

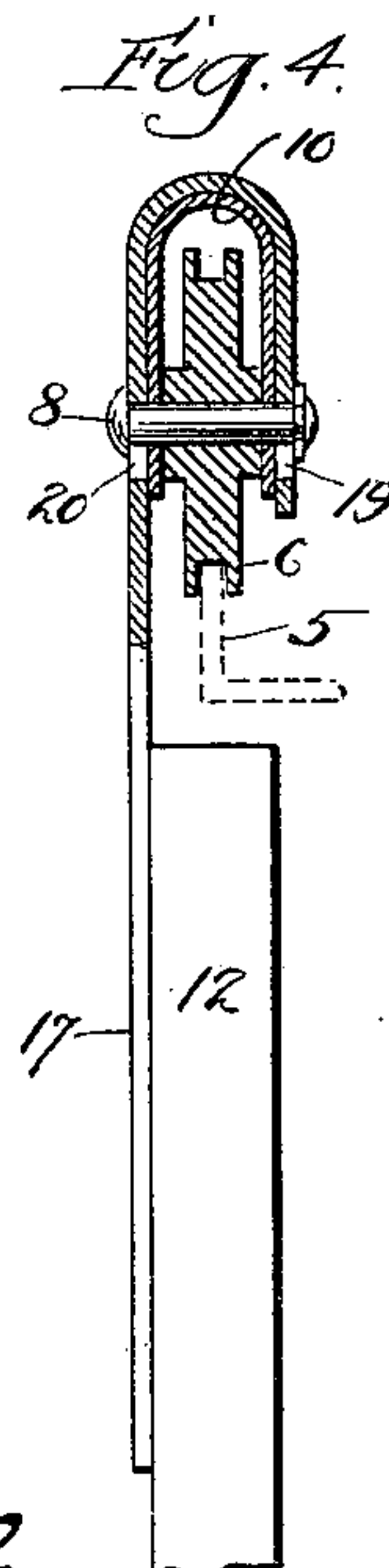
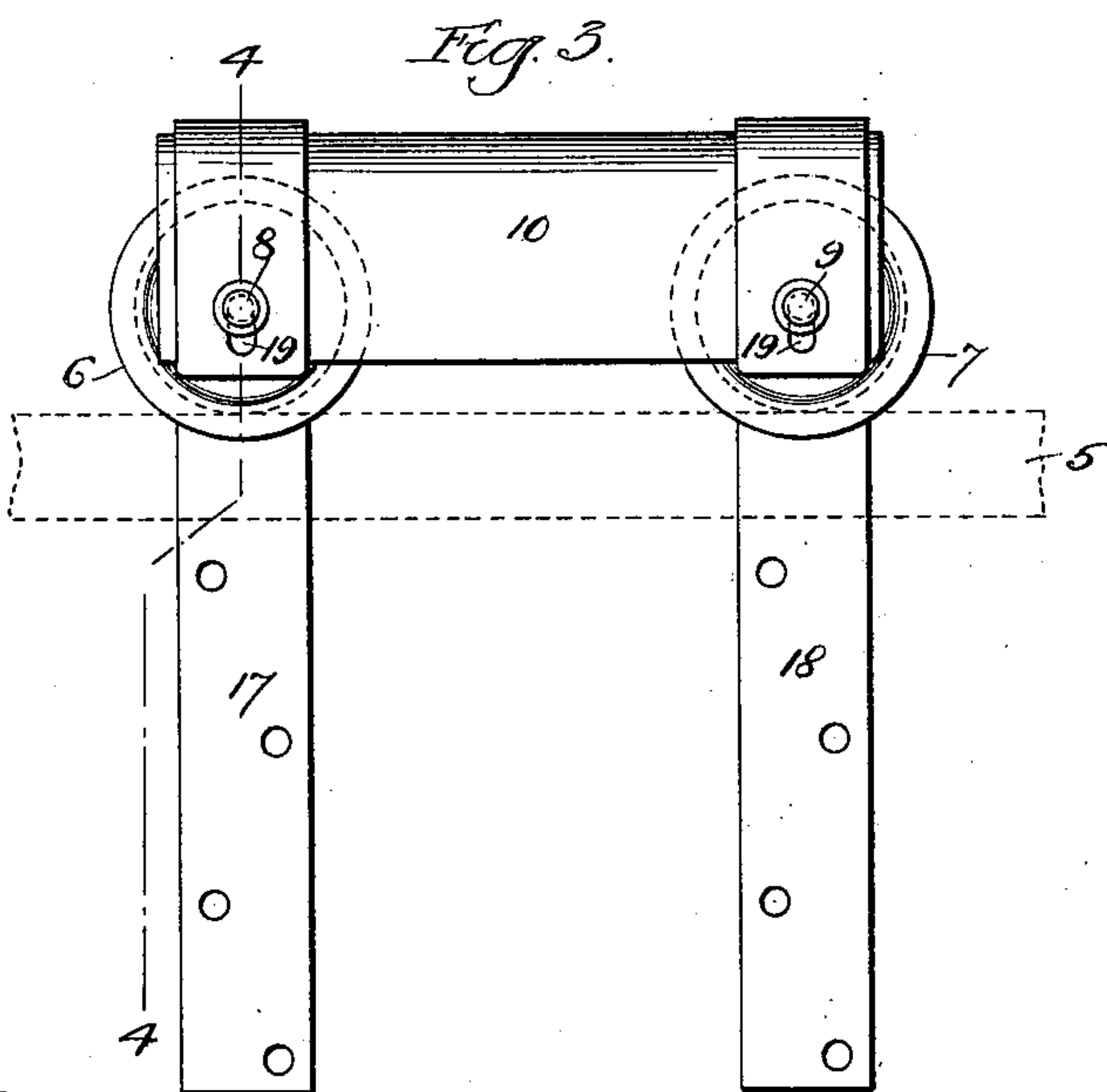
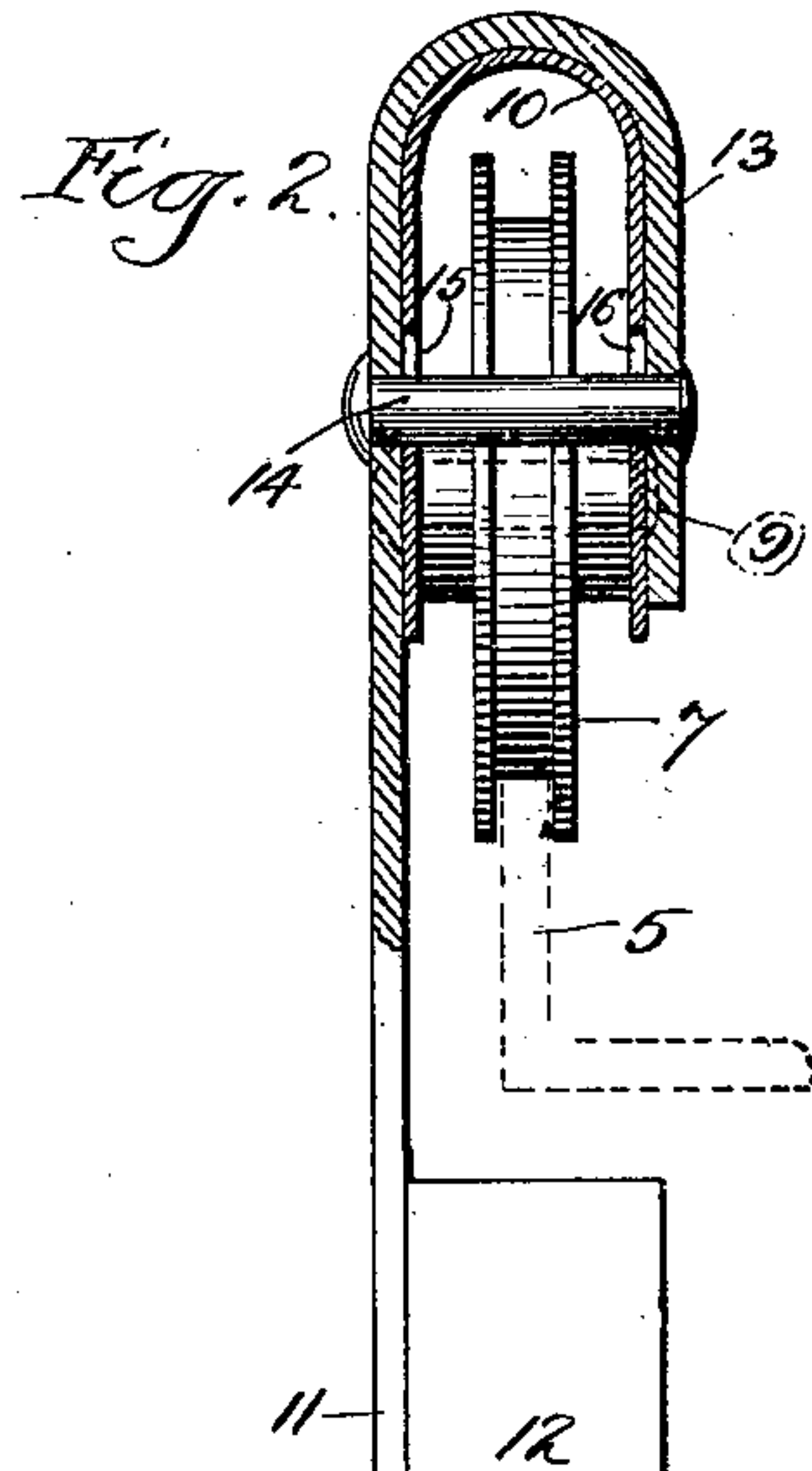
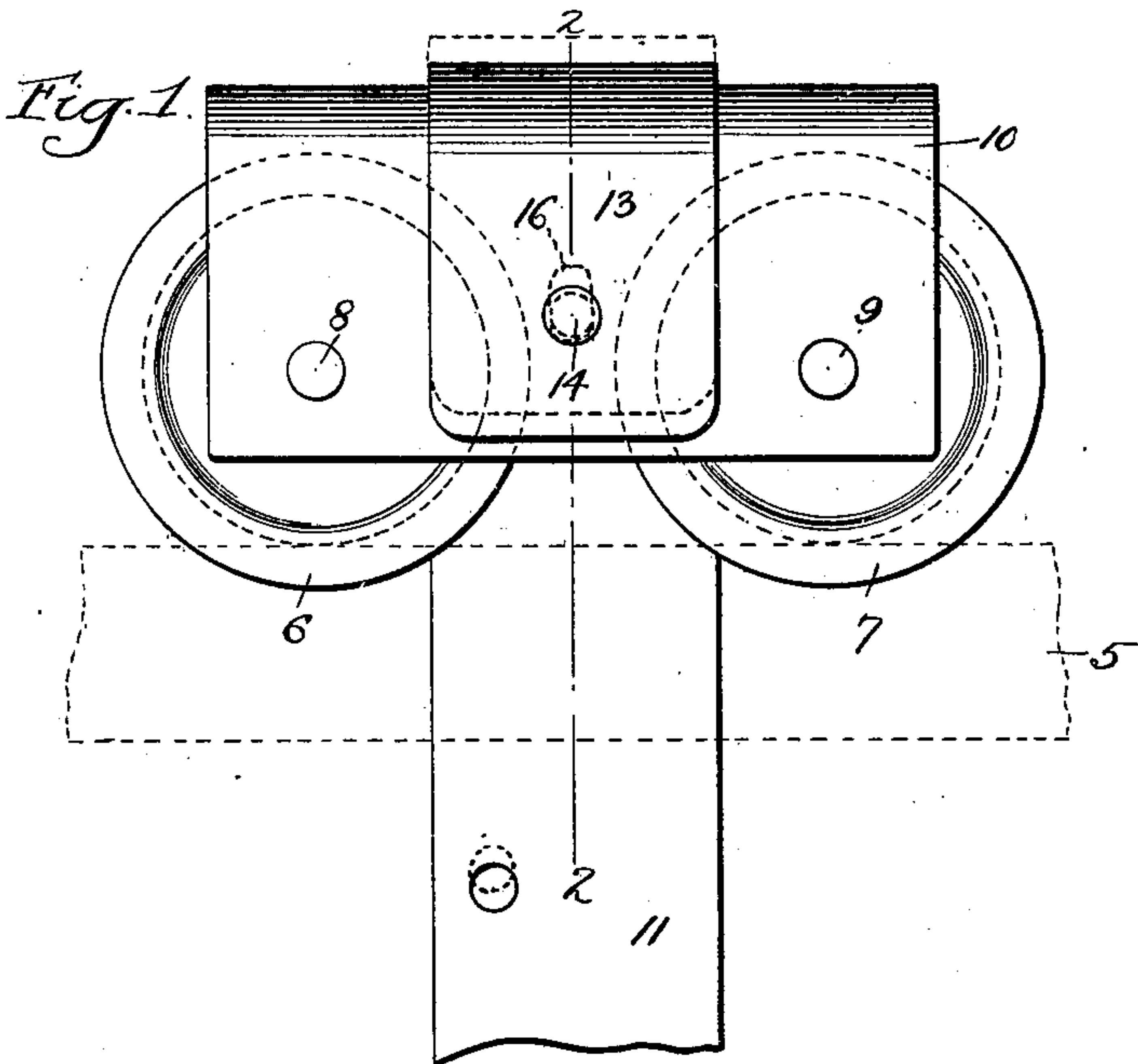
No. 631,515.

Patented Aug. 22, 1899.

G. WIDEMAN.  
DOOR HANGER.

(Application filed Feb. 4, 1898.)

(No Model.)



Witnesses  
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# UNITED STATES PATENT OFFICE.

GUSTAVUS WIDEMAN, OF AURORA, ILLINOIS, ASSIGNOR TO THE WILCOX MANUFACTURING COMPANY, OF SAME PLACE.

## DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 631,515, dated August 22, 1899.

Application filed February 4, 1898. Serial No. 669,060. (No model.)

*To all whom it may concern:*

Be it known that I, GUSTAVUS WIDEMAN, a citizen of the United States, residing at Aurora, in the county of Kane and State of Illinois, have invented certain new and useful Improvements in Door-Hangers, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to door-hangers, and particularly to such as are especially adapted for heavy work—as, for instance, on barn-doors, &c.

The object of my invention is to provide certain improvements in-door-hangers, which will be hereinafter pointed out.

That which I regard as new will be set forth in the claims.

Referring to the accompanying drawings, Figure 1 is a side elevation of my improved door-hanger. Fig. 2 is a vertical section thereof on line 2 2 of Fig. 1. Fig. 3 is a side view showing another embodiment of one feature of my invention, and Fig. 4 is a vertical section on line 4 4 of Fig. 3.

5 indicates a rail designed to support the hanger-wheels 6 7, said rail being suitably secured over the door-opening in the usual manner. In the form herein shown the track 5 consists of a narrow web of metal, the wheels 6 7 being flanged; but I do not limit myself to this arrangement, as the track may be flanged instead of the wheels, if desired, or any other suitable construction may be used. In the style of hanger shown in Fig. 1 the wheels 6 7 are arranged tandem and in juxtaposition and are mounted upon axles 8 9, respectively, secured in an inverted-U-shaped hood 10, as shown in Fig. 2. The axles 8 9, as herein illustrated, are fixedly secured in the hood, the wheels 6 7 being loosely mounted upon them; but this arrangement also may be varied, if desired.

11 indicates a pendant or strap by which the door 12 is suspended. The pendant 11 has its upper end 13 bent over into U form, so that it fits over the hood 10, as shown in Figs. 1 and 2.

14 indicates a pin, the ends of which are secured in opposite portions of the pendant 11 near its upper end, as shown in Fig. 2, said pin passing through slots 15 16 in the hood

10. In the form of hanger shown in Fig. 1 the slots 15 16 are placed between the wheels 6 7.

The operation of my improved hanger is as follows: Each end of the door being attached to the pendant 11 of a hanger is suspended in position, its weight being carried by the wheels 6 7, the pin 14 then being in the lower ends of the slots 15 16.

The advantage of mounting the pendant 11 as above described is that it frequently happens that the operator in attempting to move the door applies power to it in such a way as to raise it more or less, the door being frequently lifted to such an extent as to throw the hanger-wheels off the track. With my improved construction, however, the pendant 11 may move vertically a considerable distance without lifting the hanger-wheels at all, as the pin 14 will simply rise in the slots 15 16. By increasing the length of such slots the amount which the door may be lifted without affecting the wheels may be increased as desired.

In Fig. 3 I have shown the application of one feature of my invention to a hanger of another style. In the form of hanger shown in Fig. 3 the door is supported by two pendants 17 18, carried at opposite ends of a single door-hanger instead of as in the form illustrated in Fig. 1, and said pendants in this style of hanger are arranged opposite the two wheels 6 7, the axles 8 9 extending through slots 19 20 in the pendants and serving in lieu of the pin 14 of the hanger, as shown in Fig. 1. The operation of the hanger shown in Fig. 3 so far as the effect of lifting the door is concerned is substantially the same as in the other, inasmuch as when the pendants 17 18 are lifted the slots 19 20 permit them to rise without lifting the wheels 6 7.

The pivotal connection of the pendant or pendants with the hood above described is also advantageous in that it permits the wheels to pass over uneven surfaces readily.

I do not limit myself to the specific details herein described, as many modifications may be made without departing from the spirit of my invention.

That which I claim as my invention, and desire to secure by Letters Patent, is—

1. In a door-hanger, the combination of tandem track-wheels, a hood in which said wheels

are journaled, and a pendant pivotally connected to said hood and movable vertically independently thereof, substantially as described.

5 2. In a door-hanger, the combination of wheels 6 7, a hood 10 in which said wheels are mounted, a pendant 11 having its upper end U-shaped, a pin 14, and slots 15 16 in said hood, said pin extending through said slots,  
10 substantially as described.

3. In a door-hanger, the combination of wheels 6 7 arranged tandem, and a hood 10 in which said wheels are mounted, and a pendant 11 having its upper end U-shaped and

extending over and pivotally connected to 15 said hood, substantially as described.

4. In a door-hanger, the combination of tandem track-wheels, a hood in which said wheels are journaled having slots therein, a pendant having its upper end bent to embrace said 20 hood, and a pin connecting the parallel portion of said pendant and extending through said slots.

GUSTAVUS WIDEMAN.

Witnesses:

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