J. W. RUMSEY.

DOOR TRACK AND HANGER CONSTRUCTION.

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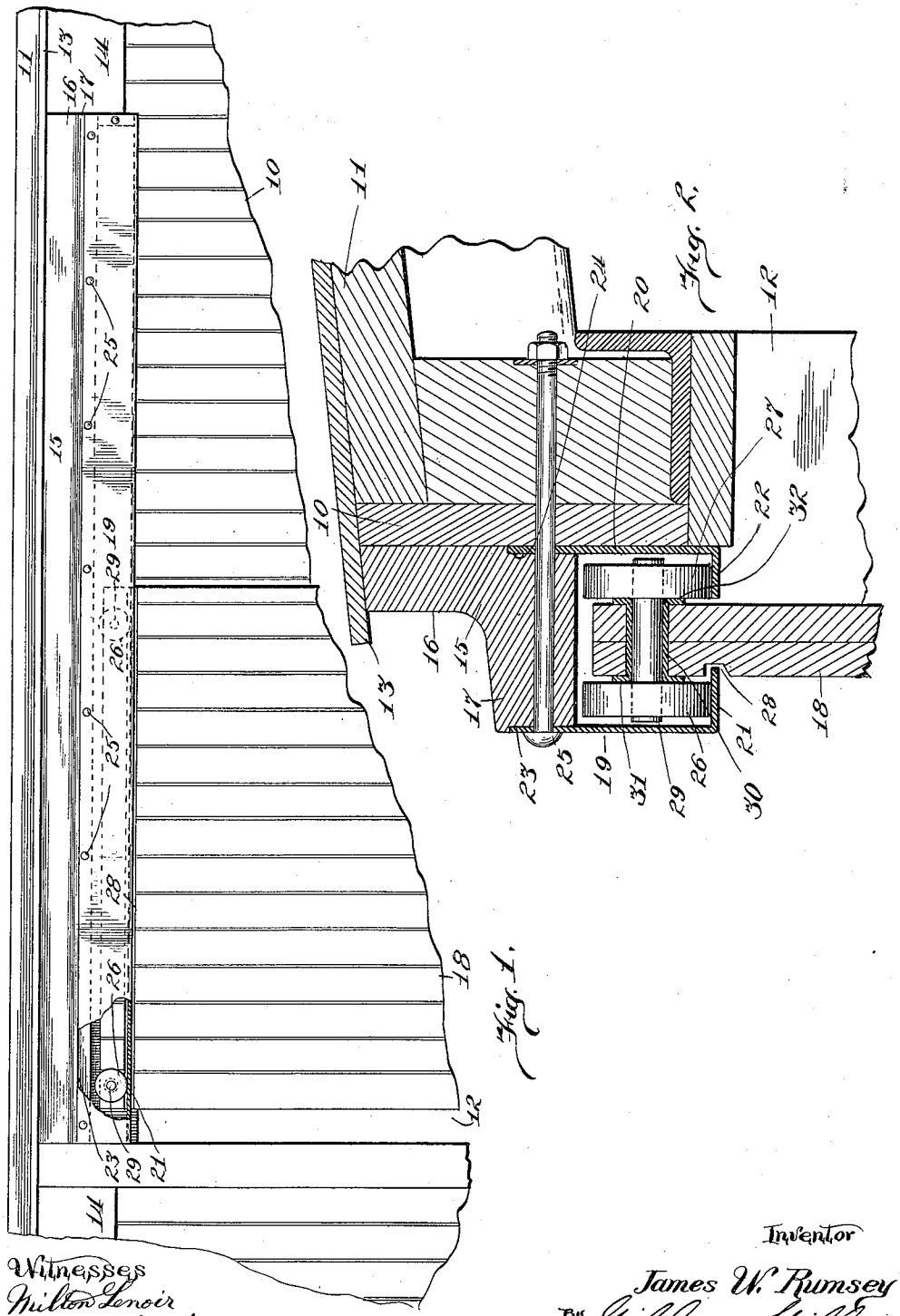

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DOOR TRACK AND HANGER CONSTRUCTION.

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To all whom it may concern:

Be it known that I, JAMES W. RUMSEY, a citizen of the United States, and a resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Door Track and Hanger Constructions, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to car doors and has for its object to provide improved means for guidedly supporting a sliding door upon the side wall of a car.

The invention is exemplified in the construction hereinafter described and illustrated in the accompanying drawings in which—

Figure 1 is a detail side elevation of a car equipped with a door in the manner provided by the invention, and Fig. 2 is a vertical transverse section of the same.

Details of the side wall 10 and roof 11 of a box car are shown in the drawings. The side wall 10 has the usual door opening 12 and the roof 11 is shown as overhanging the side wall 10 to provide eaves 13. An eaves fascia strip 14 of usual construction extends along the side wall 10 below the eaves 13 for a part of the length of the car.

In carrying out the invention the usual eaves fascia strip 14 is preferably omitted over the door opening 12 and at one side thereof for a distance equal to the full travel of the door. At these parts of the side wall of the car a combined eaves fascia strip and track block 15 is used in place of the eaves fascia strip 14. The combined eaves fascia strip and track block 15 is preferably of angular shape in cross section. As shown, it has a vertical portion 16 adapted to be applied directly to the side wall 10 of the car in engagement with the underside of the eaves 13, and a horizontal portion 17 which projects outwardly from the side wall of the car over the car door 18.

To provide a sliding support for the car door 18 angle plates, as 19, 20, each having an in-turned horizontal flange, as 21, 22, are preferably applied to the opposite vertical faces of the combined eaves fascia strip and track block 15 and extend below the same. As shown, the lower portions of the vertical faces of the member 15 are gained out, as indicated at 23 and 24 for receiving the said angle plates 19 and 20, and the angle plates and combined eaves fascia strip and track block are secured to the side wall 10 of the car by a single row of bolts 25 each of which extends through both of the angle plates, through the horizontal portion 17 of the combined eaves fascia strip and track block 15 and through the side wall 10 of the car.

The horizontal in-turned flanges 21 and 22 of the angle plates 19, 20 serve as rails on which the door 18 runs in sliding in front of the opening 12. Preferably the top of the door 18 is extended up into the space between the angle plates 19, 20 above the flanges 21, 22 for the entire width of the door and it is equipped at opposite sides with a plurality of rollers as 26, 27 for engaging the rails. As shown, the door 18 is of greater width than the distance between the adjacent edges of the flanges 21, 22 and in order that it may slide freely between these flanges it is provided at one side with a notch 28 for receiving the flange 21. Each set of rollers 26, 27 are most desirably in alinement on the two sides of the door and as shown, they are loosely mounted upon the opposite ends of a pin 29 which extends through the door. This pin is firmly secured in place in the door by being extended through a bushing 30 which passes through the door and has its opposite ends as 31, 32 flanged over against the corresponding face of the door about the aperture provided for receiving the pin and bushing. The bushing thus serves to firmly unite the several layers of material from which the door may be made and by making it of such size that the pin 29 has a drive fit within it, no other device is required for holding the pin in position. Preferably the width of the notch 28 is such that should the door 18 be raised for any reason, the rollers 26, 27 would engage the under side of the combined fascia strip and track block 17 before the lower edge of the notch 28 would bind upon the flange 21.

The arrangement described provides a complete housing for the top of the door 18 and prevents moisture from entering the door opening over the top of the door. Furthermore, should any one of the rollers 26 or 27 become broken, the door would still be held in place upon the side of the car by reason of the fact that that part of the door above the notch 28 is of too great a thick-

ness to pass outwardly between the flanges 21, 22 of the angle plates 19, 20. The door is, therefore, hung in such a way that it cannot be torn from the side of the car by accidents and no crevices are provided at the top of the door through which water could enter the body of the car when the door is closed.

I claim as my invention—

1. In combination, a car body having a door opening in a vertical wall thereof, a track block extending along the said wall of the car above the opening, a plate having an inturned flange at its lower edge applied to each face of the track block and depending therefrom, a roller running on the inturned flange of each of the plates, a door having its upper edge extended into the space between the plates and rollers, and a pin set transversely through the door in line with the rollers, the said rollers being rotatably mounted upon the opposite ends of the pin.

2. In combination with a car body having a door opening in a vertical wall thereof, a track block extending along the said wall of the car above the door opening, a plate having an inturned flange at its lower edge applied to the front face of the track block and depending therefrom, a roller running on the said inturned flange of the plate, a door having its upper edge extended into the space behind the plate and roller, and a journal for the roller mounted in the said upper edge of the door, the front face of the door being grooved to receive the inner edge of the inturned flange of the plate.

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