No. 797,909. PATENTED AUG. 22, 1905.

E. F. NEFF.

CAR DOOR HANGER.

APPLICATION FILED JAN. 9, 1905.

Fig. 1.

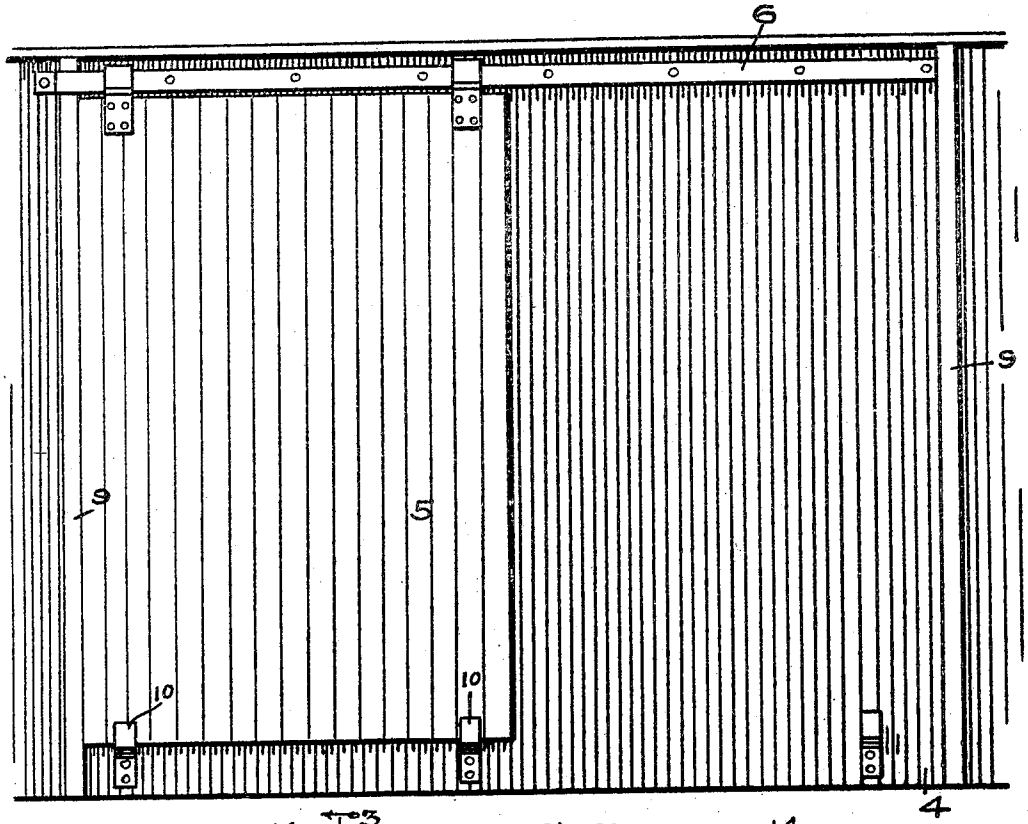


Fig. 2.

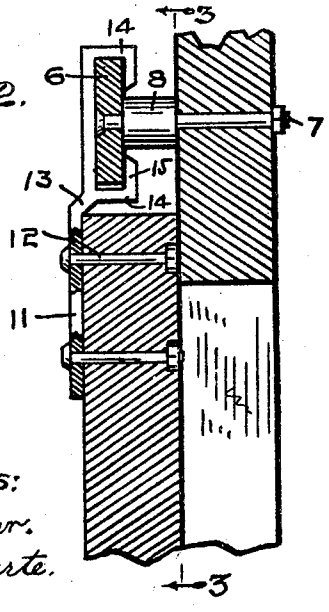
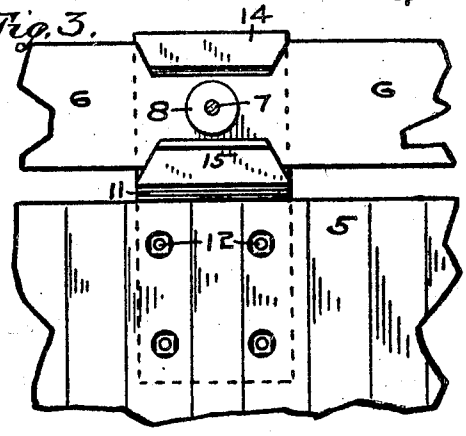


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

EDWARD F. NEFF, OF INDIANAPOLIS, INDIANA, ASSIGNOR OF ONE-HALF TO JOHN GROFF, OF INDIANAPOLIS, INDIANA.

CAR-DOOR HANGER.

No. 797,909. Specification of Letters Patent. Patented Aug. 22, 1905.

Application filed January 9, 1905. Serial No. 240,318.

To all whom it may concern:

Be it known that I, EDWARD F. NEFF, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Car-Door Hangers, of which the following is a specification.

This invention relates to improvements in sliding car-doors, and has special reference to sliding doors for freight-cars, the door being suspended from a fixed overhead rail or track; and the object of the invention is to provide a hanger by means of which the door will be suspended from the track and to provide means whereby it will be impossible to disengage the hanger from the rail or track by any other than a longitudinal movement, thereby making it impossible to accidentally or purposely disengage or remove the door, which is frequently and easily done with the means heretofore employed for hanging doors.

I accomplish the objects of my invention by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a detail in side elevation of a freight-car having a door provided with my improved hanger. Fig. 2 is a detail in cross-section of the track or rail from which the door is suspended and also of the portion of the door with my hanger applied thereto and of the adjacent side of the car, and Fig. 3 is a detail in vertical section on the line 3 3 of Fig. 2 looking in the direction of the arrows.

Like characters of reference indicate like parts throughout the several views of the drawings.

4 represents the body of the car of any usual and well-known construction; 5, a door; 6, the horizontally-disposed rail or track extending over the door-opening and a distance to the right thereof equal to the width of the door, said rail being secured to the side of the car by means of bolts 7, which pass through spools 8 between the rail and the side of the car to space the rail a proper distance from the car.

9 represents vertical strips at each end of the travel of the door to form stops to regulate the door's movement, and 10 represents the bottom brackets or clamps to hold the lower end of the door back in position against the side of the car.

All of the above-described parts are of usual and well-known construction.

The door-hangers, which constitute the important features of my invention, each comprise a plate 11, which is secured to the outside of the door 4 near the top of the latter by means of bolts 12. This plate makes an inset 13 at the top of the door, so as to bring the part to engage the rail 6 more centrally over the edge of the door, and it is then continued in a vertical direction to the top of the rail, whence it is bent inwardly at right angles and then downwardly at right angles to form a hooked end 14, which overlaps the top of the rail in the manner as clearly shown in Figs. 2 and 3.

At the bottom of the rail 6 and far enough below it so as not to bind therewith is the horizontal extension 14, which continues for a distance equal to the thickness of the rail and is then bent upwardly at right angles back of the rail, as shown at 15. The distance between the end of this last member and the corresponding one above it is sufficient to allow the hanger to pass the spools 8 when slid along the rail 6.

The above-described members 14 and 15 effectually prevent the lifting of the hanger off of the rail 6 and constitute the most important and essential features of my invention.

Having thus fully described my invention, what I claim as new, and wish to secure by Letters Patent of the United States, is—

A car-door, a strap-iron rail placed edge up at the top of the door-opening, and a hanger for suspending the door from the rail, said hanger comprising a plate secured to the door and extending above the door adjacent to the rail, said plate having a lateral extension which passes across the top of the rail and terminates with a downwardly-bent portion close to the back of the rail, and said plate having a second extension under said rail which terminates with an upwardly-bent portion close to the back of the rail.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 31st day of December, A. D. 1904.

EDWARD F. NEFF. [L. S.]

Witnesses:

J. A. MINTURN,

F. W. WOERNER.