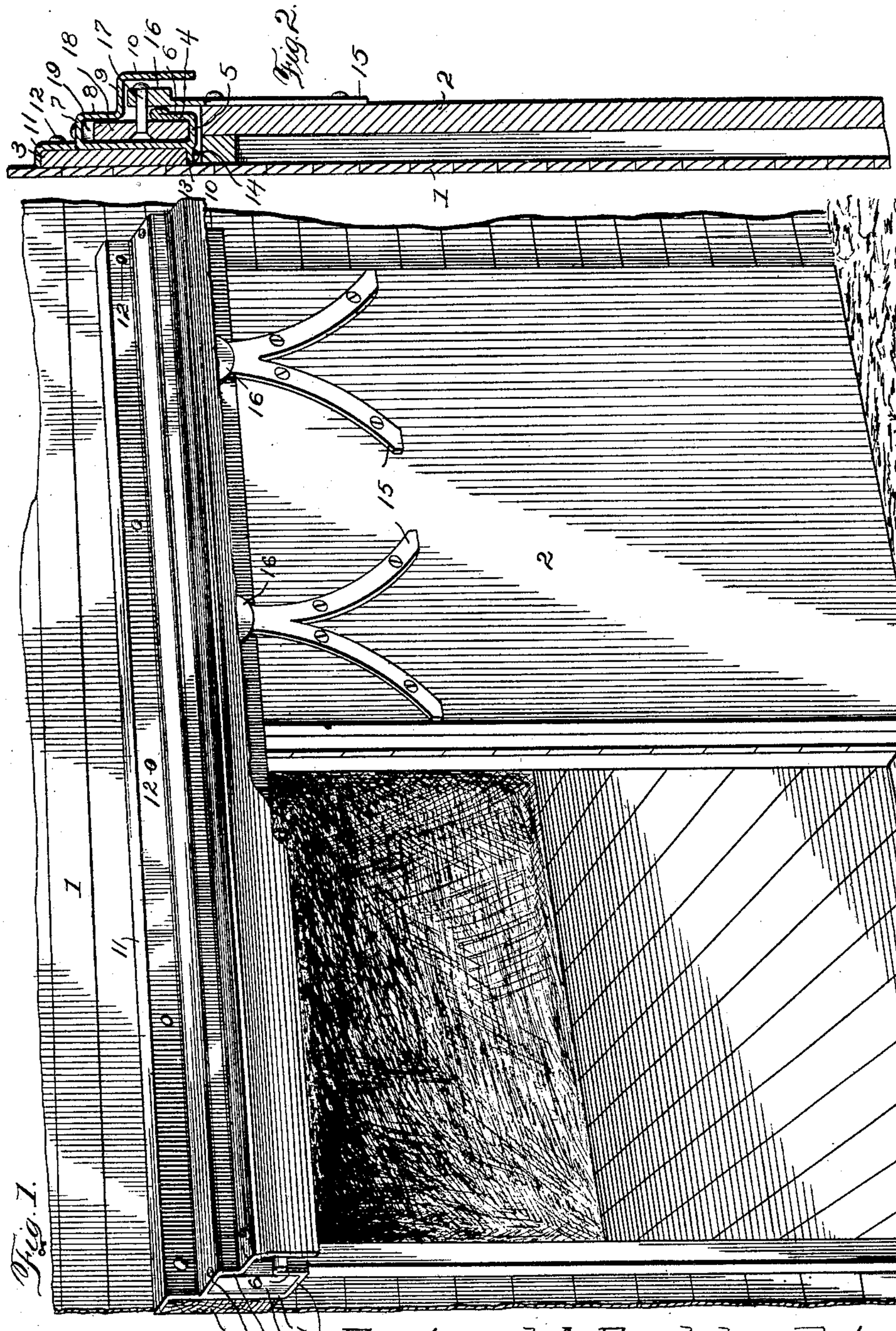
No. 668,986. Patented Feb. 26, 1901.

F. A. ENGLEBRIGHT.

DOOR HANGER.

(Application filed June 25, 1900.)

(No Model.)



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UNITED STATES PATENT OFFICE.

FREDERICK A. ENGLEBRIGHT, OF FARMINGTON, IOWA.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 668,986, dated February 26, 1901.

Application filed June 25, 1900. Serial No. 21,517. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK A. ENGLEBRIGHT, a citizen of the United States, residing at Farmington, in the county of Van Buren and State of Iowa, have invented a new and useful Door-Hanger, of which the following is a specification.

This invention relates to door-hangers, and has for its object to provide an improved form of track for supporting the rollers or wheels of a sliding door and to effectively protect said wheels from the effects of the weather. It is furthermore designed to provide improved means for connecting the track to the side of a barn or car, so that said track may be firmly held in place, and arranged to prevent rain, &c., from gaining access between the track and the adjacent side of the barn or car.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion, size, and minor details may be made, within the scope of the claims without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a perspective view of a door-hanger constructed and arranged in accordance with the present invention. Fig. 2 is a transverse sectional view thereof.

Corresponding parts are designated by like characters of reference in both of the figures of the drawings.

Referring to the accompanying drawings, 1 designates the wall of a barn, car, or other building having a sliding door 2. Located above the doorway and extending a suitable distance beyond one side thereof is a beam or sill 3, to which the track is to be connected.

The track is formed from a single blank of metal 4, which has its lower edge bent laterally, as at 5, to form the track proper and then bent upwardly to form an upstanding longitudinally-disposed flange 6, while the upper edge of the blank is bent outwardly, as at 7, in the same direction as the lower edge and thence downwardly, as at 8, so as to form a substantially tubular track. The pendent flange portion 8 terminates a suitable distance above the upstanding flange 6, so as to form a longitudinally-disposed lateral entrance slot or opening for the tubular track, and is bent laterally-outward, as at 9, so as to provide an outwardly directed shed or roof having a pendent outer flange 10, which terminates at or about the horizontal plane of the lower edge of the track, so as to form a lateral closure for the entrance slot or opening of the track. The rear side of the track is free from projections and is placed flat against the outer side of the sill or beam 3, and projecting above the upper edge of the track is an inverted substantially L-shaped flange 11, which is secured to the body of the track in any preferred manner and snugly fits and embraces the upper edge of the beam, to which it is connected by means of suitable fastenings 12, which are driven laterally into the beam. By this arrangement the joint between the upper edge of the track and the adjacent outer side of the beam 3 is effectively covered, so as to exclude rain, snow, sleet, &c., from gaining access between the track and the side of the barn. Secured to the under side of the track is a rearwardly-directed flange 13, which fits against the under edge of the beam, to which it is secured by means of suitable fastenings 14, whereby the track is secured to both the upper and lower edges of the beam, so as to embrace the latter and form a strong and rigid connection for the track. The flanges 11 and 13 are formed separate and soldered or otherwise secured to the respective upper and lower edges of the track, or they may be formed from a single blank of metal and secured to the rear side or back of the track.

The door is provided with the opposite roller-brackets 15, which are secured to the outer side thereof and adjacent to the opposite front and rear edges of the door. The heads or upper ends 16 of these brackets project above the upper edge of the door, and each head is provided with a lateral shaft or stud 17, which overhangs the upper edge of the door and carries a loosely-mounted wheel or roller 18, that travels within the tubular track.

Originally the opposite ends of the tubular track are open, so that the rollers or wheels may be entered into the track from either open

end thereof, after which said ends are closed by means of wooden blocks 19 to form stops, and thus limit the movement of the door in opposite directions, and thereby prevent endwise displacement of the rollers. It will now be seen that the lateral slot or opening of the track accommodates the shafts or studs and the heads of the roller-brackets which are housed within the overhanging shed or roof 9, so as to be effectively protected against the weather. Also the pendent flange 10 forms a lateral protection and obstructs the lateral opening of the track, so as to prevent birds from gaining access to the interior of the track and building nests therein.

As best shown in Fig. 2 of the drawings, the vertically-disposed flanges 6 and 8 are arranged in the same plane and are located adjacent to the outer side of the roller, so that the tubular track is but slightly wider than the roller, in order that the latter will have substantially no lateral play, whereby the door will run smoothly and will be prevented from swinging outwardly at the bottom thereof. Also the flanges 9 and 10 are located outwardly from the outer side of the tubular track proper, so as to form a watershed to effectively direct the rain outwardly from the track, and are arranged to overhang the spindle 17 and the upper end of the roller-bracket, whereby the latter are conveniently accommodated and also housed from the weather.

What is claimed is—

1. The combination with a substantially horizontal supporting-beam, of a track, having an inverted substantially L-shaped suspending-flange secured to and rising from the top of the track, embracing the upper edge of the beam, and secured thereto, and a lateral flange secured to and projecting from the bottom of the track and secured to the under side of the beam.

2. In a door-hanger, the combination with a substantially horizontal supporting-beam, of a tubular track, having an outer laterally-opening longitudinal slot, an outwardly-directed flange at the upper edge of the slot, and a pendent flange at the outer edge of said outwardly-directed flange, a substantially L-shaped and inverted flange secured to the upper edge of the track and embracing the upper edge of the beam, a lateral flange secured to and projecting from the lower side of the track and fitting against the under side of the beam, fastenings connecting the respective flanges to the beam, and a roller-bracket, having a lateral shaft or stud which projects through the slot and into the tubular track, and a roller or wheel mounted upon the shaft or stud and traveling within the track, the outwardly-directed and pendent flanges forming a roof or shed which incloses the upper end of the bracket and the shaft.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

FREDERICK A. ENGLEBRIGHT.

Witnesses:
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E. W. KNEMEYER.