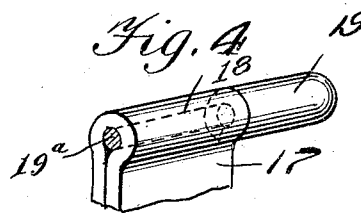
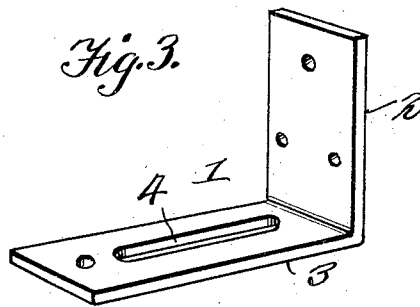
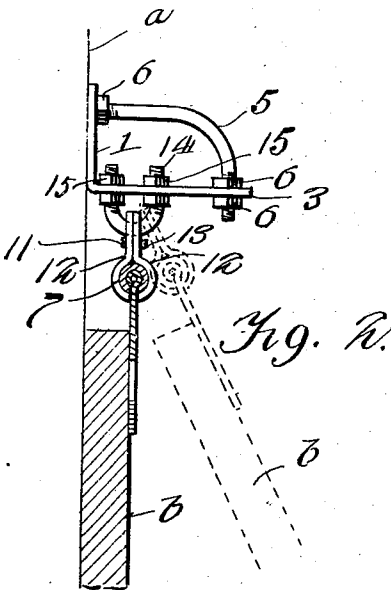
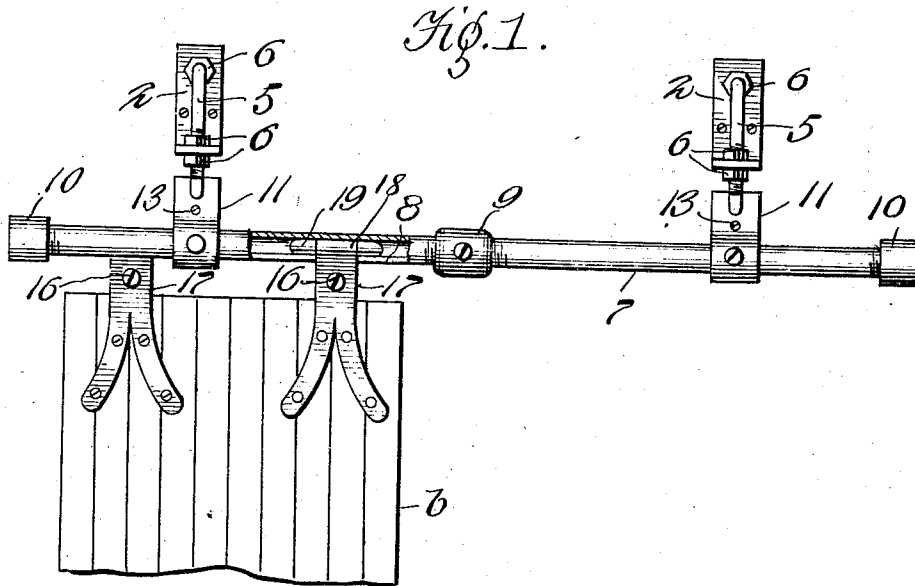


C. F. LAMPHIER & M. F. TRENCHARD.
SLIDING DOOR HANGING DEVICE.
APPLICATION FILED JULY 16, 1909.

946,376.

Patented Jan. 11, 1910.



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES F. LAMPHIER AND MARSHALL F. TRENCHARD, OF PRATTSBURG, NEW YORK.

SLIDING-DOOR-HANGING DEVICE.

946,376.

Specification of Letters Patent.

Patented Jan. 11, 1910.

Application filed July 15, 1909. Serial No. 507,847.

To all whom it may concern:

Be it known that we, CHARLES F. LAMPHIER and MARSHALL F. TRENCHARD, citizens of the United States, residing at Prattsburg, in the county of Steuben and State of New York, have invented new and useful Improvements in Sliding-Door-Hanging Devices, of which the following is a specification.

10 This invention relates to improvements in sliding door hanging devices for use in connection with freight car doors, barn doors and other like doors, and the said invention consists in the construction, combination
15 and arrangement of devices hereinafter described and claimed.

One object of the invention is to effect improvements in the construction of the track and in the hanger which coacts therewith to support the door and enable it to move longitudinally of the track.

A further object is to effect improvements in the construction of the devices for suspending the track.

25 A further object is to effect improvements in the construction of the track supports which project from the side or wall of the car or building and enable the track to be adjusted toward and from the side or wall of the car or building as may be required by
30 the thickness of the door.

In the accompanying drawings:—Figure 1 is an elevation partly in section of the door hanging means constructed in accordance with this invention. Fig. 2 is partly
35 an end elevation and partly a sectional view of the same. Fig. 3 is a detail perspective view of a portion of one of the brackets. Fig. 4 is a similar view of a portion of one of
40 the door hangers.

The brackets 1 which support the track comprise each a vertical arm 2 to bear against the side or wall *a* of the car or other structure and a horizontal outwardly extending arm 3, the latter arm being provided with a slot 4 which extends longitudinally thereof. Each bracket is provided with a brace rod 5 which connects the said arms 2, 3, the ends of the said brace rod
50 being inserted in openings in said arms and provided with clamping nuts 6 which engage said arms and secure said brace rod in place. The track 7 is tubular in form with a longitudinal slot 8 in its lower surface and
55 in practice the track is made of lengths of

iron water or gas pipe jointed together as at 9 and provided at the ends with closure caps 10. At points below the brackets, the track is engaged by links 11. Each of the said links comprises a pair of members 12, 60 the lower ends of which are semi-tubular and engage opposite sides of the track and the said members are secured together as by means of screws or bolts 13. In connection with each link a U-shaped or clevis bolt 14 65 is employed which engages openings in the upper end of the link and the arms of said clevis bolt extend through the slot 4 of the bracket, are adjustable in said bracket toward and from the wall or side *a* and are 70 provided with clamping nuts 15 to engage the upper and lower sides of the horizontal arm of the bracket and secure the clevis bolt to the bracket at any desired adjustment.

The clevis bolt and the link constitute 75 flexibly jointed track hangers and serve to suspend the track from the brackets so that the track may be swung laterally as indicated in dotted lines in Fig. 2 to enable the door *b* to be placed in inclined position if 80 desired. The door is provided at suitable points at its upper end with hangers 16, which in practice are made of sheet or plate metal. Each hanger comprises a stem 17 to pass through and operate in the slot in the 85 lower surface of the track and a tubular head 18 at the upper end of said stem to fit and operate in the bore of the track. A pin 19^a is placed in a tubular head of each hanger and is provided with heads 19 which 90 correspond in diameter with said head. Said pin forms a core in the bore of the tubular head and serves to strengthen the latter as will be understood.

Within the scope of the invention, any 95 suitable means may be employed if desired to reduce friction between the heads of the hangers and the lower side of the track.

It will be understood from the foregoing that the hangers serve to suspend the door 100 from the suspended track so that the door may be moved longitudinally of the track as may be required.

What is claimed is:—

1. In combination with a support having 105 a slotted arm, a track member, suspending means for said track member, comprising a clevis bolt connected to the support and adjustable in the slot thereof and a link pivotally connected to said bolt and connected 113

to the track member and a door hanger carried by the track member and movable longitudinally thereof.

2. In combination with a tubular track
5 having a longitudinal slot in its lower surface, a hanger having a stem to operate in said slot and a tubular head portion to operate in the bore of the track and a pin extending through said tubular head and provided with heads at the ends of said tubular
10 head.

3. In combination with a support having a slotted arm, a track member, a link at-

tached to and extending upward from the track member, a clevis bolt flexibly connected to the link and having its arms disposed for adjustment in the slot of the support and a hanger carried by and movable longitudinally of the track member. 15

In testimony whereof we affix our signatures in presence of two witnesses. 20

CHARLES F. LAMPHIER.

MARSHALL F. TRENCHARD.

Witnesses:

ALLEN C. POTTS,

MARGARET I. FLAHERTY.