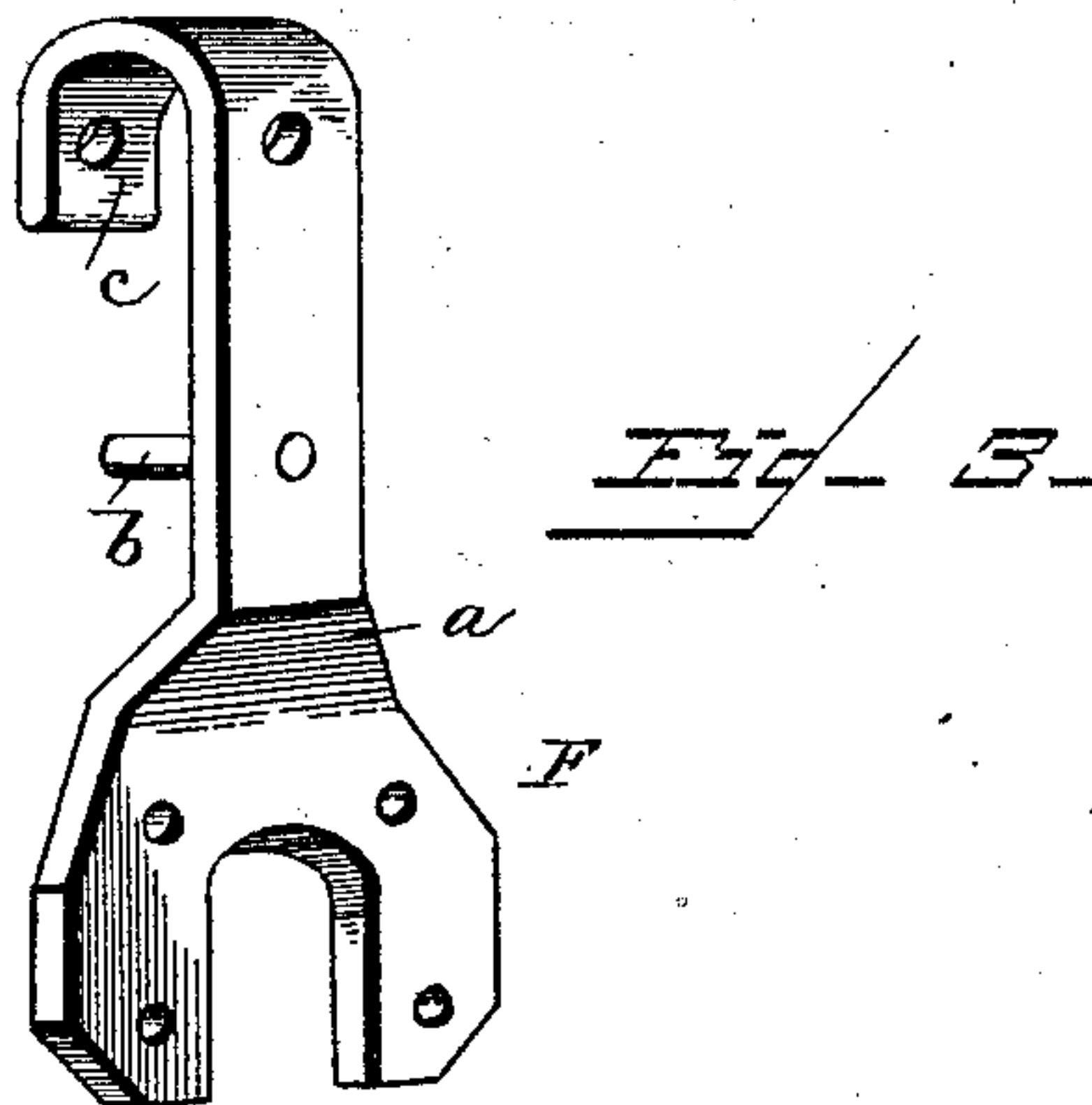
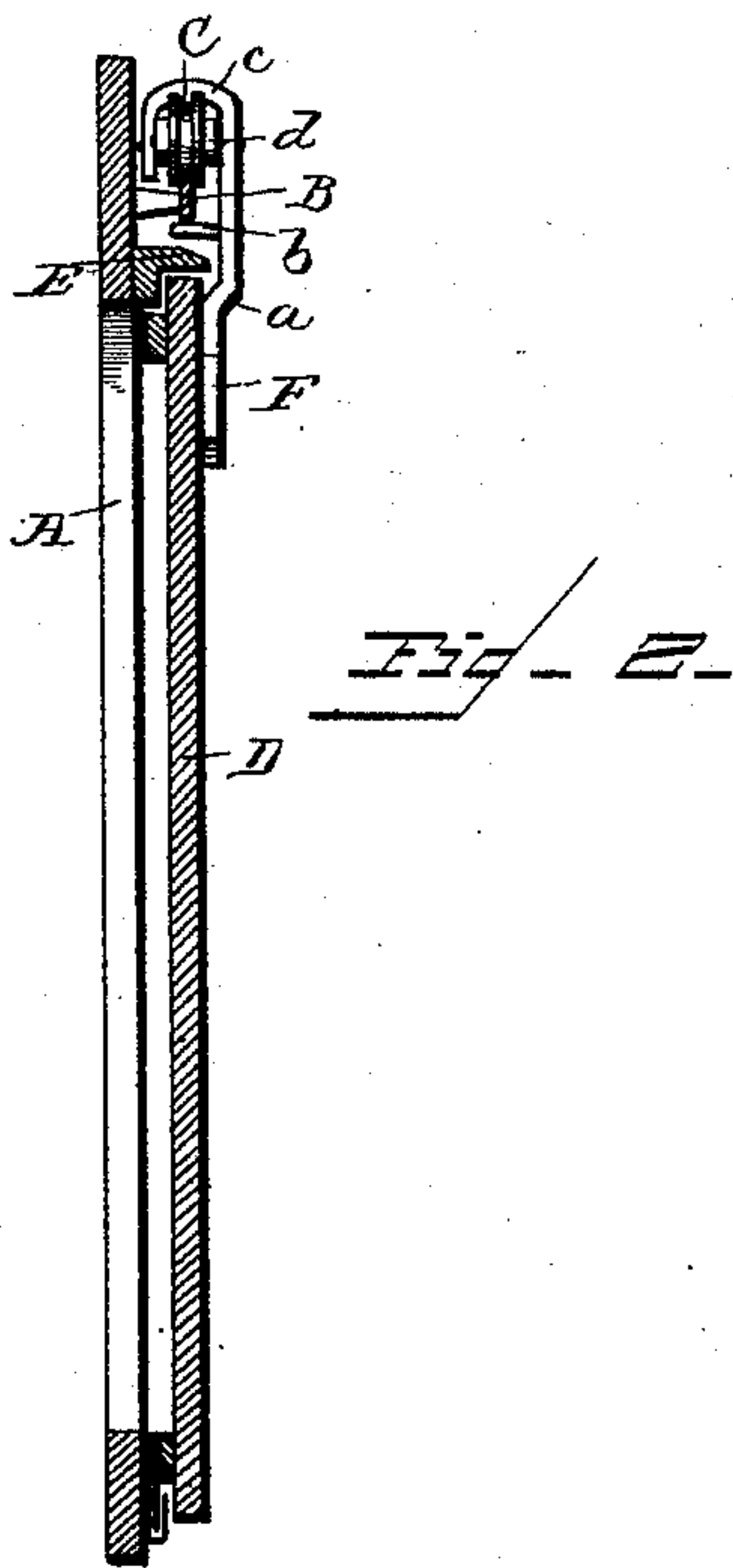
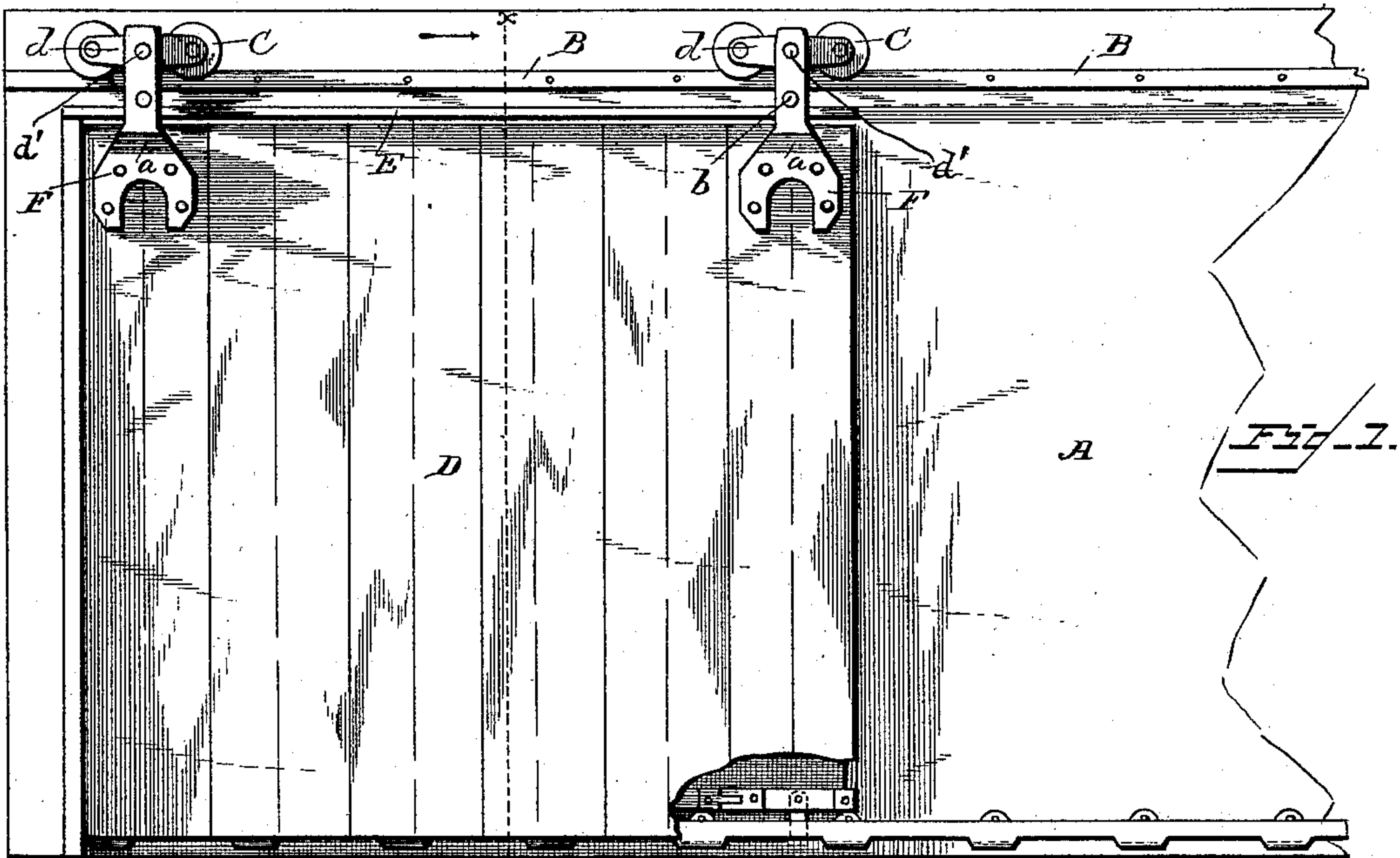


(No Model.)

W. A. SCHUSSMANN.  
DEVICE FOR HANGING DOORS.

No. 387,697.

Patented Aug. 14, 1888.



Witnesses,

*Albert Spiden,*  
*Alfred T. Gage.*

Inventor,

*William A. Schussmann.*

By his Attorney

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# UNITED STATES PATENT OFFICE.

WILLIAM A. SCHUSSMANN, OF CALUMET HARBOR, WISCONSIN.

## DEVICE FOR HANGING DOORS.

SPECIFICATION forming part of Letters Patent No. 387,697, dated August 14, 1888.

Application filed April 9, 1888. Serial No. 270,124. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. SCHUSSMANN, a citizen of the United States, residing at Calumet Harbor, in the county of Fond du Lac and State of Wisconsin, have invented certain new and useful Improvements in Devices for Hanging Doors; 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 make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in the manner of hanging doors for barns, cars, or in other places; and it has for its objects to simplify and cheapen the means and to provide for the perfect and easy running of the door, and insure its free movement even although the track should not be perfectly straight, or if the side of the building is warped or bent slightly either inward or outward.

To the above ends and to such others as the invention may pertain the same consists in the peculiar combinations, and in the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the claims.

The invention is clearly illustrated in the drawings, in which—

Figure 1 represents a side view of a door attached to a car or building in accordance with my invention, with parts broken away, so as to illustrate other parts. Fig. 2 is a vertical section through the line *x x* of Fig. 1. Fig. 3 is a detailed perspective view of one of the hangers carrying the rollers.

Referring now by letter to the details of the drawings, A designates a portion of the side of a car or building, and B the guide-rail on which run the rollers C. This guide-rail may be of any suitable material, and may be secured in position in any well-known way.

D is the door, preferably provided at the bottom with suitable guiding means.

E is the cap secured over the door-opening,

to shed the rain or snow. This cap is slightly beveled from its rear outward on its upper face, as shown.

F F are hangers secured to the door in any suitable manner, and at their rear face near the top of the door they are provided with an offset, *a*, above which is the pin *b*, which projects inward and works between the cap and the bottom edge of the guide rail B, as shown.

The upper end of the hanger is bent into the form of a hook, *c*, and between the side bars of this hook is pivoted, by means of the pin *d'*, the arm *d*, each end of which is bifurcated, as shown, and between the bifurcations at each end is pivoted or journaled a roller, *e*, preferably grooved to engage the guide-rail B.

The door is preferably made in sections flexibly connected together in any suitable manner, but preferably as shown and described in my application for Letters Patent of even date herewith; but it will of course be understood that I do not restrict myself in this application to such construction.

By the above-described method of hanging the door it will run smoothly and evenly, the arms carrying the rollers accommodating themselves to any irregularities in the track or guide-rail over which they travel.

I deem it important that the cap E be placed beneath the pins *b*, so that said pins will work between the cap and the guide-rail on which the rollers run, the pins thus serving to guide the door and prevent too much up-and-down play.

Having thus described my invention, what I claim to be new is—

The combination, with the guide-rail and the door, of the cap secured above the door-opening, the hangers secured to the door and carrying the rollers, and the pins *b*, projecting rearwardly from said hangers and working between said cap and guide-rail, substantially as and for the purpose specified.

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

WILLIAM A. SCHUSSMANN.

Witnesses:

CHARLES F. SCHUSSMANN,  
HERMAN REIMERS.