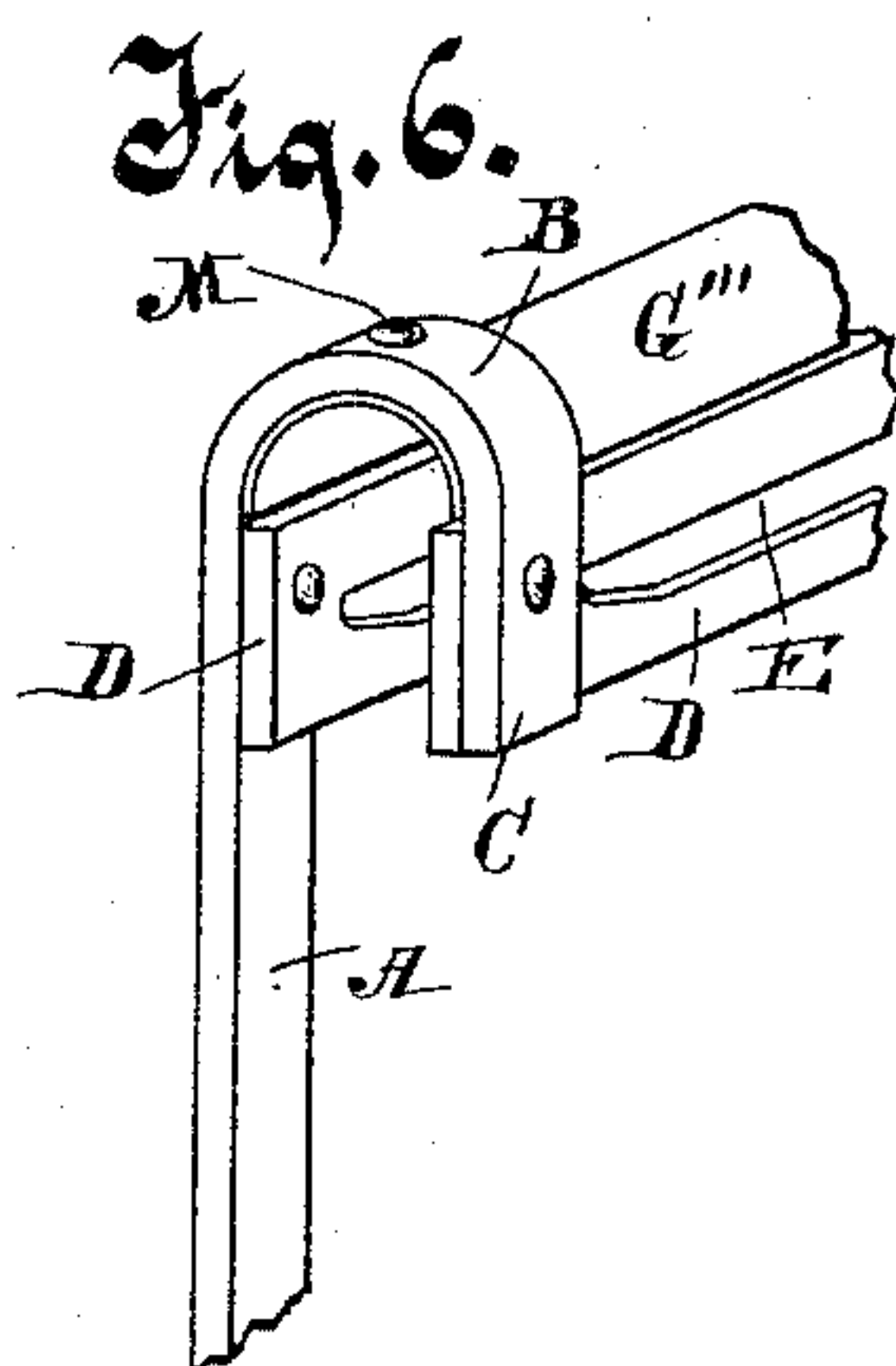
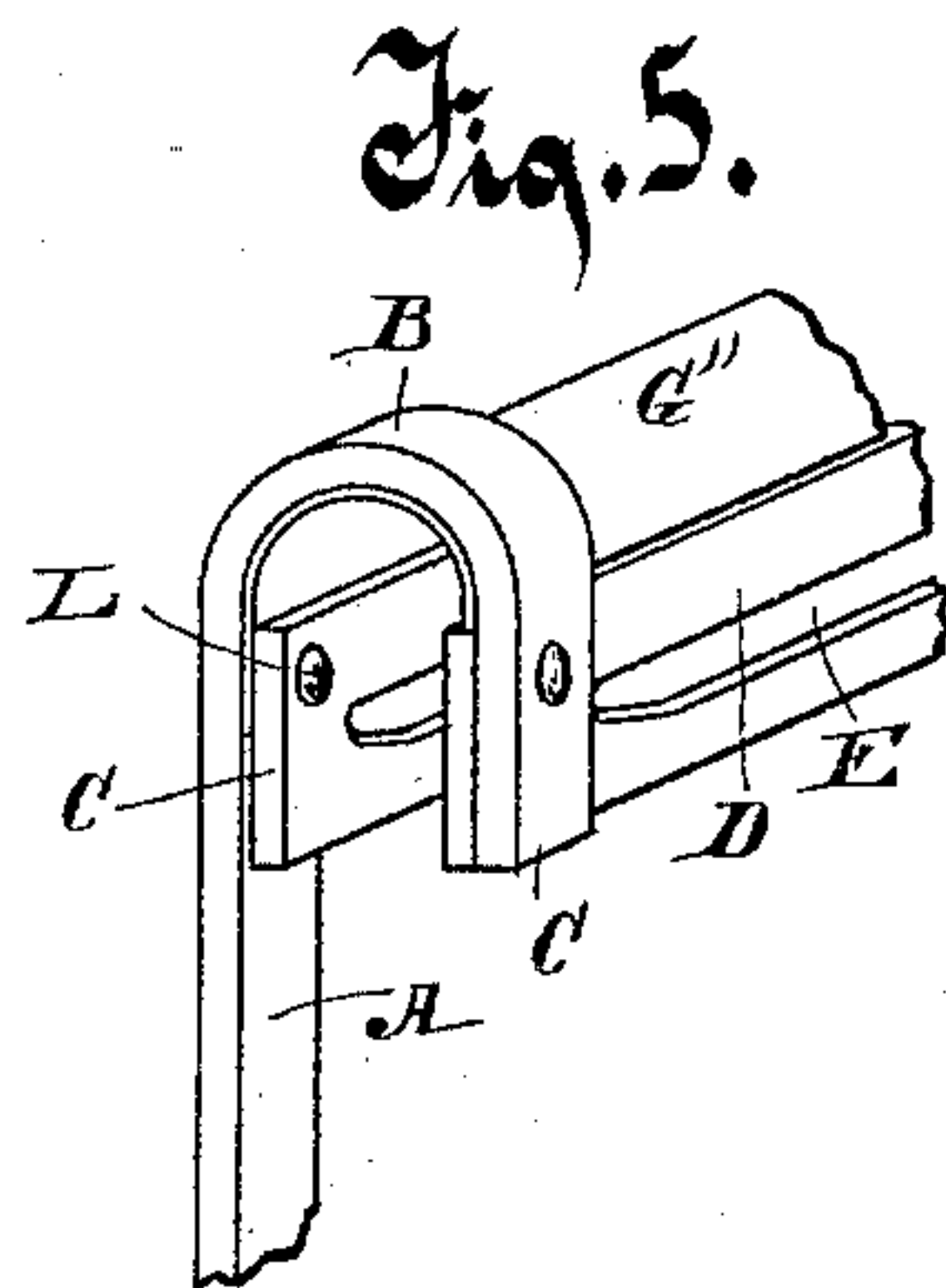
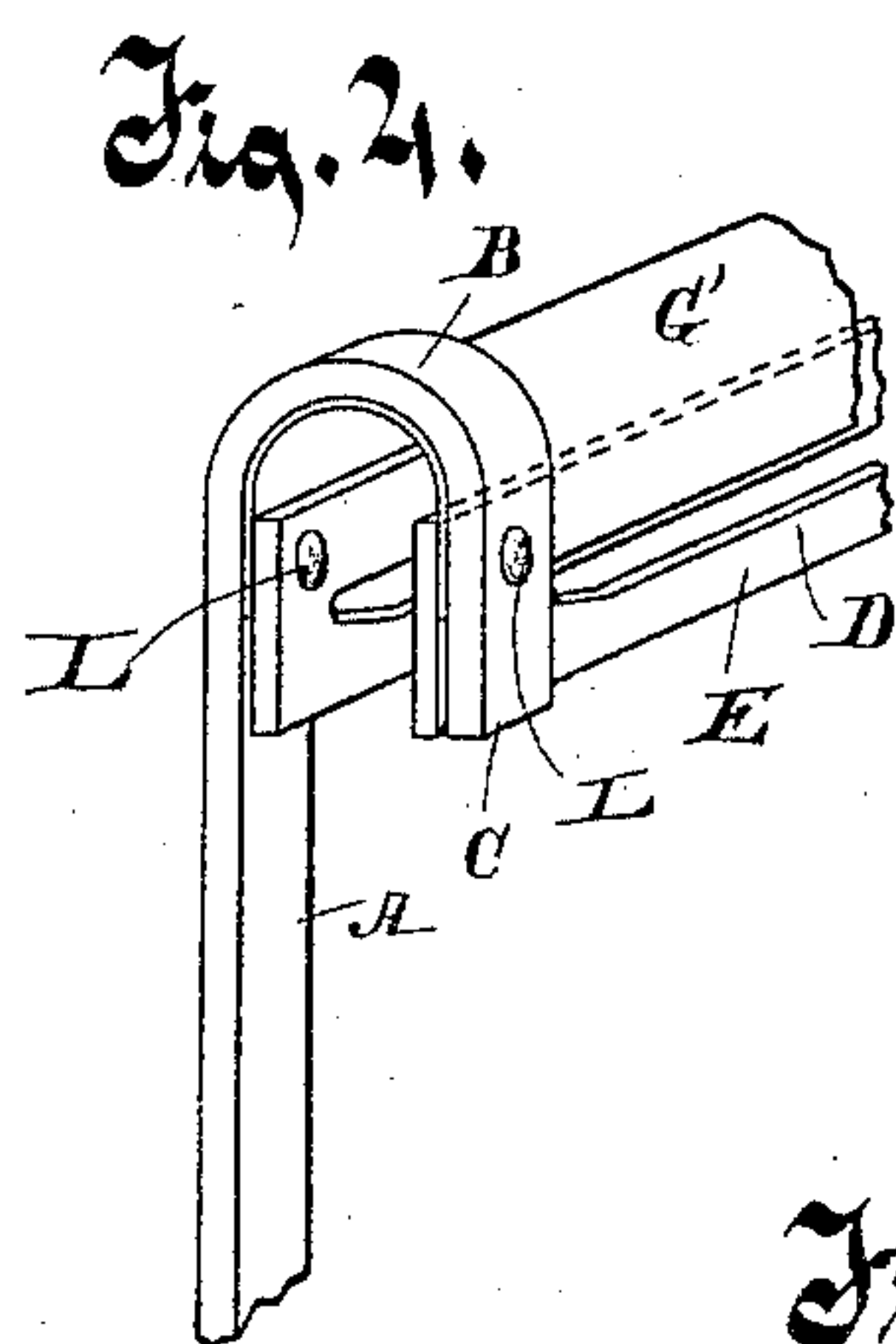
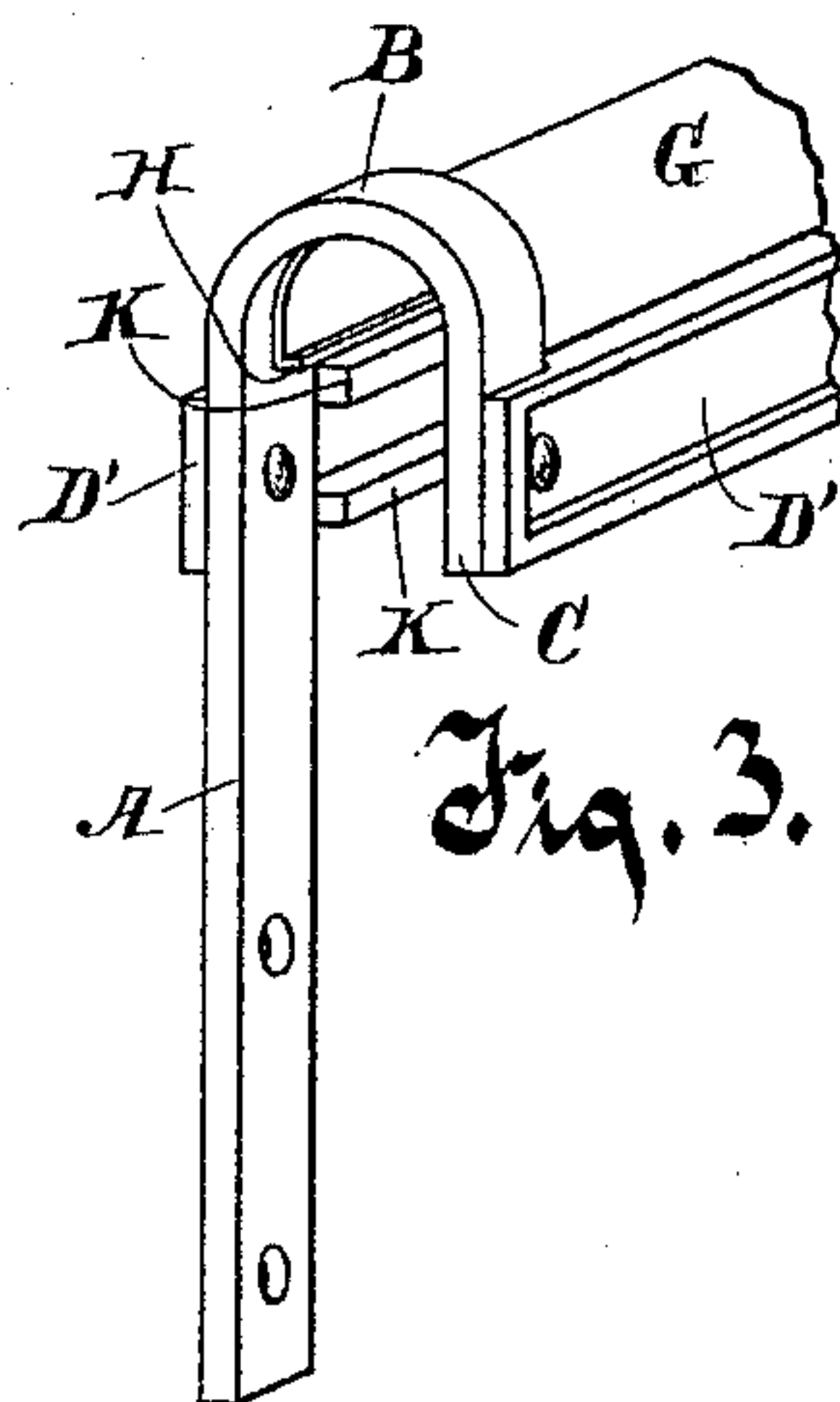
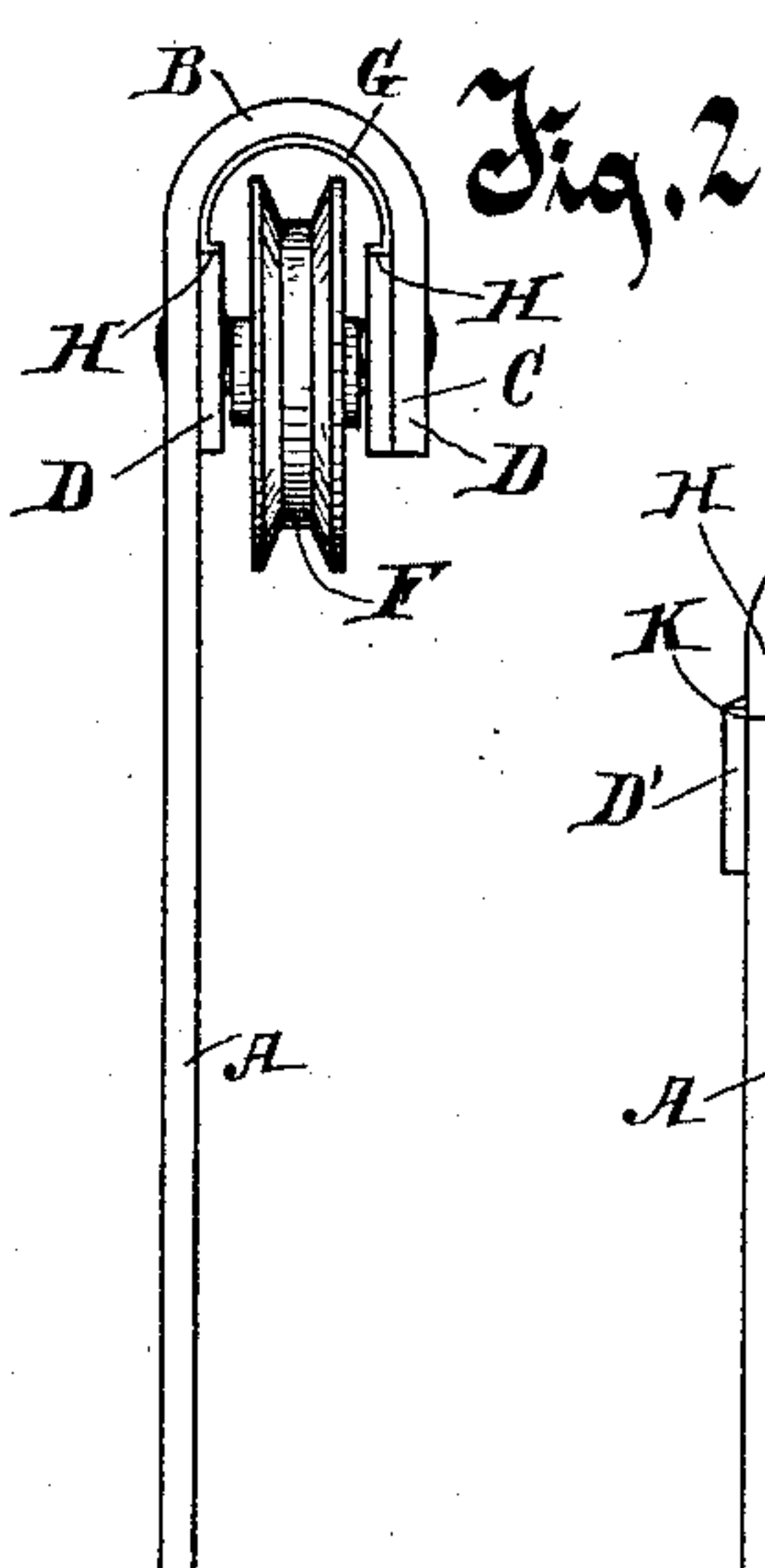
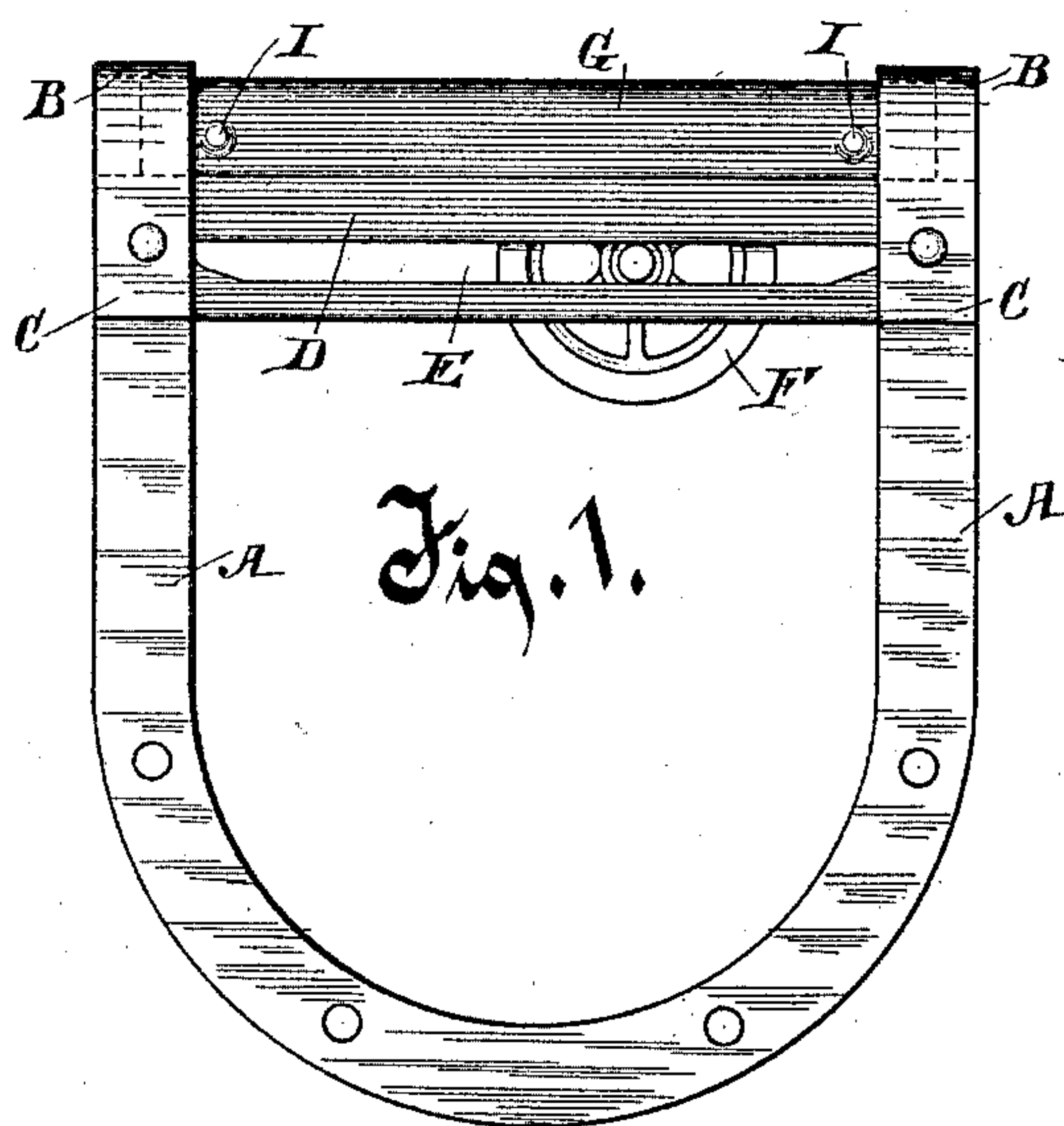


(No Model.)

E. Y. MOORE.
DOOR HANGER.

No. 452,979.

Patented May 26, 1891.



Witnesses.

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UNITED STATES PATENT OFFICE.

EDWARD Y. MOORE, OF MILWAUKEE, WISCONSIN.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 452,979, dated May 26, 1891.

Application filed March 16, 1891. Serial No. 385,229. (No model.)

To all whom it may concern:

Be it known that I, EDWARD Y. MOORE, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented a new and useful Improvement in Door-Hangers, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

My invention relates to improvements in door-hangers of the general class to which the hanger belongs for which Letters Patent No. 394,873 were issued to me on December 18, 1888.

My invention consists in providing a cover for the wheel and its runways, including the peculiar form and construction of the cover and the means employed for retaining it in place in the hanger.

In the drawings, Figure 1 is a side elevation of a complete hanger in which my invention is embodied. Fig. 2 is an end view of the same device shown in Fig. 1. Fig. 3 is a perspective of the end of a hanger in a slightly-modified form in which my improved device is embodied. Figs. 4, 5, and 6 are severally perspective end views of a hanger in which my improved device is embodied in a slightly-modified form.

The legs or straps A of the hanger are recurved at B near their extremities and have short downwardly-extending parts C opposite to and substantially parallel with the legs A. In the hanger shown in Fig. 1 the lower ends of the straps A are united; but this feature of the device is not important and forms no part of the invention.

Horizontal rider-bars D D, located opposite each other, are secured, respectively, to the straps A A and their extremities C C. Each of these rider-bars is preferably provided with a slot E, whereby a runway is provided for the axle of the wheel F, though the axle may bear against and run on the lower edge of the bar. These rider-bars D, as shown in Figs. 1 and 2, are secured to the inner faces, respectively, of the straps A and their extremities C C, so that the upper edges of the rider-bars form ledges for the support of the cover to the hanger. The straps and the rider-bars constitute the frame of the hanger.

My improvement in the hanger consists of a cover G, formed of a heavy sheet-metal plate, of proper size and form, sprung into its seat in the hanger. The cover G is curved in cross-section throughout its entire length, and at its longitudinal edges is advisedly bent inwardly, forming flanges H, serving as feet that rest when the cover is in position on the top edges of the rider-bars D, while the outer surface of the cover at its ends bears against the inner surface of the curved portion of the straps A, thus securing the cover in place.

For holding the cover permanently against endwise movement or creeping a punch may be placed against the inner surface of the cover and by a stroke of the hammer knobs or bosses I be raised on its outer surface just inside of the straps A, thus preventing its endwise movement in the hanger. These bosses are not a necessity, but are advisable.

In the modified form of device shown in Fig. 3 the rider-bars D' are secured to the straps on the outside and have no slots E, but instead are provided with inwardly-projecting ribs or flanges K, which serve as runways for the axle of the wheel and also as ledges for the support of the cover G.

In the modified form shown in Fig. 4 the cover G' has no flanges H; but the cover is carried down inside the straps A on both sides of the curved part B and are secured in place by being held by the rider-bars D, which overlap its edges, and also preferably by the rivets L, which secure the rider-bars to the straps and which are made to pass through the cover G'.

In the modified form shown in Fig. 5 the cover G'' at one edge extends down between the rider-bar and the straps in substantially the same manner as shown in Fig. 4, while the other edge rests on the opposing rider-bar.

In the modified form shown in Fig. 6 the cover G''' has no flanges H H and does not necessarily rest at its edges on the rider-bars, but bears against the inner surface of the curved parts B of the straps and is secured thereto by rivets M at each end.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a door-hanger, the combination, with

a frame consisting of recurved legs and opposite parallel rider-bars secured to the legs, of an independent sheet-metal cover secured in the frame over the wheel and its bearings, 5 substantially as described.

2. In a door-hanger, the combination, with a frame having recurved legs and wheel-bearing bars secured to the legs opposite to and parallel with each other and projecting 10 inwardly beyond the inner surfaces of the opposing parts of the legs, of a sheet-metal cover resting at its edges on the bars and bearing at its ends on its outer surface against the inner recurved portions of the legs, substantially as described. 15

3. In a door-hanger, the combination, with

a frame having recurved legs and wheel-bearing bars secured to the legs opposite each other, of a curved sheet-metal cover resting at its edges on the bars and bearing at its ends 20 on its outer surface against the inner surfaces of the recurved portions of the legs, and bosses raised on the outer surface of the cover near the legs of the frame to prevent the movement of the cover endwise, substantially as 25 described.

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

EDWARD Y. MOORE.

Witnesses:

C. T. BENEDICT,
ANNA V. FAUST.