

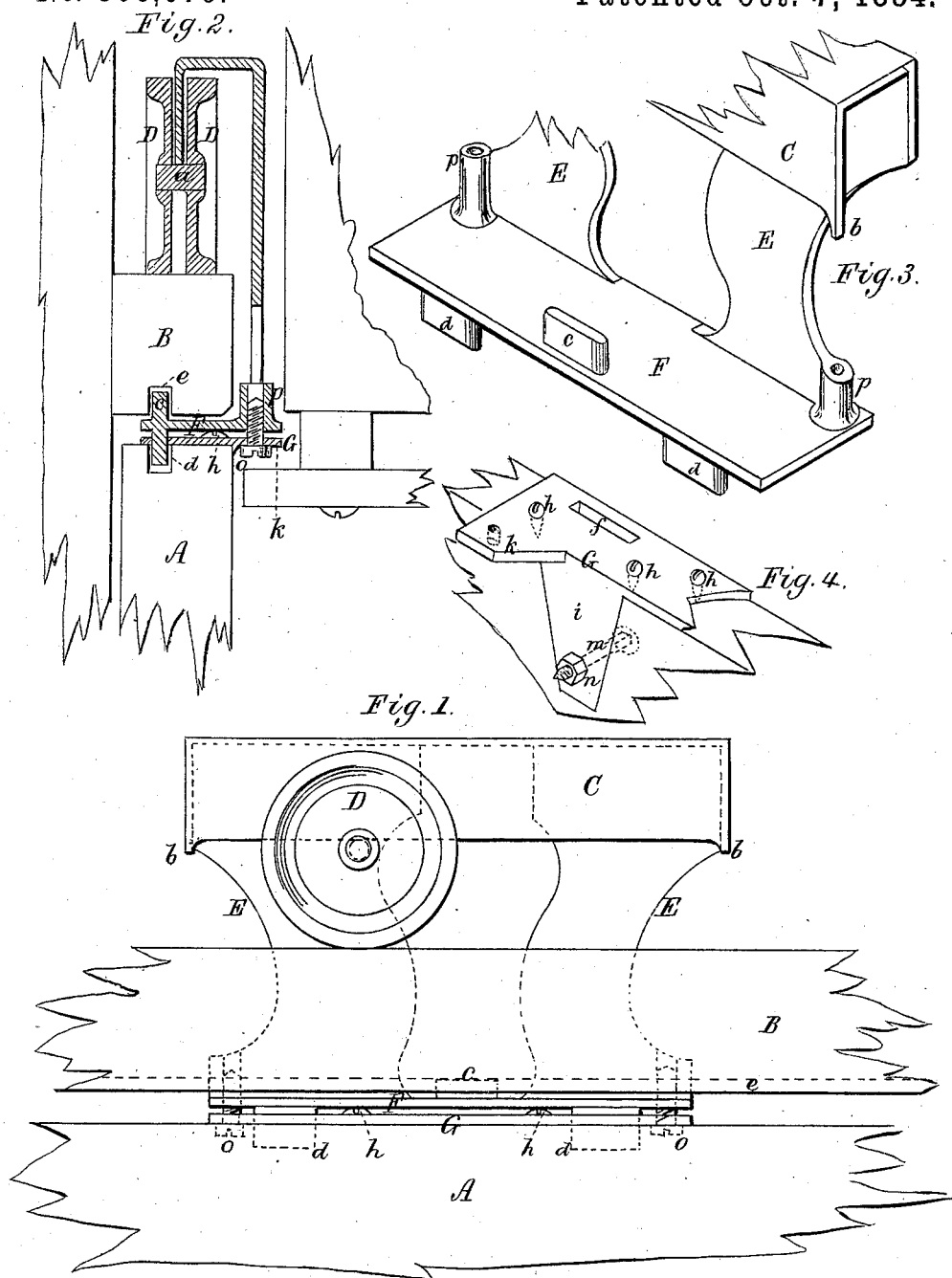
(No Model.)

E. N. HUTCHINS.

DOOR HANGER.

No. 306,079.

Patented Oct. 7, 1884.



Witnesses

S. N. Piper

E. Pratt

Inventor

Elmer Nathaniel Hutchins.

by N. H. Eddy att'y.

# UNITED STATES PATENT OFFICE.

ELMER NATHANIEL HUTCHINS, OF LAWRENCE, MASSACHUSETTS, ASSIGNOR,  
BY MESNE ASSIGNMENTS, TO HIMSELF AND WILLIAM H. HUTCHINSON,  
OF SAME PLACE.

## DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 306,079, dated October 7, 1884.

Application filed May 5, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, ELMER NATHANIEL HUTCHINS, of Lawrence, in the county of Essex, of the Commonwealth of Massachusetts, have invented a new and useful Improvement in Door-Hangers; and I do hereby declare the same to be described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is an elevation, and Fig. 2 a transverse section, of a hanger embracing my invention, and applied to a door and its sustaining-rail. Fig. 3 is a representation in perspective of the hanger in part. Fig. 4 is a perspective view of the cap by which the hanger is connected with a door.

The nature of my invention is duly defined in the claims hereinafter presented.

This door-hanger is for what are usually termed "sliding doors," and is of a class well known, one of which is represented in the United States Patent No. 281,546.

In Figs. 1 and 2, A denotes the upper part of a door, and B the track-rail for supporting the door, by means of a rider-bar, C, and two wheels, D D, such wheels being arranged to run on the track-rail and at such distance apart as to receive between them the rider-bar and admit it to rest at its lower edge upon a cylindrical spindle, *a*, extending into and connecting such wheels at their hubs. The rider-bar has at its ends abutments *b b*, arranged, as shown in Figs. 1 and 3, to prevent it from running off the spindle *a*, and such rider-bar is projected, in manner as represented, from two flat standards, E E, extending upward from a base-plate, F. At its middle the said base-plate F has a vertical ear, *c*, to enter a groove, *e*, made longitudinally in the track-rail B at its lower side, such ear and groove being to guide the door, in order to prevent it from swaying laterally while being opened or closed. There are also two ears, *d*, extending from the base-plate F through slots or openings *f* in the cap G, fastened on the upper edge of the door by screws *h*, going down

through such cap and screwed into the door. The said plate G at each of its ends has two greater ears, *i* and *k*, extending from it, one projecting horizontally and the other vertically, as shown in Fig. 4. The vertical ear enters a corresponding recess in the door, through which door and the said ear a screw-bolt, *m*, provided with a nut, *n*, passes, to aid, with the ear, in securing the cap G to the door. Screws *o* go upward through ears *k* of the cap G, and screw into the plate F and standards *p*, integral with such plate F and the standards E, and arranged as shown in Figs. 2 and 3, the nicked heads of the screws bearing against the under sides of the ears *k k*.

By means of the cap G and the screws *o* the door may be raised or depressed relatively to the rider-bar, as occasion may require. In case of sagging of the door or its undue expansion vertically, it can be raised a little by the said screws, in order to prevent it at its lower edge from binding on the door-sill.

I do not claim a rider-bar, wheels, and their connecting-spindle, and a track-rail for supporting a door; but

I claim—

1. The combination of the base-plate F and cap G and their adjusting-screws *o* with the rider-bar C, connected with such base-plate, substantially as described.

2. The combination of the door A, provided with the slotted and eared plate G, the base-plate F, connected to such plate G by screws *o*, and having the ear *c* extending upward and the ears *d* projecting downward from it, the track-rail B, having the groove *e* to receive the ear *c*, the wheels D D, connected by the spindle *a*, and the rider-bar C, connected with the plate F and extended between the said wheels, and resting on their spindle, all being to operate substantially as set forth.

ELMER NATHANIEL HUTCHINS.

Witnesses:

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