March 29, 1927. 1,622,400

N. B. SHELLY

DOOR HANGER AND TRACK STRUCTURE

Original Filed Dec. 5, 1925

Fig. 1.

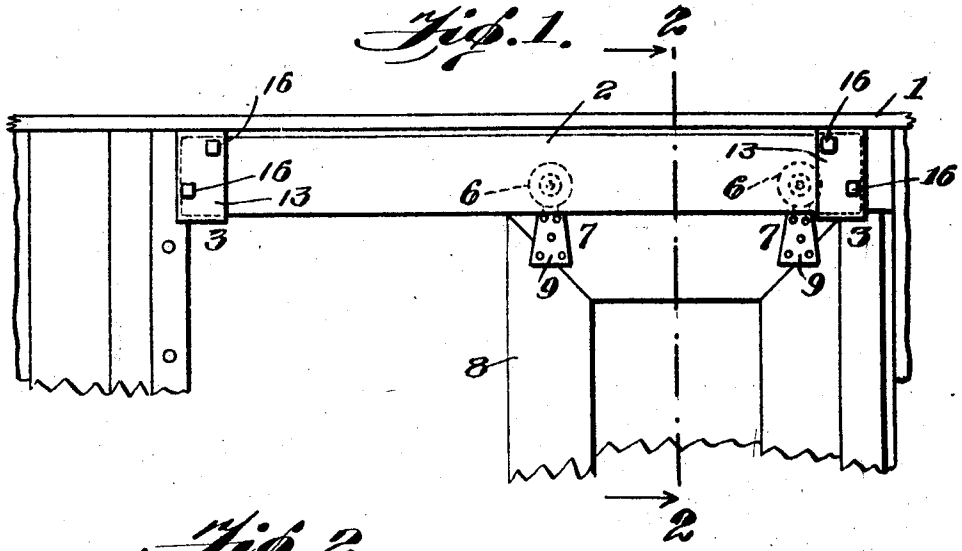



Fig. 2.

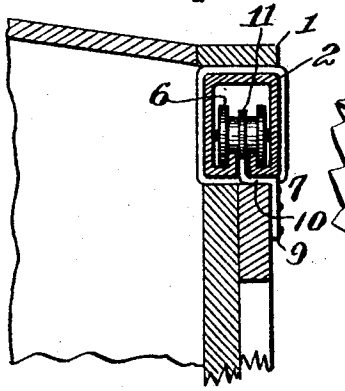



Fig. 3.

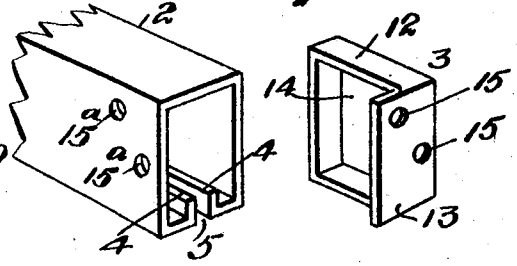






Fig. 4.

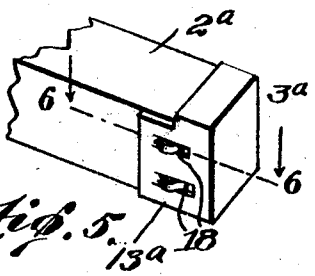



Fig. 5.

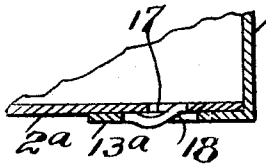



Fig. 6.

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# UNITED STATES PATENT OFFICE.

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## DOOR HANGER AND TRACK STRUCTURE.

Original application filed December 5, 1925, Serial No. 73,368. Divided and this application filed August 13, 1926. Serial No. 128,996.

This invention relates to a door hanger and track structure for sliding doors, particularly doors of railroad box cars.

The object of the invention is the construction of simple and efficient means for closing the ends of a track, upon which track, upon which track is hung or suspended the door or doors of a box car or the like.

This is a divisional application growing out of my allowed application Serial Number 73,368, filed Dec. 5, 1925, and relating to a "latch device for a sliding door".

With the foregoing and other objects in view, my invention comprises certain novel constructions, combinations, and arrangements of parts, as will be hereinafter fully described, illustrated in the accompanying drawings, and more particularly pointed out in the appended claims.

In the drawings:

Figure 1 is a view in elevation of a track structure constructed in accordance with the present invention.

Figure 2 is a sectional view, taken on line 2—2, Figure 1, and looking in the direction of the arrows.

Figure 3 is a fragmentary, perspective view of the track and one of the end caps.

Figure 4 is a perspective view of one of the hanger brackets.

Figure 5 is a fragmentary perspective view of another embodiment of the track structure.

Figure 6 is a sectional view taken on line 6—6, Figure 5, and looking in the direction of the arrows.

Referring to the drawings by numerals, 1 designates a box car, and 2 is a track suitably supported upon the car 1. This track 2 has open ends, which are closed by end caps 3. In the bottom of the track 2 are rails 4, between which is a longitudinally extending slot 5. Rollers 6 are within the track 2 and travel upon the rails 4.

Hanger brackets 7 are used to support the sliding door 8 upon the rollers, and each bracket comprises a body 9 fastened to the upper part of door 8 with a horizontal portion 10 over the top of the door, and an upstanding eye 11 extends from the outer end of portion 10, this eye being positioned around the body of the roller 6, as shown in Figure 2, whereby the door is hung or supported upon the track 2.

The door 8 may be supported at its bottom in any ordinary manner, or an ordinary track may be provided at its bottom merely to guide it, or keep it from being pulled or swung outwardly.

Each end cap 3 comprises a frame 12 that includes at one side a broad flange 13. The frame 12 has a closed end 14, so that when the cap is upon the track 2 as shown in Figure 1, the end of the track will be closed, thereby preventing removal of door 8 from off the track. In the broad side flange 13 of end cap 3 are apertures 15, and on one side of track 2 are apertures $15^a$; apertures 15 and $15^a$ register when the cap is on the track 2, and in these registering apertures, is placed suitable fastening means, such as bolts or rivets 16, for holding the cap on the track, against displacement. The apertures 15 and $15^a$ are not formed in vertical alignment, but are "staggered", so as to distribute any undue strain over a greater area of surface of the track and the cap, or caps. This produces a very durable structure.

In the embodiment shown in Figures 5 and 6, the track $2^a$ is provided with a pair of elongated apertures 17, into which fits the outer ends of springs 18, for holding the cap $3^a$ upon the track; the structure at each end of the track $2^a$ is similar, hence it is only necessary to specifically describe the structure at one end. In the broad flange $13^a$ of cap $3^a$, the springs 18 are formed by cutting the flange and bending the spring into shape, so that when the cap is pushed onto the end of the track, the outer ends of the springs will snap into the apertures 17, whereupon the cap will be automatically fastened securely in place upon the track, no other fastening means such as bolts or rivets, being required. The rollers 6 can hit against the track $3^a$ without removing it, thereby keeping the door 8 in position upon the track. The springs 18 are sufficiently outwardly bowed to allow a tool to be placed under the springs to lift them out of engagement with the track $2^a$, when the operator desires to remove the cap. This is a very simple and efficient closing means for the ends of the track.

While I have described the preferred embodiments of my invention and illustrated the same in the accompanying drawings, certain minor changes or alterations may appear to one skilled in the art to which this invention relates, during the extensive manu-

facture of the same, and I, therefore, reserve the right to make such alterations or changes as shall fairly fall within the scope of the appended claims.

What I claim is:

1. In an apparatus of the class described, the combination of a track, each cap provided with a broad side against said track, and end caps upon said track, fastening means engaging one side of the track and said broad side of the caps for holding the caps and track together.

2. In an apparatus of the class described, the combination of an open-ended track, end caps on said track, each end cap provided with a broad side flange against the track, said track provided with elongated apertures contiguous to said broad side flange of the cap, said broad side flange provided with integral springs adapted to have their outer ends extend into said elongated apertures for holding the cap upon the track, and each spring provided with tool receiving means whereby the spring may be lifted from engagement with the track.

3. In an apparatus of the class described, the combination of a track, removable end caps on said track, said track provided with apertures contiguous to said caps, and said caps provided with springs extending into said apertures for locking the caps upon the track.

4. In an apparatus of the class described, the combination of an open-ended track, and caps provided with locking springs engaging the track and holding the caps thereon.

In testimony whereof I hereunto affix my signature.

NATHANIEL B. SHELLY.