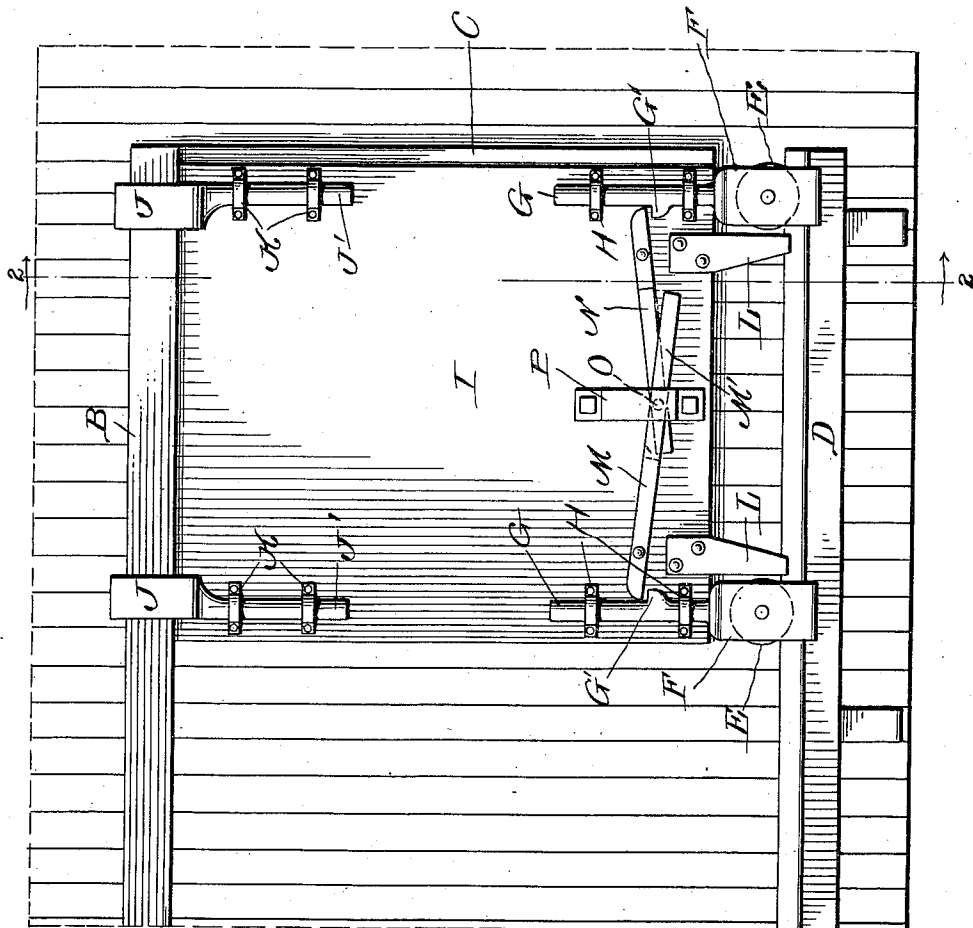


CAR DOOR HANGER.

Patented Mar. 5, 1912.

2 SHEETS—SHEET 1.



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Fig. 1.

F

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1,019,129.

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2 SHEETS—SHEET 2.

Fig. 3.

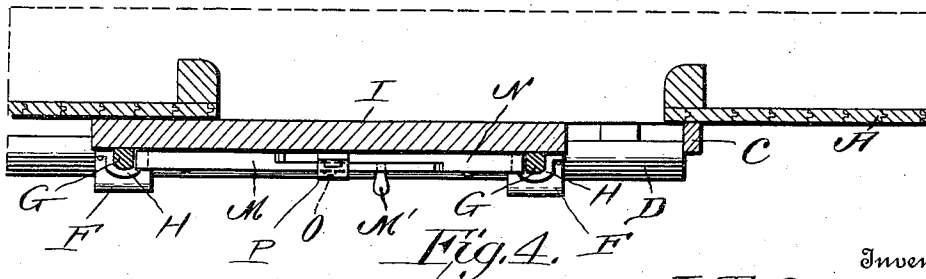
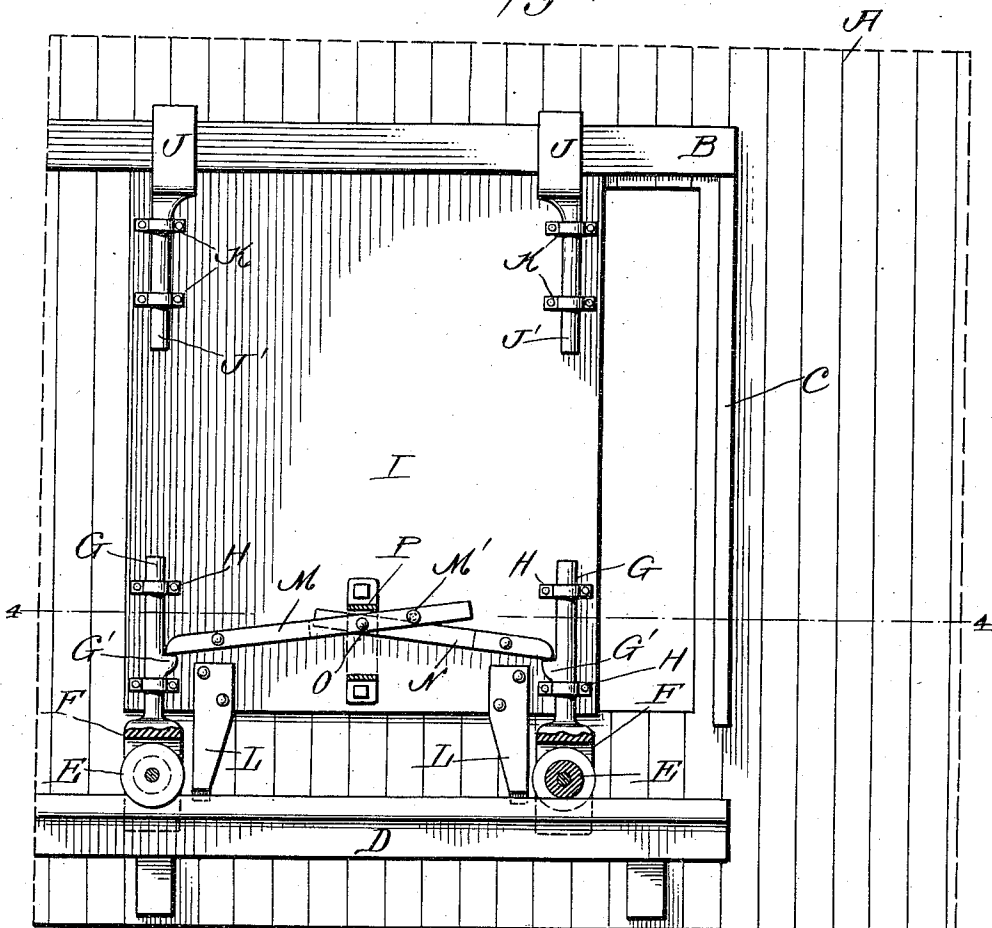


Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

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CAR-DOOR HANGER.

1,019,129.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN T. CAMPBELL, a citizen of the United States, residing at Norfolk, in the county of Norfolk and State of Virginia, have invented a new and useful Improvement in Car-Door Hangers, of which the following is a specification.

This invention relates to means for hanging car doors, and the object of the invention is to throw the weight of the door from the rollers when the door is either in open or closed position, permitting the weight of the door to come on the rollers only when the door is traveling from one position to the other.

With these objects in view, the invention consists in the novel features of construction, combination and arrangements of parts hereinafter fully described and pointed out in the claims.

In the drawing forming a part of this specification:—Figure 1 is a side elevation of a car door with my device applied thereto. Fig. 2 is a section taken on line 2—2 of Fig. 1. Fig. 3 is a side elevation showing the door in a raised position in the act of being opened or closed. Fig. 4 is a section taken on line 4—4 of Fig. 3.

Referring to the drawing, A indicates the side of a car which is formed with the usual door opening, over which is arranged a longitudinal key shaped track B. A suitable stop C is arranged adjacent the edge of the door opening for limiting the movement of the door, as will be later described. Arranged under the door opening is a longitudinal track D, which is substantially arrow shape in cross section as clearly shown, on which are mounted rollers E carried by guide members F which extend around the head of the track so as to prevent the same from jumping off, and said members are provided with shank portions G which pass loosely through eyes H carried by the car door I, whereby the door is free to move in respect to the guide members F.

Mounted on the upper track B are guide members J which are provided with shank portions J' over which are arranged eyes K carried by the upper portion of the door I, in order to allow the door I to be moved vertically in respect to the upper and lower guide members for the purpose later described. The door I is provided with depending supporting members L at its lower

edge which are adapted to engage the track D for normally supporting the door, whereby the weight of the door will be upon the supporting members instead of upon the guide members when the same is in a stationary position. Outwardly projecting lugs or shoulders G' are formed on the shanks G which are adapted to be engaged by the ends of pivoted levers M and N which are pivotally connected together at O, and the lever M is provided with a handle M' for operating the same, whereby when the levers are raised the door will be moved vertically so as to raise the supporting members above the lower track, whereby the weight of the door will be thrown upon the rollers so that the door can be readily opened or closed.

From a foregoing description it will be seen that I have provided a car door hanger which is so arranged that when the door is in a stationary position, the weight of the same is supported by depending supporting members. It will also be seen that by simply operating a pair of levers the door can be moved vertically in order to throw the weight of the same upon the guide rollers, whereby the door can be readily opened or closed. By mounting a door in this manner the life of the same is greatly increased, and the door is held more firmly in a closed or open position than with doors of this character now in use. It will also be seen that the guide members are only subjected to strain or wear when the door is being opened or closed.

For holding the levers M and N in their proper positions I provide the door with a bracket P which straddles the levers in order to prevent the same from swinging outwardly, said bracket holding the levers straight across the door when the door is in a closed position.

What I claim is:—

1. The combination with a slidable car door, of upper and lower fixed tracks, rollers carried by the door and traveling on the lower track supports adapted to rest on the lower track and normally receive the weight of the door, guide members at top and bottom, said members partially inclosing and having a slidable movement along the tracks, shanks carried by the guide members, eyes carried by the door through which the shanks loosely pass, and means for lifting the door vertically and throwing the weight

of the door on the rollers, said vertical movement being independent of movement of said guide members.

2. The combination with a car door adapted to move horizontally and having a limited vertical movement, of upper and lower tracks, guide members slidably mounted upon said tracks, and provided with vertically arranged shanks, eyes carried by the door through which said shanks pass, door

supporting members carried by the door and adapted to rest upon the lower track, the shanks of the lower guide members being provided with lugs, and levers pivotally carried by the door and adapted to engage said lugs, as and for the purpose set forth.

JNO. T. CAMPBELL.

Witnesses:

G. M. DODOMEAD,
J. W. PAYNE.

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