

J. J. LONG.
FREIGHT CAR DOOR HANGER.
APPLICATION FILED APR. 30, 1912.

1,062,599.

Patented May 27, 1913.

2 SHEETS—SHEET 1.

Fig. 1.

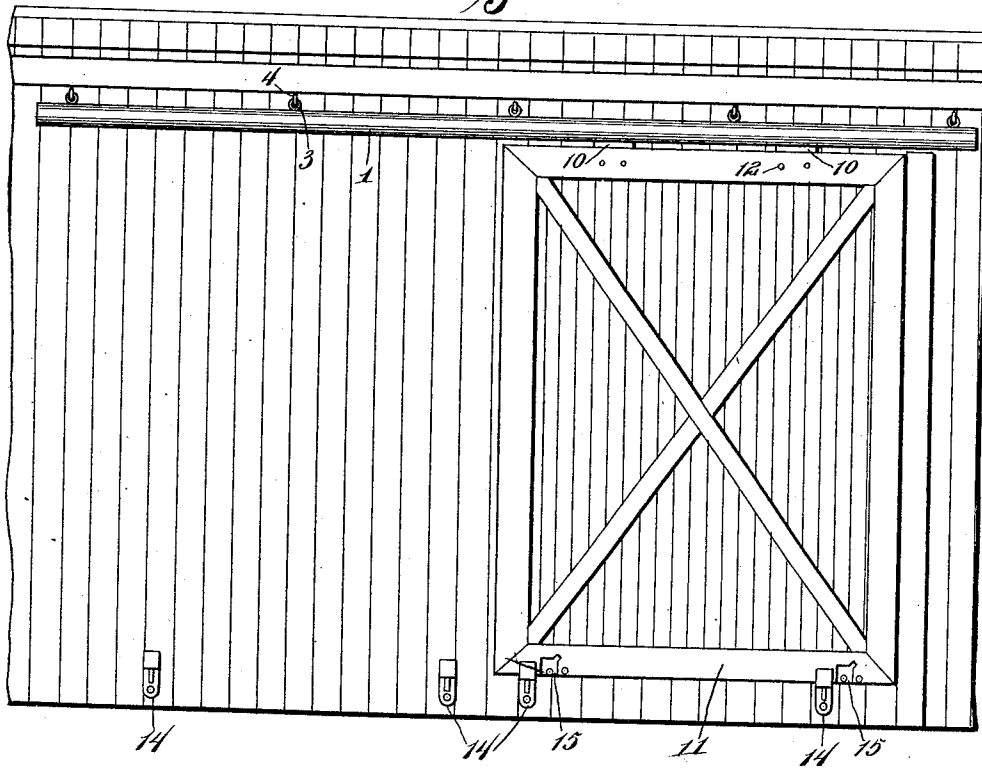
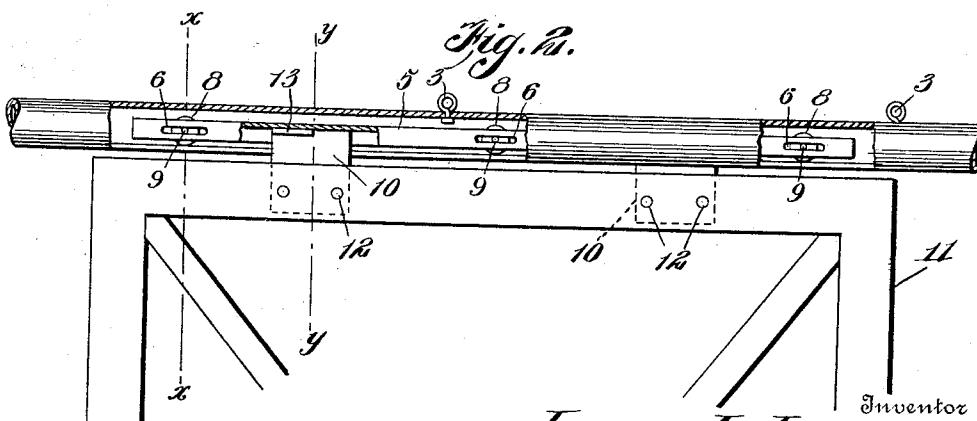


Fig. 2.



Witnesses

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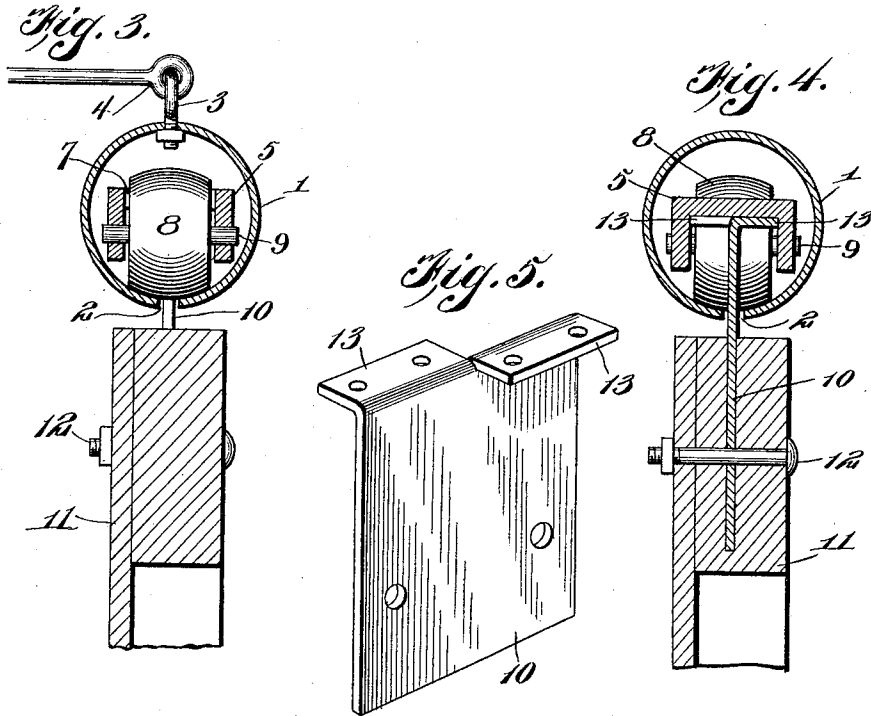
By Victor J. Evans

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UNITED STATES PATENT OFFICE.

JAMES J. LONG, OF NEW YORK, N. Y.

FREIGHT-CAR-DOOR HANGER.

1,062,599.

Specification of Letters Patent.

Patented May 27, 1913.

Application filed April 30, 1912. Serial No. 694,071.

To all whom it may concern:

Be it known that I, JAMES J. LONG, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented new and useful Improvements in Freight-Car-Door Hangers, of which the following is a specification.

The invention has relation to sliding door fixtures such as hangers and is designed most especially to provide a hanger which is simple and effective in operation and which embodies a minimum number of parts which are easily accessible for renewal or to admit of adjustment or for any other purpose, the hanger and adjunctive parts being housed in such a manner as to be protected from ice and rain so that the door may be moved at all times.

The invention consists in the novel features, details of construction and combination of parts, which hereinafter will be more particularly set forth, illustrated in the accompanying drawings, and pointed out in the appended claim.

Referring to the drawings, forming a part of the specification, Figure 1 is a side view of a car door provided with fittings embodying the invention. Fig. 2 is a side view of the hanger on a larger scale, parts being broken away. Fig. 3 is a cross section on the line $x-x$ of Fig. 2. Fig. 4 is a cross section on the line $y-y$ of Fig. 2. Fig. 5 is a perspective view of one of the hangers.

Corresponding and like parts are referred to in the following description, and indicated in all the views of the drawings, by the same reference characters.

The door fixture embodies a track 1 which consists of a tube having a longitudinal slot 2 in its lower side, said tube being suspended in a manner to admit of its having a limited movement so that the lower portion of a car door may be elevated to clear the clamps and swung outwardly from the car to release the door in the event of the load becoming piled against the same in such a manner as to prevent the free sliding of the door. As shown the tubular track is provided with eyes 3 which engage eye bolts or like fastenings 4 secured to the car body

near the top thereof. A carriage 5 is arranged to operate within the tubular track 1 and consists of a channel bar arranged with the hollow side facing downwardly. Slots 6 are formed in the side flanges of the carriage and other slots 7 are formed in the top thereof. A plurality of small wheels 8 are located at intervals in the length of the carriage and are mounted upon pins 9 constituting axles, said pins having their ends fitted in opposed longitudinal slots 6. The upper portion of each of the wheels 8 extends through a slot 7 of the carriage. This construction has been found to give the best results and to reduce the friction to the smallest amount possible. Hangers 10 are bolted or otherwise secured to the under side of the top of the carriage and these hangers are fitted in mortises on the car door 11 and are secured thereto by means of bolts or analogous fastenings 12. Flanges 13 are formed at the upper edge of each of the hangers, said flanges projecting from opposite sides of the hanger so as to equalize the strain and load upon the carriage. The carriage may be of any length and is provided with a sufficient number of supporting wheels 8 to distribute the load upon the track and insure an easy movement of the door when sliding the same into open or closed position.

From the foregoing description, taken in connection with the accompanying drawings, the advantages of the construction and the method of operation will be readily apparent to those skilled in the art to which the invention appertains, and while I have described the principle of operation of the invention, together with the device which I now consider to be the best embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and that such changes may be made when desired as are within the scope of the claim appended hereto.

Having thus described the invention what is claimed as new, is:—

In a fixture for sliding doors, a carriage consisting of a channel bar having longitudinal slots in its side flanges and top, hangers having flanges at their upper ends fitted

against the bottom of the carriage, fasten-
ings for securing the flanges of the hanger to
the carriage, wheels arranged to operate in
the slots in the top of the carriage, and pins
5 receiving said wheels and having their ends
mounted in the longitudinal slots formed in
the side flanges of the carriage.

In testimony whereof I affix my signature
in presence of two witnesses.

JAMES J. LONG.

Witnesses:

F. J. EGGERS,

JOSEPH JOHN LYONS.

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