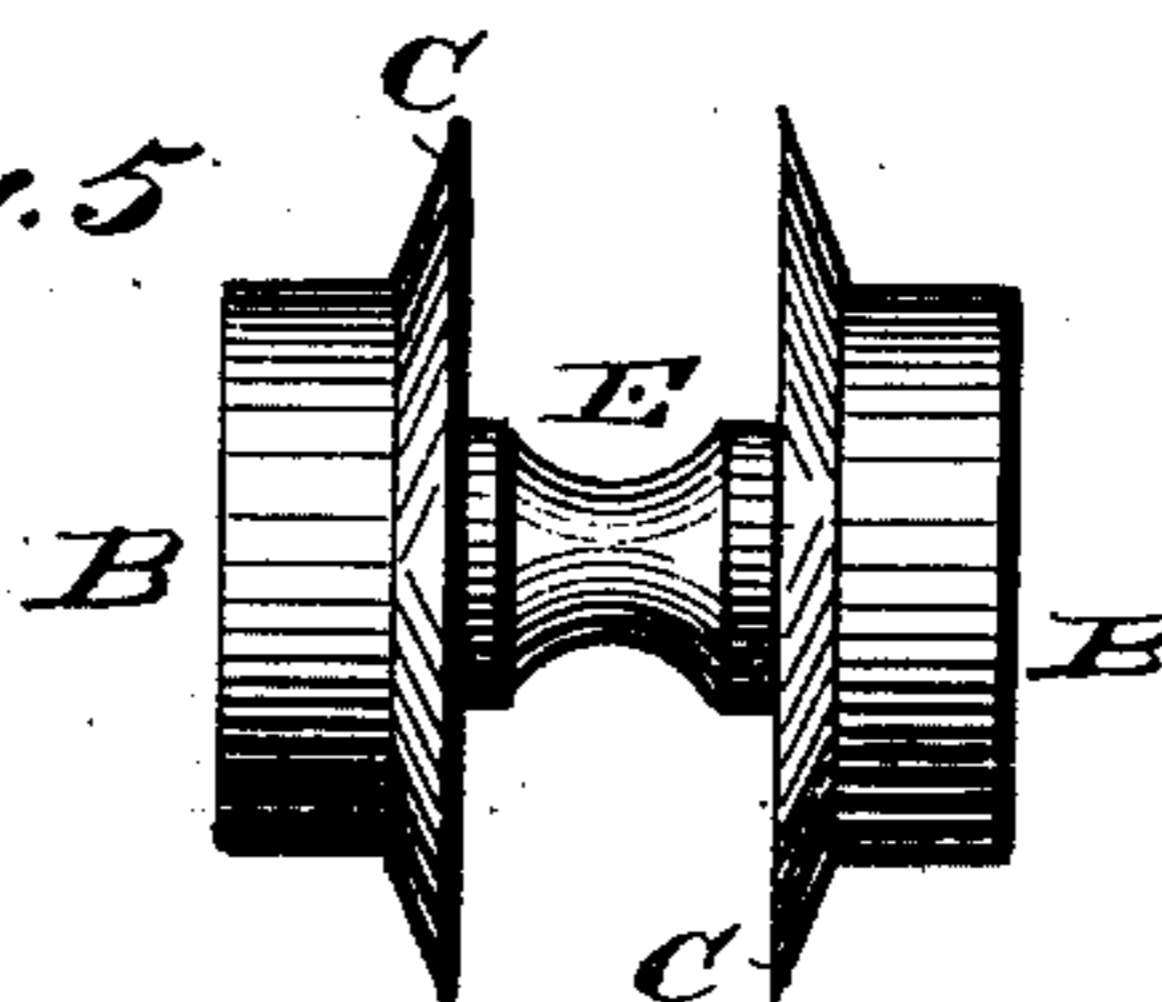


Fig. 5.



WITNESSES

Phillip Masi.
Benj. Fugitt

INVENTORS

D. Nickel,
C. Zattan,
by Audersmith & Smith
Attorneys

UNITED STATES PATENT OFFICE.

DAVID NICKEL AND CHARLES ZATTAN, OF MORRIS, ASSIGNORS TO
THE OHIO BUTT COMPANY, OF CHICAGO, ILLINOIS.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 359,226, dated March 8, 1887.

Application filed May 7, 1886. Serial No. 201,473. (No model.)

To all whom it may concern:

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

Figure 1 of the drawings is a representation of a front elevation. Fig. 2 is an elevation, partly in section, of the rider and brackets. Fig. 3 is an end elevation. Figs. 4 and 5 are detail views.

This invention relates to improvements in door-hangers; and it consists in the construction and novel arrangement and adaptation of devices, as will be hereinafter more fully set forth and claimed.

Referring by letter to the accompanying drawings, A indicates the tracks, which are suitably arranged above the door, as shown, to support the trucks, as will be presently explained. These track-rails are arranged parallel and upon a horizontal plane.

B B indicate the rollers of the trucks, which are connected in pairs by a fixed axle, E, having an external circumferential curved groove to receive the under bearing-face of the rider-bar D, and the rollers have annular tapering flanges on the adjacent edges of their periphery, so as to pass on the inner sides of the track-rails, and thereby prevent the same from lateral displacement.

F F indicate the doors, which may be of any ordinary or approved form, and G indicate brackets, which are secured to the upper horizontal edges thereof. These brackets are provided in their vertical branch with a vertically-elongated slot, H, for the passage of the ends of the rider-bars; and the said slots are sufficiently long to permit vertical movement of the rider-bar therein and a consequent adjustment of the doors. We attach importance to the fact that these brackets are

slotted, as it will be seen by such construction that lateral deviations of the rider-bar may be prevented and the said bar allowed to be vertically adjusted. Below the slots in the said brackets is a lateral lug, K, having a vertical aperture for the passage of a threaded bolt, J. To the upper ends of these bolts are secured the bearing-blocks I for the ends of the rider-bar, as shown. These rods may be moved up and down in the lug-bearings of the brackets by means of the nuts a, carrying with them the bearing-blocks I, consequently adjusting the horizontal position of the rider-bar and the doors hanging therefrom. The rider-bar is rounded on its under or engaging side, and bears upon the axles of the trucks, the trucks in turn having their bearing upon the track-rails. This rider-bar is also provided with stops M on its under side, which may be made adjustable longitudinally with relation to the said bar.

The operation is as follows: The track-rails being properly arranged above the door and the brackets secured to the upper horizontal edges of the latter, the trucks are placed upon the said track. The rider-bar is then passed through the slots of the brackets and bearing-blocks I and secured to the latter. The rider-bar is then brought down upon the truck-axles and the force of its bearing thereon adjusted by means of the threaded bolts and nuts supported by the integral lugs K.

Having described this invention, what we claim is—

The bracket for rolling doors, having its vertical portion provided with the transverse slot H and the integral lug-bearing K having a vertical aperture, in combination with the threaded rod passing through the said aperture and the movable bearing adapted to receive a rider-bar and secured to the upper end of the said rod, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

DAVID NICKEL.
CHARLES ZATTAN.

Witnesses:

W. D. HITCHCOCK,
JESSIE B. MORGAN.