No. 665,036. Patented Jan. 1, 1901.

W. P. SMITH.

DOOR HANGER.

(Application filed Nov. 27, 1899.)

No Model.)

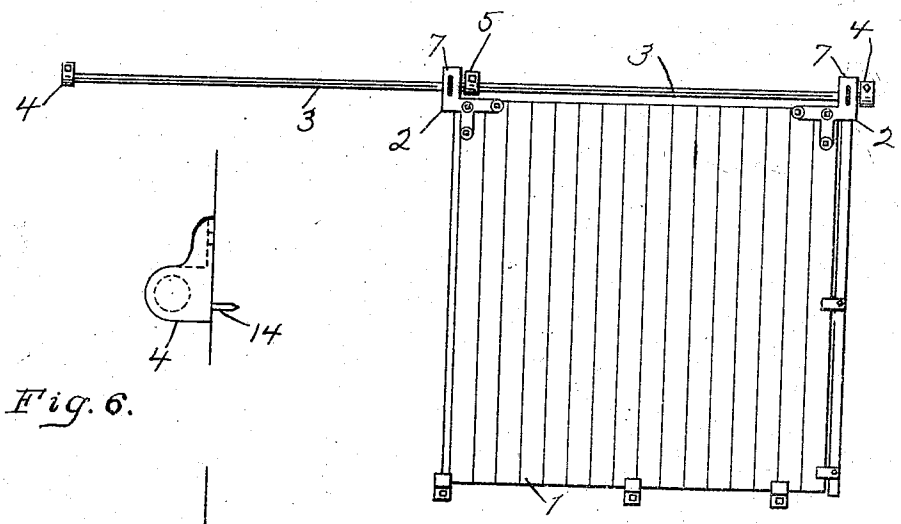


Fig. 1.

Fig. 6.

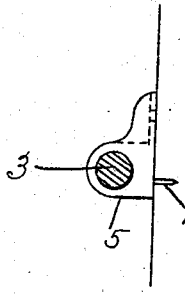


Fig. 5.

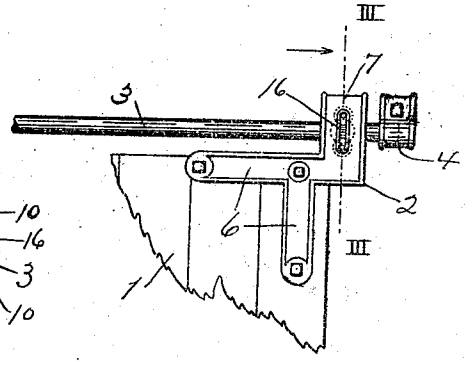


Fig. 2.

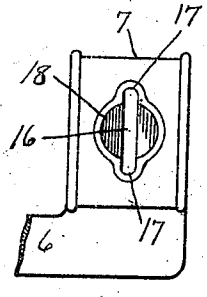


Fig. 4.

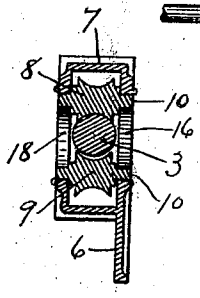


Fig. 3.

WITNESSES,

Kenn. Imboden,

M. L Lange

INVENTOR,

Wm. B. Smith.

BY HIS ATT'YS,

Higdon & Higdon.

UNITED STATES PATENT OFFICE.

WILLIAM B. SMITH, OF KANSAS CITY, MISSOURI.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 665,036, dated January 1, 1901.

Application filed November 27, 1899. Serial No. 738,389. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. SMITH, of Kansas City, Jackson county, Missouri, have invented new and useful Improvements in Car-Door Hangers, of which the following is a specification.

My invention relates to improvements in car-door hangers; and the object of the invention is to produce a car-door hanger that shall be strong, simple, reliable, and inexpensive of manufacture.

Reference is had to the accompanying drawings, in which—

Figure 1 is an elevation of a car-door in closed position provided with my hangers. Fig. 2 is a front elevation of one of my improved hangers, showing also one of the track-bar sockets, a portion of the track-bar, and a corner of the car-door to which the hanger is secured. Fig. 3 is a cross-section on the dotted line II II of Fig. 1. Fig. 4 is an elevation of the upper portion of the inside face of one of the hangers. Fig. 5 is a side elevation of the bracket supporting the central portion of the track-bar, showing the track-bar in section. Fig. 6 is a side elevation of one of the terminal track-bar sockets.

The door 1 is suspended by the hangers 2 from the preferably-cylindrical track-bar 3, which is secured to the side of the car by means of the end socket-supports 4 and the central bracket 5.

Hangers 2 are made right and left hand, and consist, mainly, of a flat portion 6, bolted to the outside of the door, and, at the upper corners, of an inwardly-projecting box or frame 7, the outer wall of which is provided with a vertical slot 16 and the inner wall with a circular opening 18, communicating with two opposite open slots or extensions 17. Two concave antifriction-rollers 8 and 9, provided with projecting axial studs 10, are arranged inside of said box or frame 7, the studs 10 lying within slots 16 and 17, the rollers 8 and 9 having been inserted into frame 7 through opening 18. When the hangers 2 are assembled upon track-bar 3, said rollers are held separate from each other by said track-bar and are thereby prevented from leaving frame 7.

Track-bar 3 is supported at each end by a socket-piece 4, the closed side of one of said socket-supports being shown in Fig. 6. The base of each of the socket-supports 4 is provided with a point 14, adapted to enter the side of the car and more firmly to hold the socket-support in position. Said socket-supports and the bracket 5 are screwed or bolted to the car.

The central track-bar bracket is shown in Fig. 5 and has the same form as socket-supports 4, excepting that the opening for the track-bar extends entirely through its body.

Having described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

In a car-door hanger, the combination of a cylindrical track-bar, a pair of socket-supports secured to the car and embracing the ends of said track-bar, track-bar-supporting brackets intermediate of said socket-supports, and a pair of door-hangers secured respectively to the upper corners of the car-door, each hanger consisting of a flat body portion adapted to be secured to said door, and an integral upward and inwardly extending hollow frame or box, the outer wall of which is provided with a vertical slot and the inner wall of which is provided with a central circular opening and opposite open slots communicating therewith and registering with said vertical slot; and two concave antifriction-rollers arranged in said frame or box and having axial projecting studs engaging said slots of said frame or box, and separated from each other by said track-bar, substantially as described.

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

WILLIAM B. SMITH.

Witnesses:
F. A. SPENCER,
A. A. COOPER.