

(No Model.)

2 Sheets—Sheet 1.

J. F. HICKEY.
DOOR HANGER.

No. 598,372.

Patented Feb. 1, 1898.

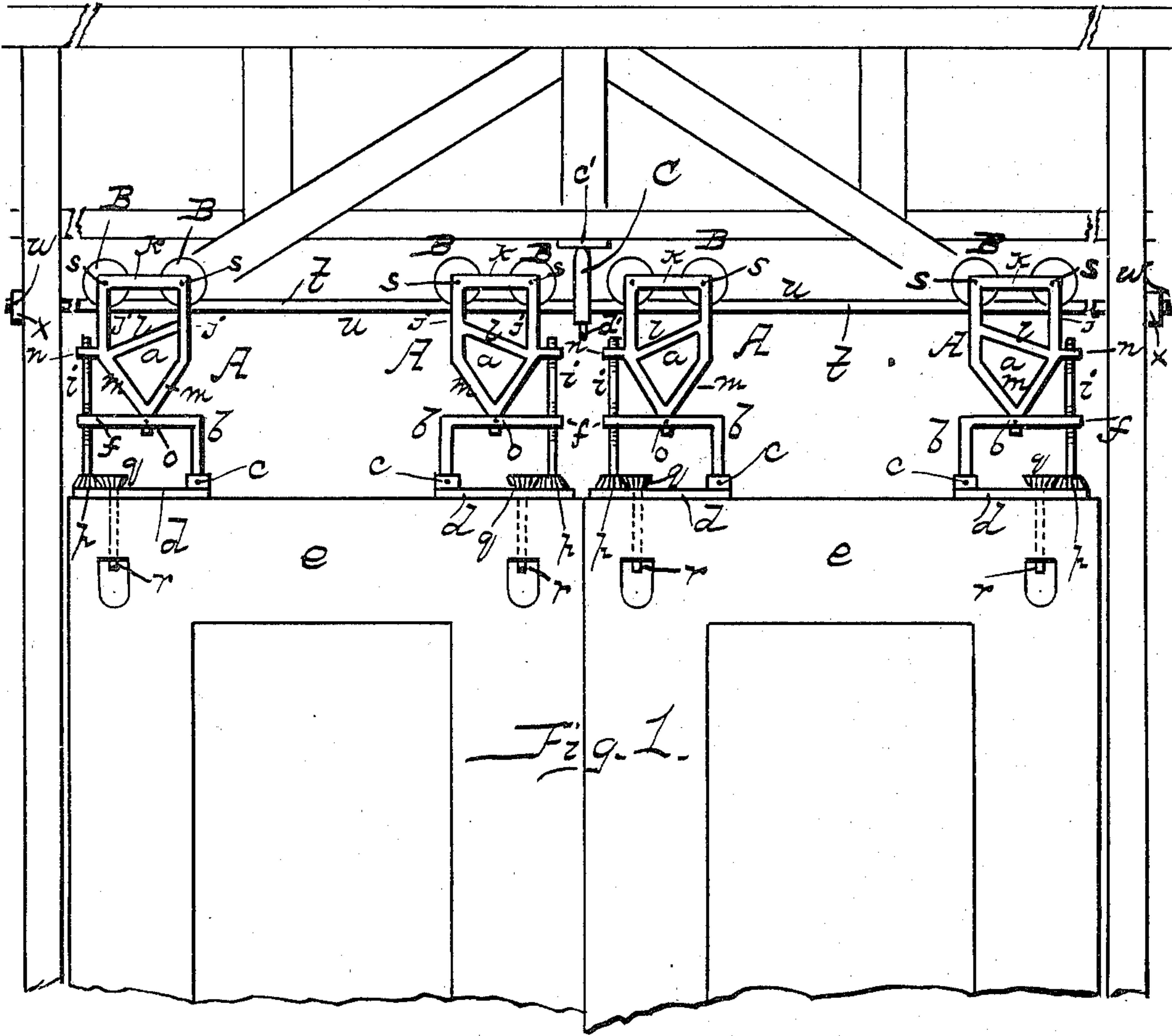
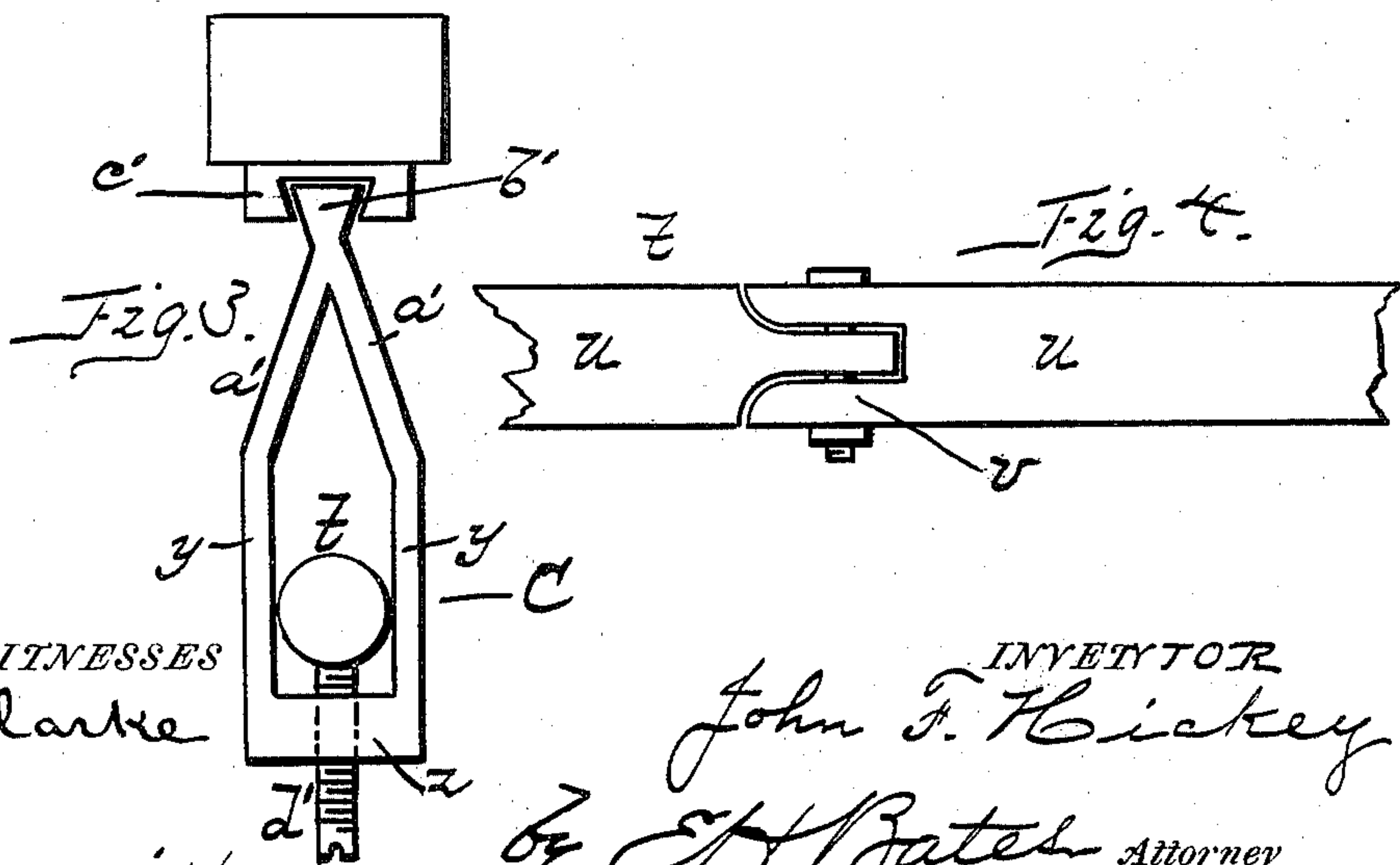


Fig. 1.



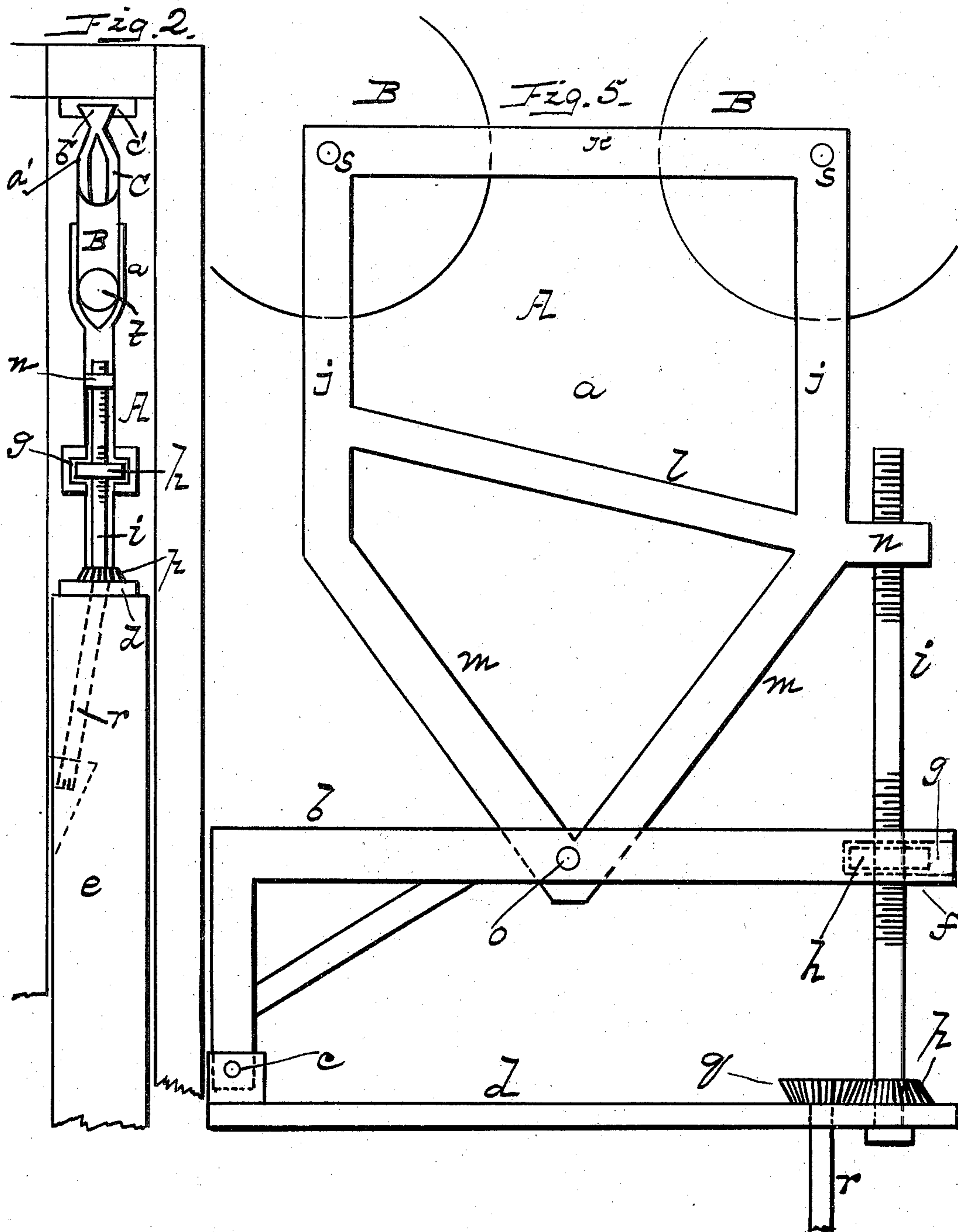
WITNESSES
Jas. B. Clarke
M. M. Morris

INVENTOR
John F. Hickey
By E. H. Bates Attorney

2 Sheets—Sheet 2.

No. 598,372.

Patented Feb. 1, 1898.



WITNESSES

INVENTOR

Jas. B. Clarke

John T. Hickey

M. M. Morris

By E. H. Bates. Attorney

UNITED STATES PATENT OFFICE.

JOHN F. HICKEY, OF RIDGEFIELD PARK, NEW JERSEY.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 598,372, dated February 1, 1898.

Application filed August 13, 1897. Serial No. 648,113. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. HICKEY, a citizen of the United States, residing at Ridgefield Park, in the county of Bergen and State of New Jersey, have invented certain new and useful Improvements in Door-Hangers; and I do hereby 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.

This invention has relation to improvements in sliding-door hangers; and it consists in the novel construction and arrangement of parts of which it is composed, all as will be hereinafter fully explained, and particularly pointed out in the appended claims.

The annexed drawings, to which reference is made, fully illustrate my invention, in which—

Figure 1 represents a front view of my device. Fig. 2 is an edge view of the same. Fig. 3 is a face view of the rod-support. Fig. 4 is a plan view of the rod or track, and Fig. 5 is a side view of one of the hangers.

Referring by letter to the accompanying drawings, A designates the hangers, which consist of the upper frame or section *a* and a lower L-shaped bar or lever *b*, which latter is pivoted at *c* to a base-plate *d*, that is secured to the upper portion or top edge of the door *e*, while the free end *f* is provided with a slot *g*, having a plate or nut *h*, through which the adjusting-screw *i* passes. The upper frame or section *a* consists of the vertical parallel bars *j j*, connected by an upper horizontal bar *k*, a brace-bar *l*, and two converging bars *m m* and a projecting lug *n*, having a female screw-thread which is engaged by the upper end of the adjusting rod or screw aforesaid. These converging bars *m m* are pivoted at the point *o* to the horizontal arm of the L-shaped lever or bar *b*, and the adjusting-screw aforesaid connects the upper section of the hanger with the L-shaped lever and base-plate.

At the lower end of the adjusting-screw is a beveled gear-wheel *p*, fixed thereto, which meshes with a beveled gear-wheel *q* on the upper end of a rod *r*, that passes upwardly through an opening in the door, the lower

end of said rod being accessible in order to permit the adjustment of the device, further explained.

To the upper corners of the upper section of the hanger, as at *s s*, are journaled the grooved supporting-wheels B B, preferably of hard rubber, which wheels travel back and forth upon a track *t*, consisting of a single rail or rod, which comprises two sections *u u*, jointed or pivoted to one another at the central portion, as at *v*, while the two opposite ends *w w* are screw-threaded and provided with nuts *x x* for securing the track to the building. This track is provided with an adjusting device C, consisting of two parallel bars *y y*, connected at their lower ends by a horizontal transverse bar *z*, and the upper end converges, as at *a'*, terminating in a dovetailed head *b'*, which engages a dovetailed plate *c'*, secured to the framing of the structure, as shown in Fig. 1 of the drawings. The track or rail passes through this supporting device, and said track is adjusted vertically at its central pivotal portion by an adjusting-screw *d'*, which passes through a female threaded opening in the transverse bar of the supporting device and engages the under side of the track, as shown in Fig. 3 of the drawings.

It will thus be seen from the above description, when taken in connection with the annexed drawings, that the sliding doors can be adjusted to a nicety simply by the operator turning the rod *r*, thus operating the beveled gear-wheels, and through the medium of the screw-rod *i* the sections of the hanger are adjusted, the same turning upon their pivots, thus regulating the door to a desired position, thereby preventing sagging of the door at either end, and the track can be raised or lowered at its central portion simply by the operator turning the screw-rod *d'*, thus elevating, lowering, or bringing the track on a horizontal line, as may be desired in adjusting the same to conform with the easy movements of the door, and the doors can be readily adjusted without removing any portion of the building, and the parts of the hanger can be easily separated from one another by removing the pivotal pins and adjusting-screw.

A device as herein described is durable,

easily operated, and at the same time cheap to manufacture.

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

1. In a door-hanger, the combination of the base-plate adapted to be attached to the door, the right-angled or L-shaped lever pivoted thereto, the hanger-frame carrying the grooved rollers, and pivotally connected at its lower central point with the horizontal arm of said lever, a track on which said hanger travels, and means for vertically adjusting the hanger-frame with reference to the track, said means consisting of a screw-threaded rod passed through a nut seated in the free end of the lever, and a screw-threaded lug projecting from the side of the hanger-frame, a gear-wheel on the lower end thereof, a rod passed through the base-plate, and a gear-

wheel thereon in mesh with the gear-wheel on said screw-rod, substantially as described.

2. In a door-hanger, the combination of the base-plate, pivoted L-shaped lever, and the upper pivoted frame, said lever pivoted at its bent end to the base-plate and the upper frame pivoted at its central lower portion to the central portion of the lever, the grooved rollers, the adjusting-screw, engaging the frame and lever, the beveled gear-wheels, one of which is fixed to the lower end of the adjusting-screw, and the other secured to the rod *r*, and a track, therefor, substantially as described.

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

JOHN F. HICKEY.

Witnesses:

CARL HALLBERG,
MICHAEL TOOLLEN.