

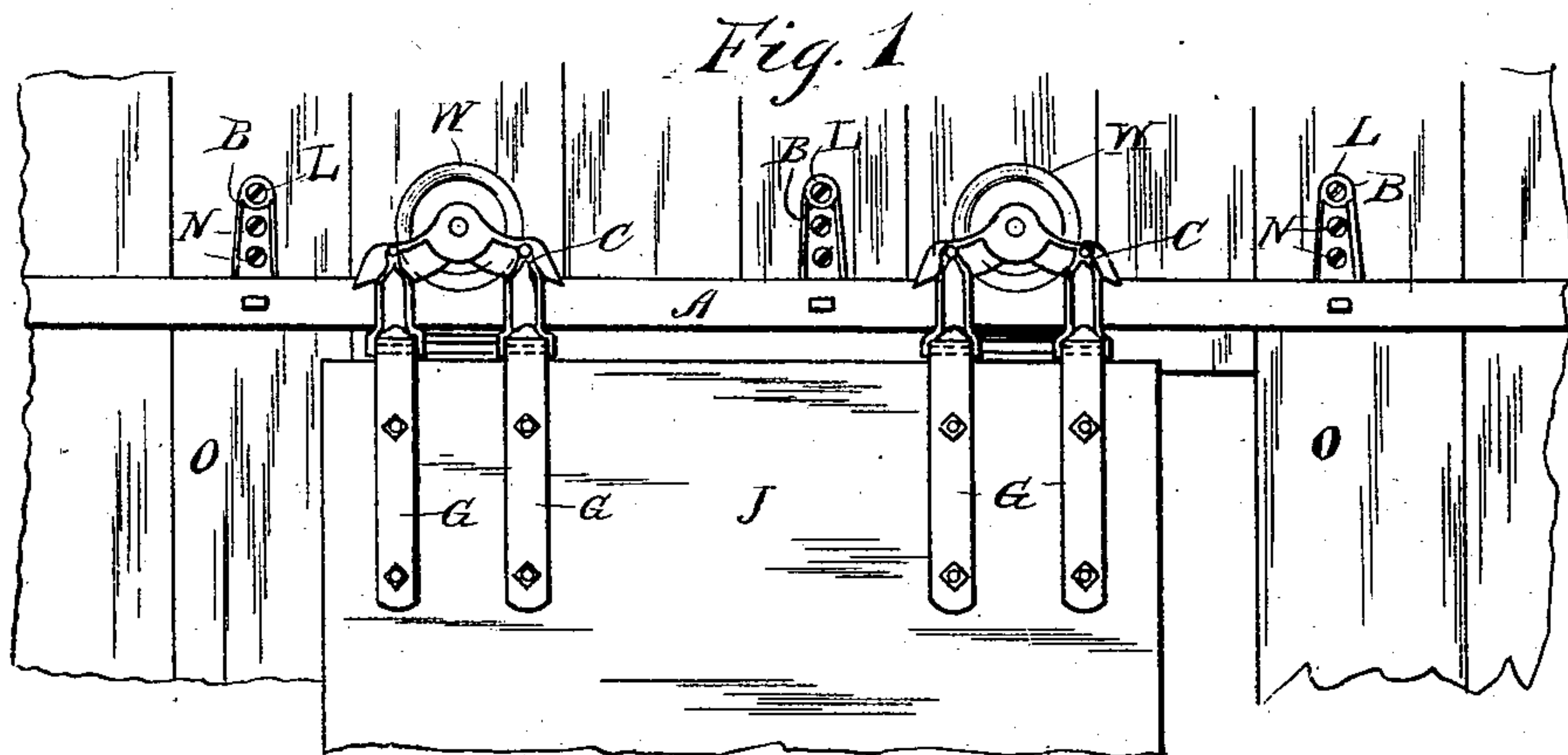
No. 700,211.

Patented May 20, 1902.

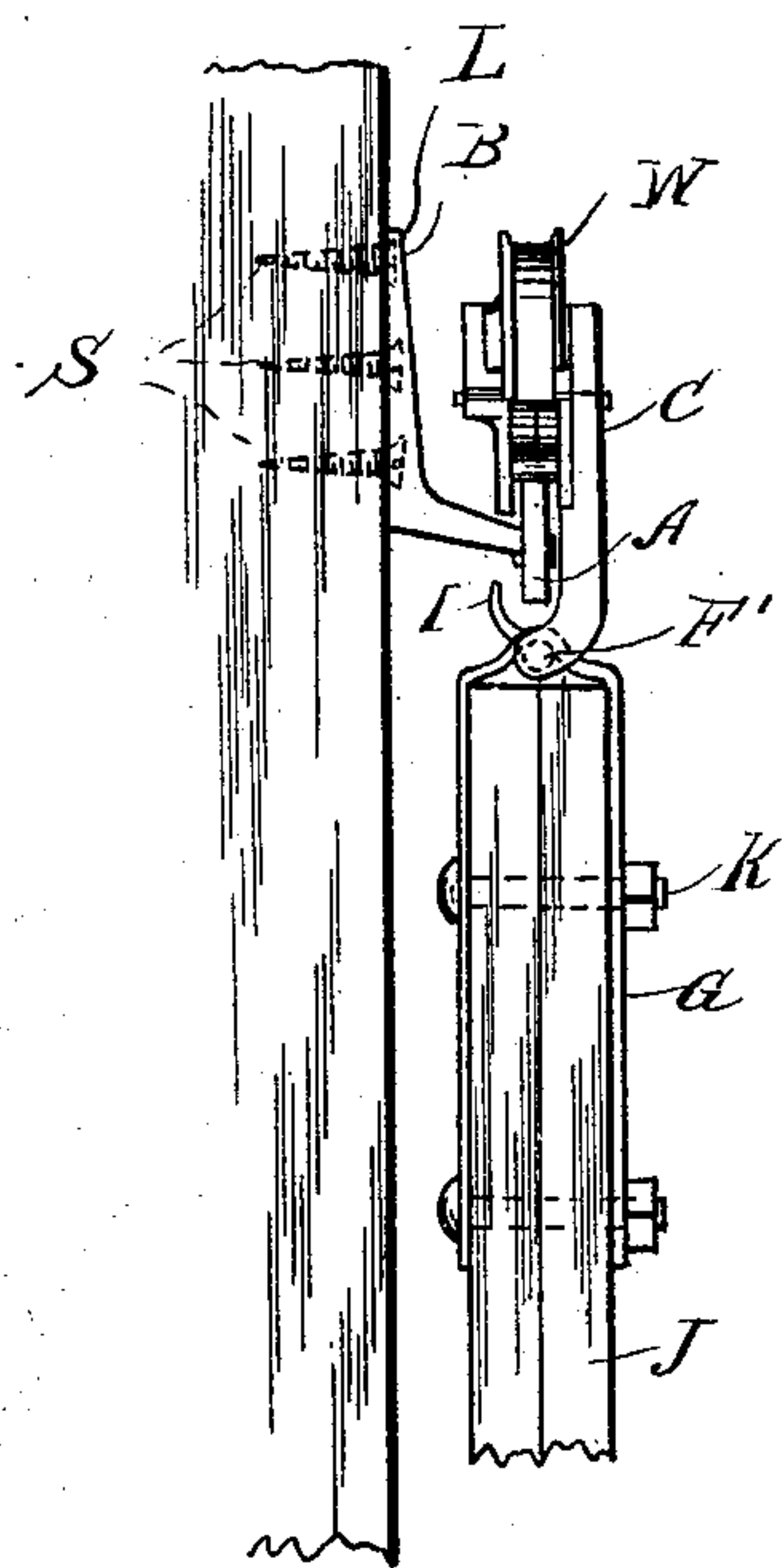
W. LOUDEN.  
DOOR HANGER.

(Application filed Sept. 13, 1900.)

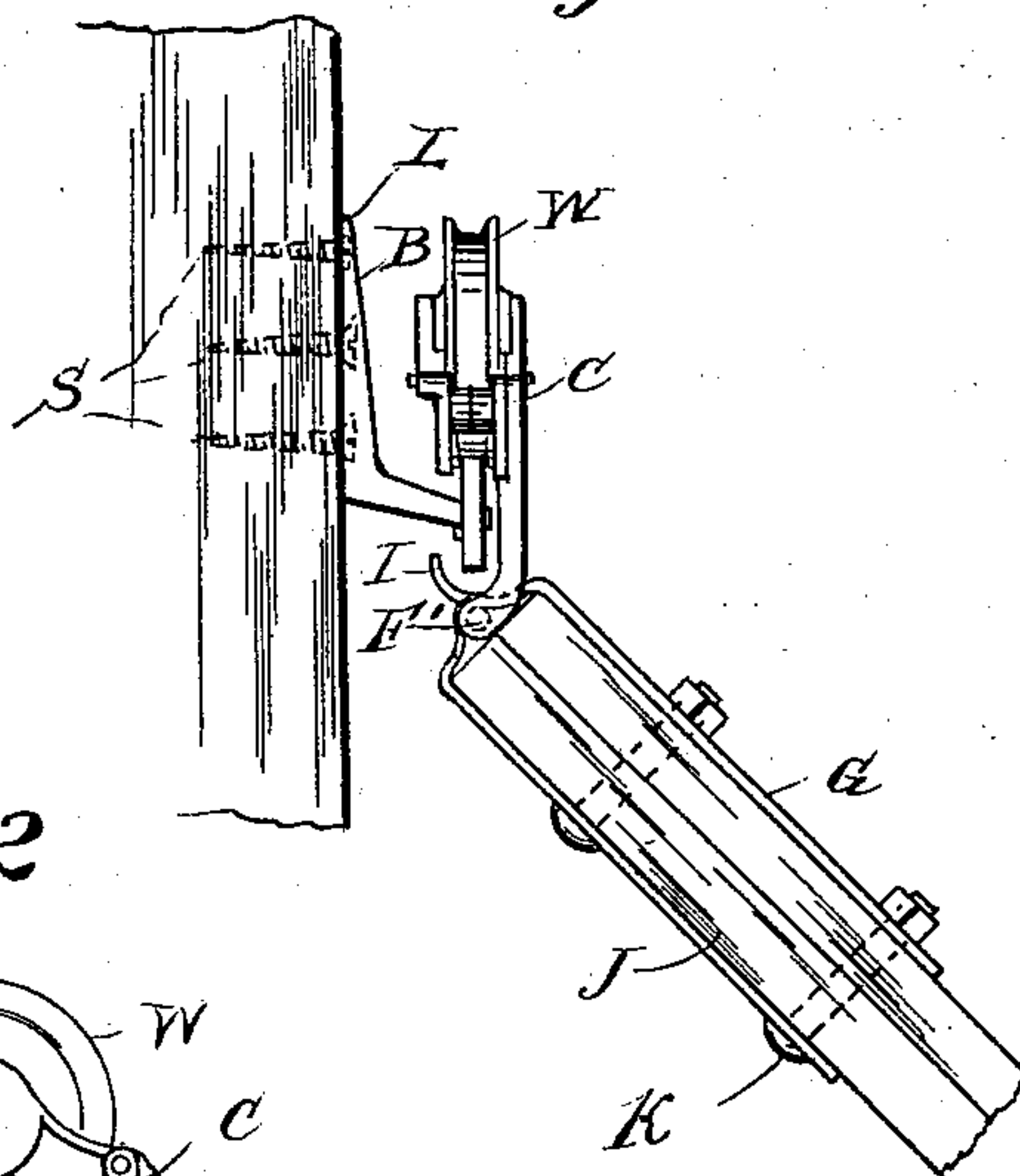
(No Model.)



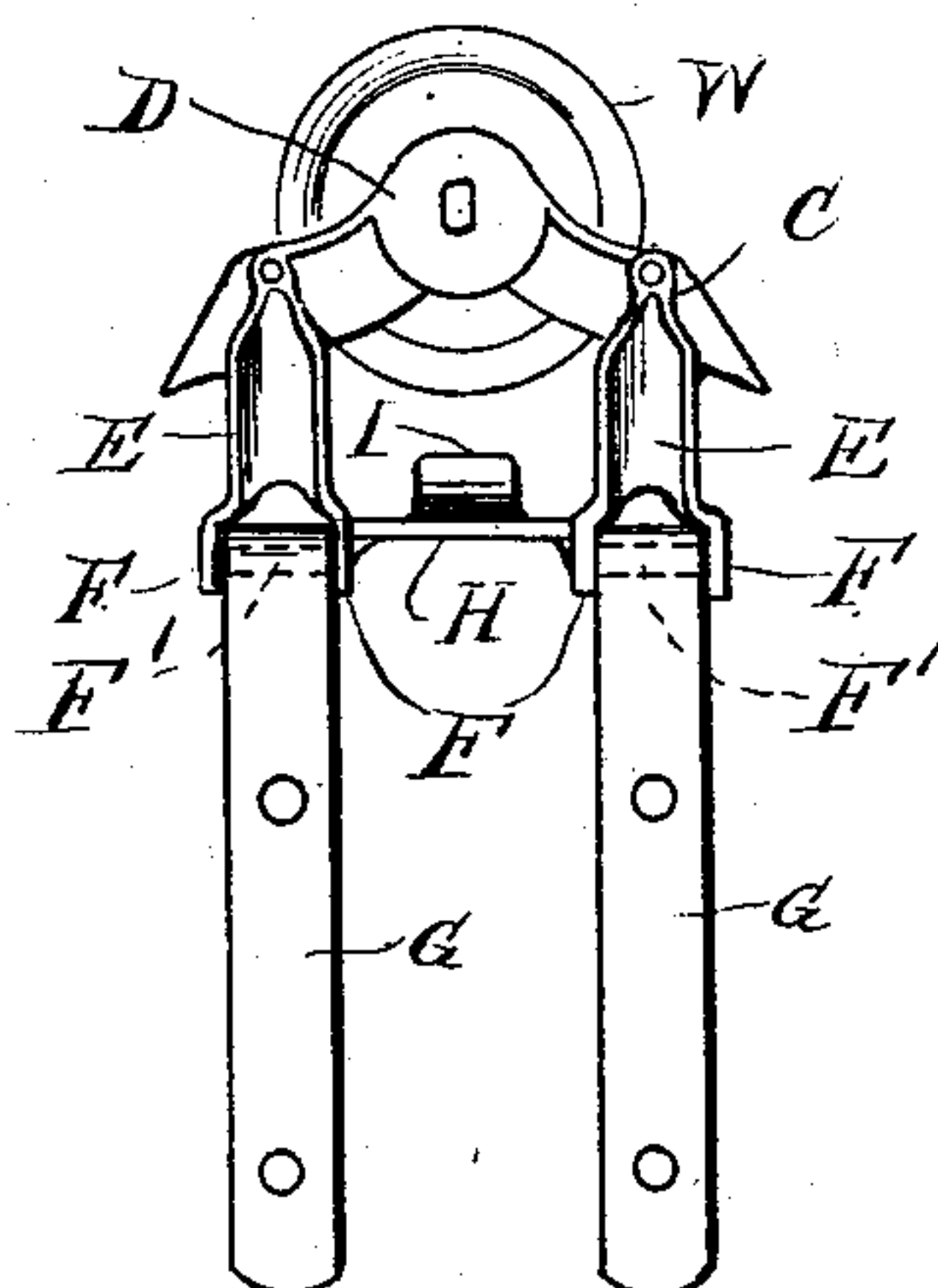
*Fig. 3*



*Fig. 4*



*Fig. 2*



Witnesses:

G. H. Rebeck  
J. H. Wigby

Inventor,

William Loudon.



# UNITED STATES PATENT OFFICE.

WILLIAM LOUDEN, OF FAIRFIELD, IOWA.

## DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 700,211, dated May 20, 1902.

Application filed September 13, 1900. Serial No. 29,862. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM LOUDEN, a citizen of the United States, residing at Fairfield, in the county of Jefferson and State of Iowa, have invented a new and useful Improvement in Door-Hangers, of which the following is a specification.

My invention relates to door-hangers adapted to run on an overhead track and having a jointed connection between the upper and lower parts of its frame; and it consists of the features set forth in the specification and more particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side view showing the invention in use. Fig. 2 is a detached view of the hanger. Fig. 3 is an end view in elevation. Fig. 4 is the same showing the door and lower part of the hanger swung out from the wall. Fig. 5 is a detail view.

In the drawings, A represents the track, and B the bracket which secures it to the wall O. The track A consists of a flat bar of metal supported by the bracket B, so as to hold it in a vertical position in cross-section and to leave the upper and lower portion of its side next the wall O, as well as its outer side and upper and lower edges, free from obstructions.

The main part of the hanger-frame is represented by C, and it is preferably made with a horizontally-disposed top portion D, which carries a grooved wheel W, and two vertically-disposed side portions E, which are joined together at their lower ends by a horizontally-disposed brace H, thus leaving the central part of the frame open. This brace carries on its upper edge, about midway between the side portions E, an upwardly and inwardly projecting guide-lug I. The grooved wheel W is adapted to run on the upper edge of the track A, while the frame C passes along its outer side and the guide-lug I behind the lower portion of its inner side, and by this means the hanger is prevented from getting off the track.

On each of the lower corners of the main frame C and integral therewith is a pair of depending brackets F, which are joined together at their lower ends by a connecting part F', so as to form a rectangular-shaped loop on each of the lower corners of said frame. These

lower corners are preferably broadened, so that said loops will be vertically outside of the periphery of the wheel W. In each of these loops a clevis-shaped strap G is inserted, so as to swing on the part F' and to embrace the opposite edges of the door J. These straps are perforated to receive bolts K, by means of which they are secured to the door. The straps G, being free to swing on the part F', provide for such lateral movement of the door as may be necessary to prevent it from binding against the wall and from wrenching the track-rail from its proper position or from bending or breaking the hanger-frame by said lateral movement of the door. This construction further provides certain advantages over the prior art, and which may be stated as follows: By locating the pivotal connection in a different vertical plane from that of the guiding device the former can be set up closer to the lower edge of the track than could be done if the pivot and the guide were placed in the same vertical plane. In that case the loop forming the pivot would have to be set entirely below the lower part of the guide, whereas by my construction the loop may be placed on approximately the same horizontal plane with the lower part of the guide, and by this means a closer fit is secured than can be otherwise had in a hanger having a jointed connection between the door and the track and a guiding device to pass below and behind the track, as heretofore described. In addition to this the location of the pivots at the lower corners of the frame furnishes two attaching-points to each hanger below the track in place of one, and by setting these pivots out beyond the vertical plane of the periphery of the wheel W, which is journaled in the upper central portion of the frame C, a well-balanced thoroughly-braced pivotal connection with the door is secured. Furthermore, the loops in the lower end of the frame C, in connection with the clevis-shaped straps to hang therein, form a very convenient and desirable method of pivotally securing the hanger to a door.

The form of the track may be varied to some extent, provided the upper portion of the inner side is left free for the passage of the flange on the inner side of the wheel W and a lower portion on the inner side of the track is left free for the passage of the guiding de-



vice behind it. Also deviations may be made from the form of the hanger-frame shown in the drawings without departing from the intent of my invention.

5 What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of a track arranged to have its outer side, its upper and lower edges and the upper and lower portions of its inner  
10 side free for the passage of a hanger therealong, a frame having a grooved wheel journaled in its upper end, a guiding device in its lower end adapted to pass below and behind the lower portion of the track, and a  
15 pivotal connection for a door below the track, said pivotal connection being located with respect to the guide in a different vertical plane but in substantially the same horizontal plane with the lower part of said guide.

20 2. The combination of a track of the character described, a hanger-frame having a grooved wheel journaled in its upper end, a guiding device in the central portion of its lower end adapted to pass below and behind  
25 the lower portion of the track, and a pivotal connection for a door on each side of said guide, the same being located on substantially the same horizontal plane as the lower part of said guide.

30 3. The combination of a track of the character described, a hanger-frame having a grooved wheel journaled on its upper end, a guiding device in the central part of its lower end adapted to pass below and behind the  
35 lower portion of the track, and pivotal connections for a door on each side of said guide,

said pivots being set outside of the vertical plane of the periphery of said wheel.

4. The combination of a track of the character described, a hanger-frame having a  
40 grooved wheel journaled in its upper end, a loop in the lower end of the frame below the track and a clevis-shaped strap adapted to hang loosely in said loop and embrace the opposite sides of a door. 45

5. The combination of a track of the character described, a hanger-frame having a grooved wheel journaled in its upper end, a guiding device in the central portion of its lower end adapted to pass below and behind  
50 the lower portion of the track, a loop in the lower end of the frame below the track on each side of the guide, and clevis-shaped straps adapted to hang in said loops and embrace opposite sides of a door. 55

6. The combination of a track of the character described, a hanger-frame having a horizontally-disposed top part carrying a wheel and two vertically-set side parts connected therewith, said side parts extending  
60 below the track and terminating in loops, and having a horizontally-disposed brace connecting them together below the track, a guiding device on the upper edge of said brace between the side parts and adapted to pass below and behind the lower portion of the track,  
65 and means for pivotally connecting said loops to a door.

WILLIAM LOUDEN.

Witnesses:

G. H. BABCOCK,  
F. H. HIGBY.