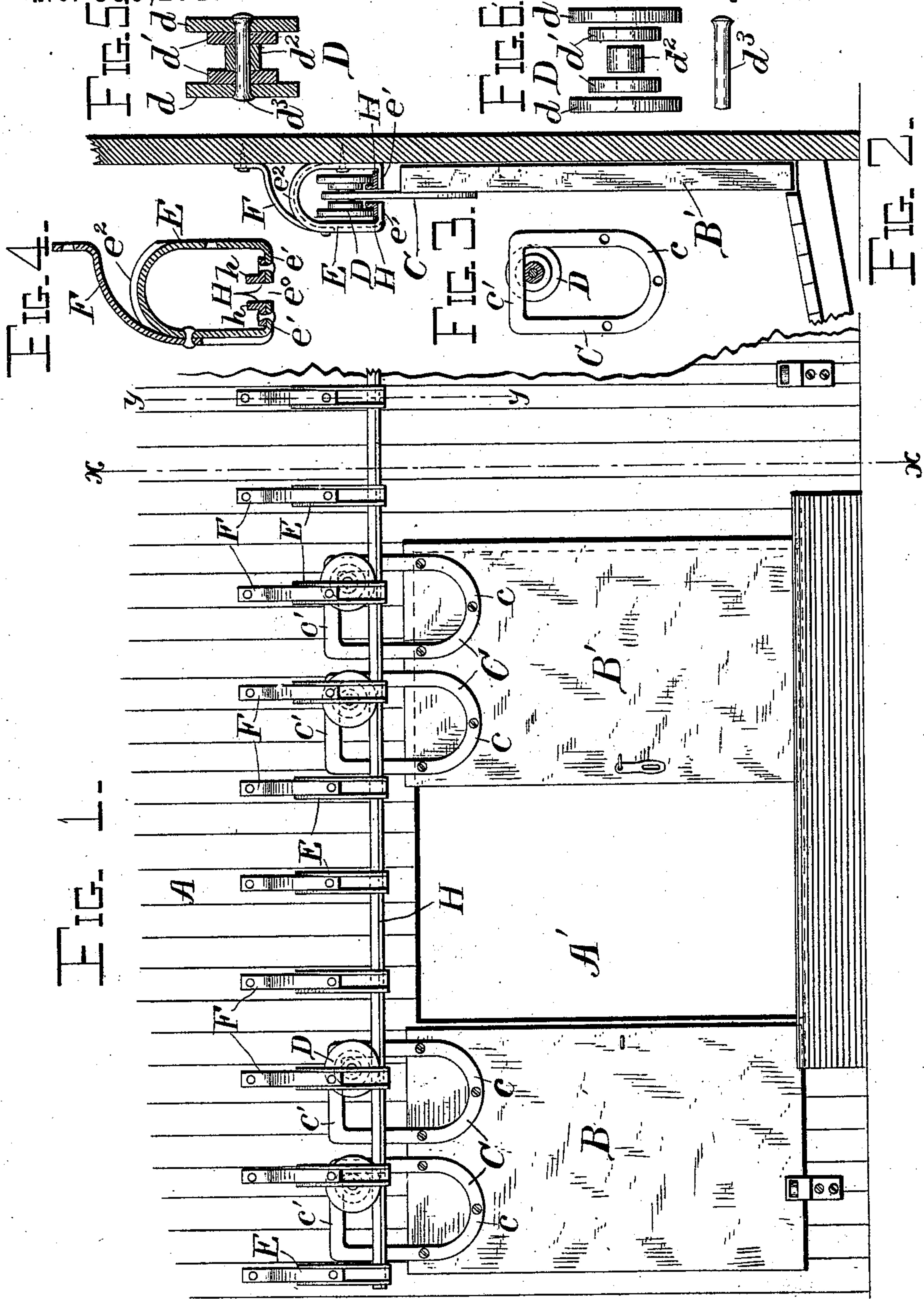


(No Model.)

S. E. HORNING.
DOOR HANGER.

No. 539,271.

Patented May 14, 1895.



Witnesses

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UNITED STATES PATENT OFFICE.

SAMUEL E. HORNING, OF MALVERN, ILLINOIS.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 539,271, dated May 14, 1895.

Application filed September 8, 1894. Serial No. 522,679. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL E. HORNING, a citizen of the United States, residing at Malvern, in the county of Whiteside and State of Illinois, have invented certain new and useful Improvements in Barn-Door Hangers and Rollers; 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.

My invention relates to improvements in barn door hangers and rollers, and it consists of certain novel features hereinafter described and claimed.

Reference is had to the accompanying drawings, in which the same parts are indicated by the same letters throughout the several views.

Figure 1 represents a front view of a portion of a barn fitted with barn doors hung in accordance with my invention, one of the said doors being in the open and the other in the closed position. Fig. 2 represents an end view of one of the doors, the front of the barn being shown in section. Fig. 3 represents a detail view of one of the hangers and the roller for supporting the same. Fig. 4 represents a central vertical section through one of the arches and stays which are used for supporting the double track. Fig. 5 represents a central longitudinal section through one of the rollers, and Fig. 6 represents a view of the said roller before the parts constituting the same are assembled.

A represents the front of the barn, which is provided with an opening A' to be closed by the doors B and B'. These doors are suspended on the hangers C which are curved as at c and connect to the doors by screws or bolts, while the upper portions of the said hangers are made straight as shown at c' to rest and move on the rollers D.

The rollers D are preferably made as shown in Figs. 5 and 6 in which the roller is shown as made up of four steel washers d and d' with an intervening sleeve d², and a pin d³ passing through the said washers and the said sleeve and holding the parts firmly together, as shown in Fig. 5. The outer flanges d of

these rollers run on tracks H which are provided with inner flanges h, and are supported on the inwardly projecting arms e' of the arches E, as shown most clearly in Figs. 2 and 4. The space e° between the said arm e' and the said flanges h is just sufficient to allow the hangers C to pass freely.

The arches E are provided with stiffening ribs e² at either side thereof, which extend throughout the projecting portion of the said arches, while the said arches are adapted to be secured flat against the face of the barn. Between these ribs e² the stays F are secured, and these are bolted to the face of the barn as shown in Fig. 1.

The arches E are preferably arranged about every eighteen inches along the tracks H. It is my purpose to have the tracks and arches permanently secured together, and made in such lengths as may be required before putting in position on the barn. Then the stays F may be secured in place, and no nice adjustments will be required, and no particular skill will be needed in suspending the barn doors on the said tracks.

It will be seen by inspecting Figs. 2, 5, and 6, that the washers d serve as wheels, to support the hangers, while the washers d' serve as guide flanges for said hangers.

The various advantages of the herein described construction would readily suggest themselves to any skilled mechanic.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

The combination of the roller carriage D, consisting of the wheels d, the flanges d', and the sleeve d² secured between said flanges, of the L-shaped double track with a slot between the rails thereof and having the webs of the rails adapted to project up inside of said wheels toward said guide flanges d', and the hanger secured to the door and suspended on said sleeve, substantially as described.

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Witnesses:

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