

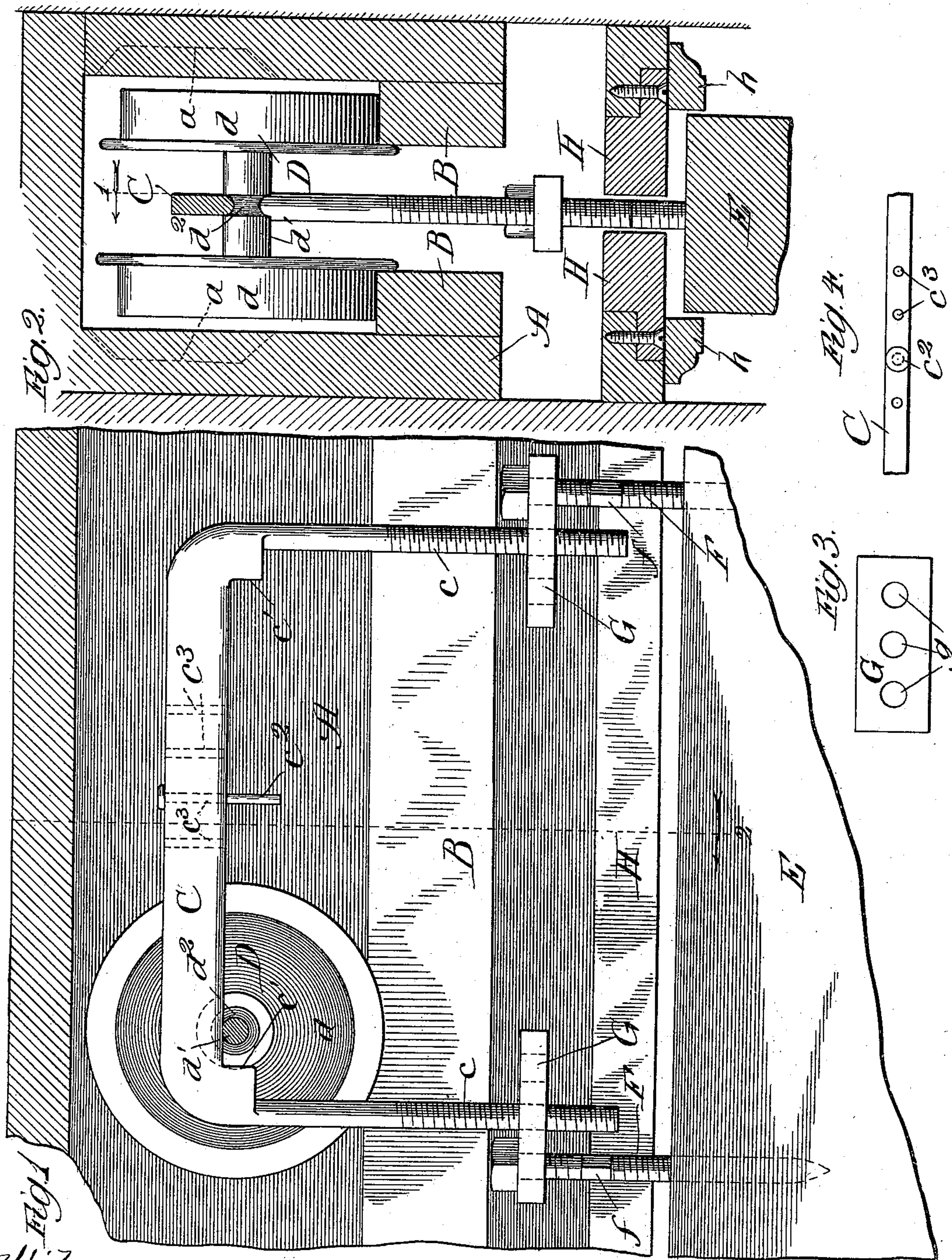
No. 617,553.

Patented Jan. 10, 1899.

W. F. BERRY.  
DOOR HANGER.

(Application filed Mar. 6, 1896.)

(No Model.)



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# UNITED STATES PATENT OFFICE.

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## DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 617,553, dated January 10, 1899.

Application filed March 6, 1896. Serial No. 582,101. (No model.)

*To all whom it may concern:*

Be it known that I, WILBUR F. BERRY, a citizen of the United States, residing at Chicago, Cook county, Illinois, have invented certain new and useful Improvements in Door-Hangers, of which the following is a specification.

My invention relates particularly to hangers adapted for use in building structures, and particularly to that class of hangers known as "adjustable door-hangers," as will be more fully hereinafter explained.

The object of my invention is to provide a simple, economical, and efficient hanger for doors that may be adjusted vertically or laterally to suit different circumstances and conditions; and the invention consists in the features, combinations, and details of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a vertical longitudinal section taken on the line 1 of Fig. 2, showing my improvements attached in operative position and to a portion of a door; Fig. 2, a transverse sectional view taken on the line 2 of Fig. 1; Fig. 3, a plan view of the swivel adjusting-plate; and Fig. 4 a detailed view of the connecting-yoke, as hereinafter described.

In the art to which this invention relates it is well known that doors after they are set in position have to be adjusted vertically so as to swing clear from the floor or carpets, and oftentimes a track upon which the wheels run is not perfectly parallel with the recess in which the door fits, so that it is necessary to have some means for adjusting the hanger of the door to overcome these objections. My invention therefore is designed to overcome these objections and to provide means by which a door may be easily and efficiently adjusted both laterally and vertically to suit the different circumstances and conditions.

In constructing a hanging door embodying my improvements I make a box A of the desired size and shape, having recesses *a*, as shown in dotted lines in Fig. 2, so as to provide a clearance for the wheels of the truck. Secured to this box, at the lower portion thereof, are tracks B B, upon which a truck D, having wheels *d d*, travels. These truck-wheels are joined together by means of a spindle or shaft *d'*, having a concave recess *d''* therein,

so as to receive and support a yoke or hanger C. In order to support the door E on these hangers in an adjustable manner, I provide the hanger or yoke with two depending arms *c c*, preferably screw-threaded, and the door with lag-screws F, which are suspended on swivel-bars or adjusting-plates G. These adjusting-plates are provided with three holes, as shown in Fig. 3, the central hole *g* of which is screw-threaded, so that it may enter into the proper engagement with the depending arms of the hanger. The lag-screws are, as usual, provided with screw-threads, so as to enter the upper portion of the door, and with the ordinary head portions to hold the door in suspension on the adjustable swivel-plates, as hereinbefore stated. I prefer to provide these lag-screws with a square portion *f* for the purpose of catching it with a wrench and adjusting its position up or down. By this structure it will be seen that the movement of the lag-screws partly controls the vertical position of the door while the swivel adjusting-plates control both the raising or lowering of the door and its positive position laterally.

The upper part of the door-opening is provided with a head-jamb, as shown in the drawings, particularly in Fig. 2, and is provided with removable jamb-pockets H H and stops *h h*.

The yoke, as shown in the drawings, is made of sufficient length to permit of the movements of a door in the widest opening, say a six-foot door—that is, the shoulder *c'* will contact the spindle when the yoke is used in connection with doors having the maximum opening. In order to use the same in connection with narrower openings, I provide the yoke with a series of openings *c''*, into which a pin *c''* may be inserted, so that by changing the position of this pin the yoke may be used in connection with doors of narrower widths, the position of the pin controlling the movements of the truck and the hanger thereon by contacting the spindle at the proper time.

I claim—

1. In a door-hanger, the combination of a sliding door, a track upon which wheels are mounted, a hanger supported by such wheels and provided with depending arms, and

swivel-plates secured to the door and to the depending hanger-arms arranged to be adjusted laterally and bring the door into its desired and positive lateral position, substantially as described.

5 2. In a door-hanger, the combination of a sliding door, tracks upon which a truck is mounted, a truck movably mounted upon such tracks, a substantially U-shaped yoke  
10 or hanger arranged to be carried by the truck and having its depending arms screw-thread-

ed, bolts or screws in the door and swivel-plates adjustably mounted on the threaded depending arms of the hanger and engaged by the bolts to positively position the door 15 vertically and laterally, substantially as described.

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