

W. W. NICODEMUS.
DOOR HANGER.

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1,015,827.

Patented Jan. 30, 1912.

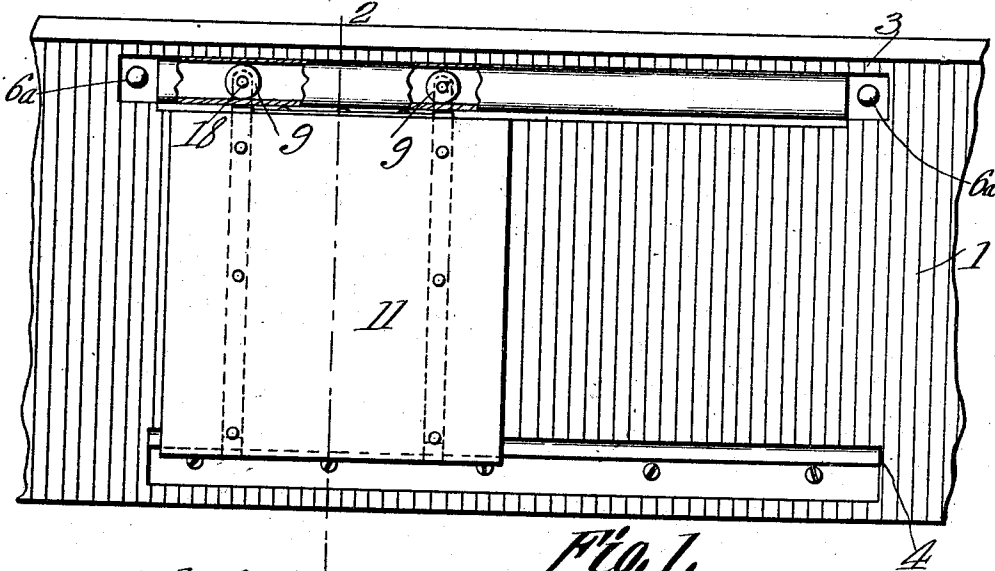


Fig. 1.

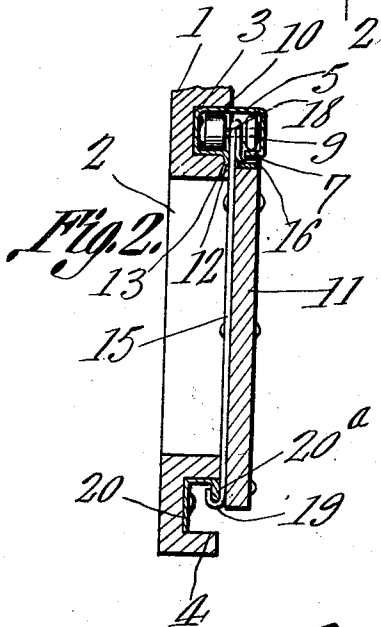


Fig. 2.

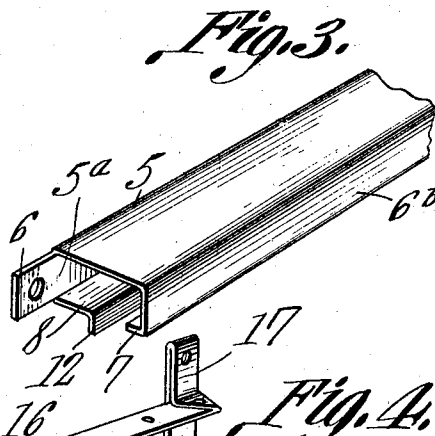


Fig. 3.

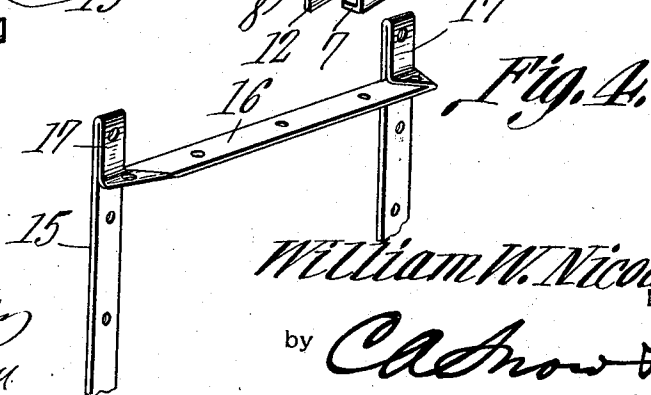


Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM W. NICODEMUS, OF TAYLORVILLE, ILLINOIS.

DOOR-HANGER.

1,015,827.

Specification of Letters Patent.

Patented Jan. 30, 1912.

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To all whom it may concern:

Be it known that I, WILLIAM W. NICODEMUS, a citizen of the United States, residing at Taylorville, in the county of Christian and State of Illinois, have invented a new and useful Door-Hanger, of which the following is a specification.

It is the object of the present invention to provide an improved hanger for freight car doors, and the invention discloses a novel form of track, a novel form of hanger for suspending the door from the track for edgewise movement, and novel means for holding the door against outward swinging movement.

As concerns the track, the invention aims to so construct and arrange it that the means provided for securing it upon the side of the car will not be subjected to strain as in the ordinary form of track.

As concerns the hanger proper, the invention contemplates its construction to embody portions upon which the wheels are journaled, and portions which extend down beside the door and are secured thereto and brace the door and at their lower ends are constructed to engage with a guide at the lower edge of the doorway, in the side of the car, to prevent outward swinging movement of the door.

In the accompanying drawings Figure 1 is a view in side elevation of a portion of a freight car showing the invention applied thereto; Fig. 2 is a vertical sectional view on the line 2—2 of Fig. 1; Fig. 3 is a perspective view of one end of the track; Fig. 4 is a similar view of a portion of the hanger.

In the drawings, the numeral 1 indicates the side of the car upon which the devices embodying the present invention are arranged and 2 denotes the usual doorway in the said side of the car. The side 1 of the car is formed above the doorway with a recess 3 extending the entire width of the doorway and to one side beyond the same. For a purpose to be presently explained, a similar recess 4 is formed in the outer face of the side 1 and extends below the doorway and also laterally beyond the same.

The track embodied in the present invention is formed from a sheet metal blank so bent as to consist of a top 5, a rear wall 5^a, which latter is extended at each end as at 6 and perforated for the passage of securing bolts 6^a which serve to hold the track securely

in place in the recess 3. Projecting forwardly from the lower edge of the rear wall 5^a is a flange 8, and this flange rests upon the lower wall of the recess 3 as is clearly illustrated in Fig. 2 of the drawings. The track also includes a forward wall 6^b formed with an inwardly projecting flange 7 along its lower edge, this flange 7 being in a plane with the flange 8. The free edge portion of the flange 8 is turned down as at 12 and countersunk in the outer face of the car side 1.

The hanger proper is formed from a bar of suitable length and includes an attaching portion 16 which is secured to the upper edge of the car door, this door being indicated in the drawings by the numeral 11. The bar comprising the hanger is folded at each end of the portion 16 and is further bent to form upstanding bracket portions 17 in each of which is journaled a spindle 18 carrying rollers 9 one of which travels upon the flange 8 and the other upon the flange 7. That one of the rollers which rests upon the flange 8 is of greater width than the roller which rests upon the flange 7 and thus, the flange 8 being a greater bearing surface, is adapted to sustain the greater portion of the weight of the door, which it is well adapted to do in view of the fact that it rests upon the bottom wall of the recess 3. From the bracket portions 17, the bars comprising the hangers extend downwardly and are secured to the inner face of the door 11, these downwardly extending portions of the bar being indicated by the numeral 15 and serving effectually to brace the door, as will be readily understood.

Fitted within the recess 4 is a guide comprising an attaching portion 20 and an overhanging flange 20^a. At its front, the flange 20^a is flush with the outer face of the side 1 of the car and the lower ends of the depending portions 15 of the hangers are bent inwardly and upwardly as at 19 and engage with the said flange 20^a in the manner illustrated in Fig. 2 of the drawings. This engagement of the lower ends of the portions 15 of the hangers with the flange of the guide serves effectually to prevent outward swinging of the lower portion of the door.

From the foregoing description of the invention it will be observed that the track effectually houses the rollers and spindles

and that the track is, by reason of the fact that it is seated within the recess 3, supported in a solid manner and its securing devices relieved of strain.

5 What is claimed is:

1. In a structure of the class described, the combination with the wall of a car formed with a doorway and above the doorway with a recess extending throughout the 10 width of the doorway and laterally therebeyond, of a track seated in the recess and having a wide roller supporting flange resting upon the bottom wall of the recess and having a right angled depending edge flush 15 with the face of the recess and a narrow roller supporting flange spaced from the first mentioned flange and in a plane therewith, of a door, a hanger upon the door, and rollers of various treads journaled upon 20 the hanger to run the wider one upon the first mentioned flange of the track and the narrower one upon the last mentioned flange thereof.

2. In a structure of the class described, 25 the combination with the wall of a car formed with a doorway and above the door-

way with a recess extending throughout the width of the doorway and laterally therebeyond, of a track seated in the recess and having a roller supporting flange resting up 30 having a roller supporting flange resting upon the bottom wall of the recess and a second roller supporting flange spaced from the first mentioned flange and in a plane therewith, of a door, a hanger made from a single 35 strip of metal bent to form a bar with two brackets made of a double thickness of the metal and terminating in two downwardly projecting door engaging terminals, and two rollers journaled upon opposite sides 40 of the brackets of the hanger to run one upon the first mentioned flange of the track and one upon the last mentioned flange thereof.

In testimony that I claim the foregoing 45 as my own, I have hereto affixed my signature in the presence of two witnesses.

WILLIAM W. NICODEMUS.

Witnesses:

A. A. BALDRIDGE,
IDA H. BOYER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."