No. 741,221. PATENTED OCT. 13, 1903.

J. H. BURKHOLDER.

DOOR HANGER.

APPLICATION FILED JAN. 7, 1903.

NO MODEL.

Fig. 1.

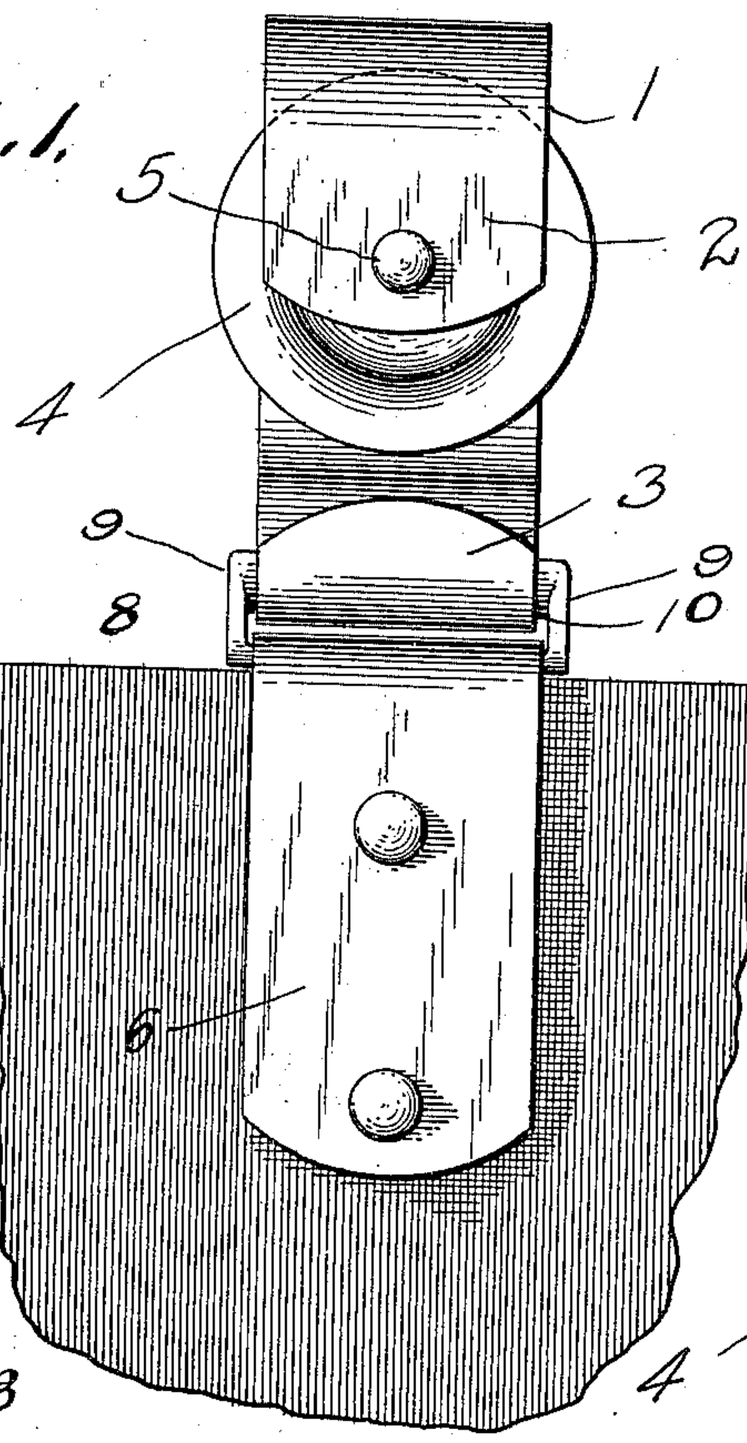


Fig. 2.

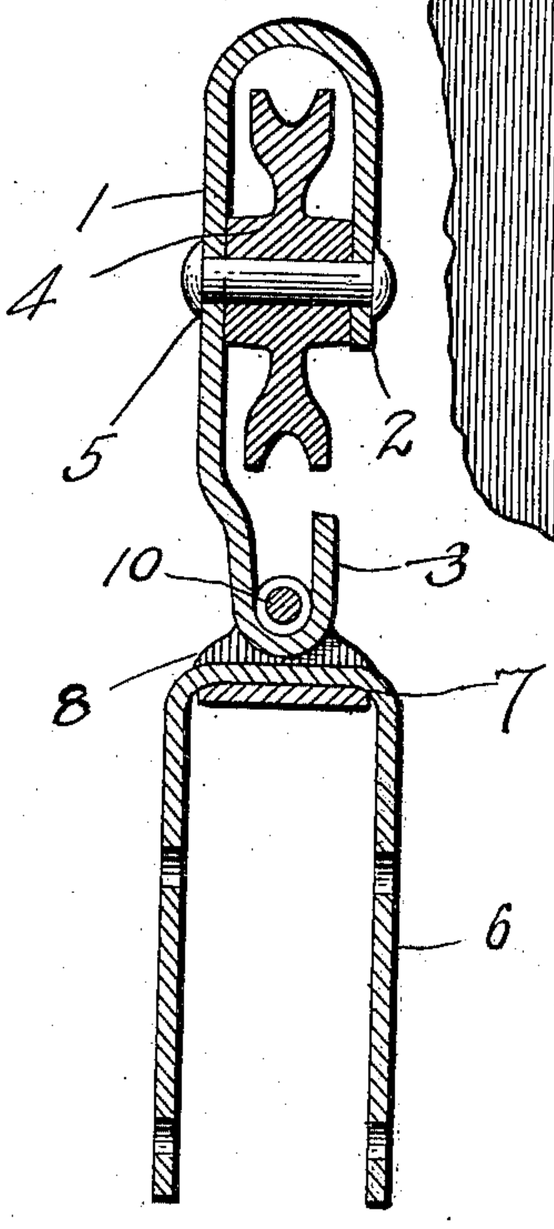
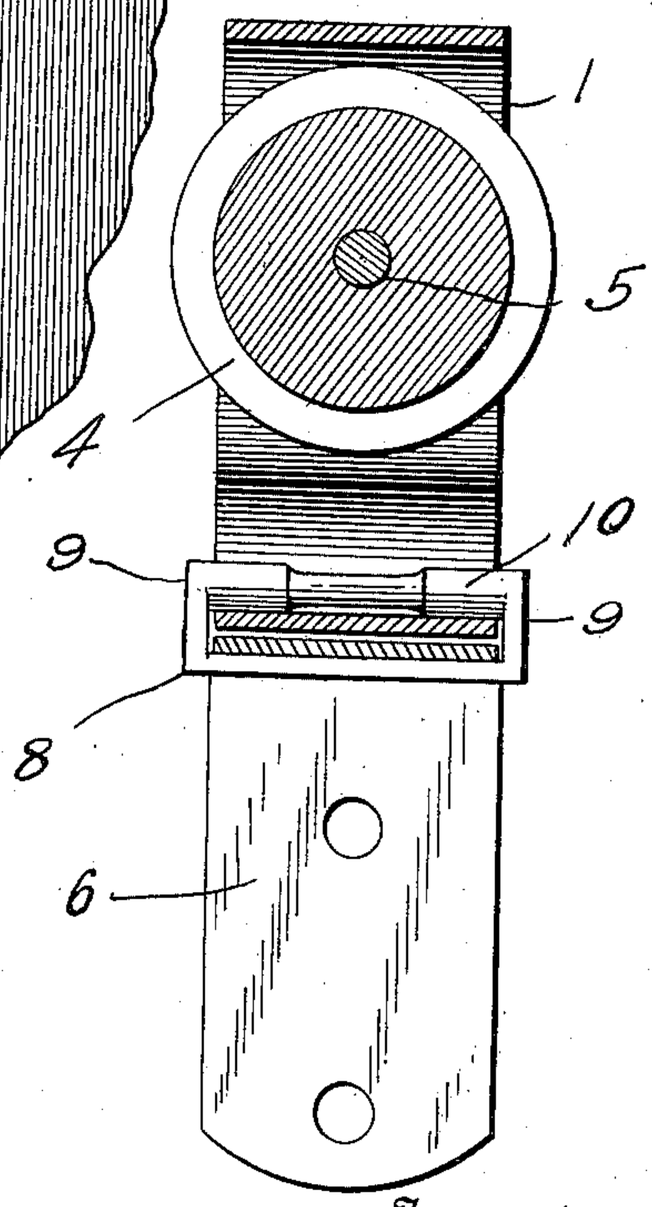


Fig. 3.



Witnesses
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No. 741,221. Patented October 13, 1903.

UNITED STATES PATENT OFFICE.

JOHN H. BURKHOLDER, OF ASHLAND, OHIO.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 741,221, dated October 13, 1903.

Application filed January 7, 1903. Serial No. 138,133. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. BURKHOLDER, a citizen of the United States, residing at Ashland, in the county of Ashland and State of Ohio, have invented new and useful Improvements in Door-Hangers, of which the following is a specification.

This invention relates to improvements in door-hangers.

The object of the invention is to provide a hanger of this character in which the wheel-carrying frame is composed of a single piece of strap metal bent to form a housing for the wheel and a hook for attachment to the door-supporting frame, and, further, to provide an improved hinge connection between the two frames by means of which one may be readily and quickly detached from the other and undue independent movement or swing of the wheel-carrying frame effectually prevented.

With the above and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a front elevation of a door-hanger embodying my invention. Fig. 2 is a central vertical front to rear section of the same, and Fig. 3 is a central vertical transverse section.

In carrying my invention into practice I provide a wheel-supporting frame 1, consisting of a single piece of strap-steel bent at its upper end to form a depending flange 2 and at its lower end to provide a hook 3, which lies in the plane of the grooved periphery of the hanger-wheel 4, which wheel 4 is mounted upon an axle bolt or rivet 5, mounted in the vertical back or body portion of the said casing and its depending flange 2. It will be noted that the hook 3 is formed by an upwardly-extending flange, which terminates immediately below the wheel and constitutes a guide or guard, which prevents the derailment of the wheel.

The door-supporting portion of the hanger comprises a U-shaped frame 6, also consisting of a single piece of strap-steel bent into U-form to straddle the upper edge of the door and adapted to be bolted or otherwise suitably fastened thereto. The top 7 of this frame, which forms a bridge piece or connecter for the two depending sides thereof, is preferably made substantially flat to coöperate with a metal loop formed by a base-plate 8 bearing against said portion 7, two upwardly-extending ears 9 and a pivot-pin 10 extending between said ears. The pivot-pin 10 thus forms, in effect, a pintle carried by the door-supporting frame, which pintle is engaged by the hook 3 of the wheel-hanger 1, thus detachably connecting the parts and also hinging them, so that the parts may have a certain amount of swing or play in the movements of the door to allow for any irregularities in the door-frame track. This movement is limited, however, by the flat base 8 of the loop which rests against the upper edge of the door and is clamped between the same and the top wall of the door-hanger frame, thus preventing the wheel-supporting frame 1 from having undue play and obviating any liability of the derailment of the wheel.

By the construction of parts as shown and described a superior hanger is provided which may be cheaply manufactured and readily applied to and removed from the door and which at the same time is adapted to prevent all liability of the door binding or becoming casually detached from its supports.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

1. In a door-hanger, a wheel-supporting frame comprising a strip of metal having one end downturned to form a housing for the wheel and the other end upturned to form a coupling-hook, substantially as described.

2. In a door-hanger, a wheel-supporting frame comprising a strip of metal having one end bent downwardly and forming a wheel-housing and the other end bent upwardly and forming a coupling-hook, and a guard to pre-

vent derailment of the wheel, substantially as set forth.

3. In a door-hanger, the combination of a wheel-supporting frame having a supporting-hook, a door-carrying frame, and a loop connecting the door-carrying frame with the hook of the wheel-carrying frame, substantially as set forth.

4. In a door-hanger, the combination of a wheel-carrying frame provided with a supporting-hook, a door-carrying frame of U form and having its cross-piece substantially straight or flat, and a loop having a pintle detachably fitted in the hook of the wheel-carrying frame, and a supporting-base clamped between the edge of the door and the cross-piece of the door-supporting frame, substantially as described.

5. In a door-hanger, a wheel-supporting frame, comprising a strip of metal having one end downturned to form a housing for the wheel, and the other end upturned to form a guard and hook, the upper free edge of said guard being disposed immediately below the wheel, forming a space for the insertion and removal of the connecting part of a door-carrying frame, substantially as described.

6. In a door-hanger the combination of a wheel-carrying frame comprising a strip of metal having one end downturned to form a housing for the wheel and the other end to form a coupling-hook, a U-shaped door-carrying frame having its cross-piece substantially straight or flat, and a loop consisting of a supporting-base clamped between the edge of the door and the cross-piece of the door-supporting frame, ears rising from said base, and a pintle carried by said ears and loosely fitted within the supporting-hook of the wheel-carrying frame, substantially as described.

7. In a door-hanger, the combination with a door-supporting frame carrying a pintle, of a wheel-supporting frame consisting of a strip of metal having reversely-bent ends one forming a housing and the other a supporting-hook, said hook engaging the said pintle, whereby the parts are adapted to be connected and disconnected by a swinging or pivotal movement of one part upon the other part, substantially as described.

8. In a door-hanger, the combination of a wheel-carrying frame, a door-carrying frame having members to embrace the door, and a connecting element clamped by the door-carrying frame against the edge of the door and having a loose interlocking connection with the wheel-carrying frame, said connection being so constructed as to be coupled and uncoupled by a swinging or tilting movement of one part of the connection upon the other part.

9. In a door-hanger, a wheel-carrying frame having an upturned lower end, forming a coupling for engagement with a door-supporting member and a guard to maintain engagement with the trackway, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

JOHN H. BURKHOLDER.

Witnesses:

GEO. A. NICOL,

J. C. WARRING.