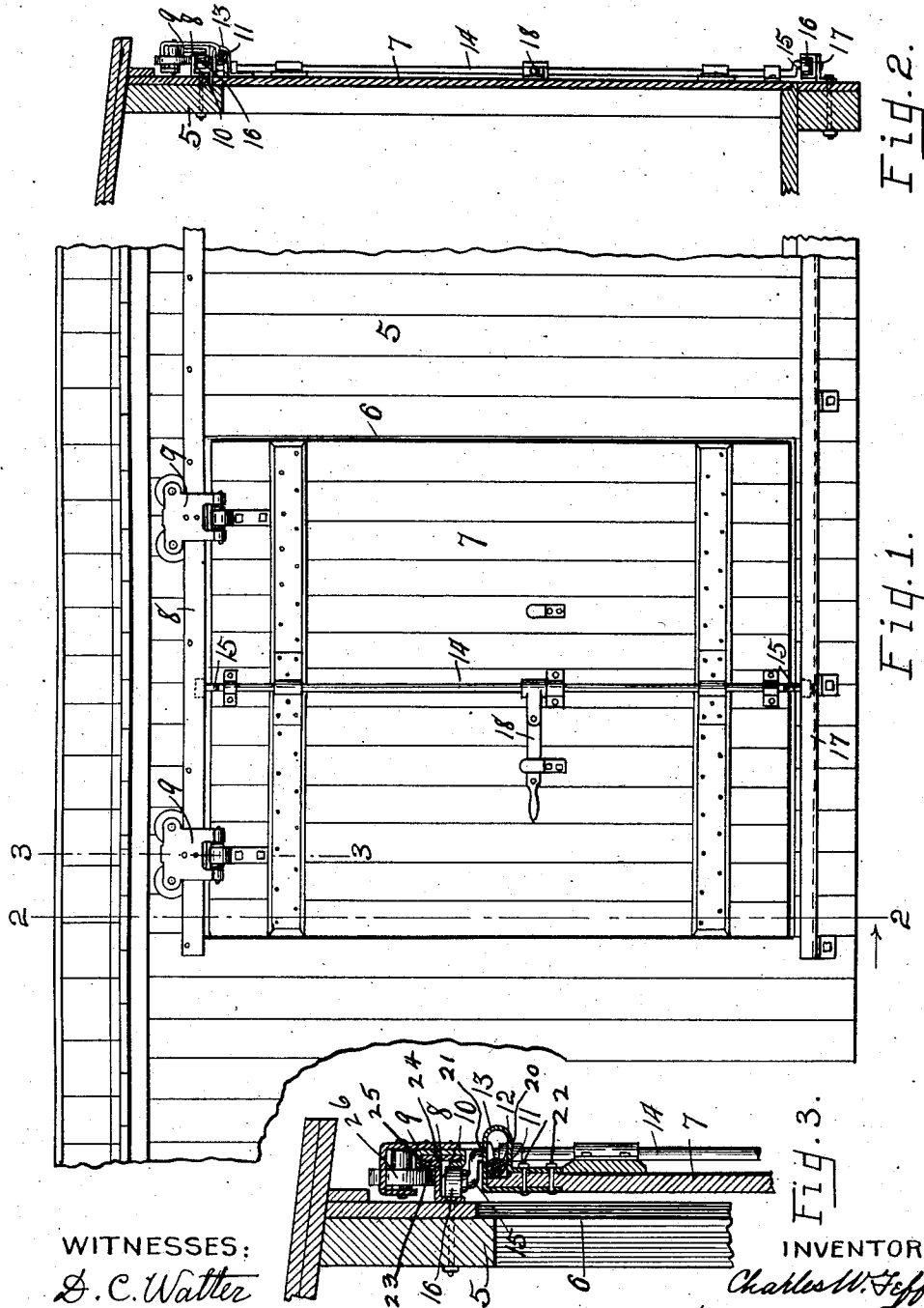


C. W. TEFFT.
CAR DOOR HANGER AND TRACK.
APPLICATION FILED AUG. 5, 1910.

1,010,818.

Patented Dec. 5, 1911.



WITNESSES:
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UNITED STATES PATENT OFFICE.

CHARLES W. TEFFT, OF TOLEDO, OHIO.

CAR-DOOR HANGER AND TRACK.

1,010,818.

Specification of Letters Patent.

Patented Dec. 5, 1911.

Application filed August 5, 1910. Serial No. 575,822.

To all whom it may concern:

Be it known that I, CHARLES W. TEFFT, a citizen of the United States, and a resident of Toledo, in the county of Lucas and State of Ohio, have invented a certain new and useful Car-Door Hanger and Track; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to car doors, and particularly to doors of such class, which when closed, stand flush with the outside of the car, to prevent them from being damaged or torn from cars by striking against obstructions along the side of the track.

The object of my invention is to improve upon the hanging, guiding and operating means of doors of this character, whereby to increase the efficiency, practicability and commercial value thereof.

The invention is fully described in the following specification and a preferred embodiment thereof illustrated in the accompanying drawings, in which,—

Figure 1 is a side view of a portion of a car embodying my invention. Fig. 2 is a section on the line 2, 2 in Fig. 1, and Fig. 3 is an enlarged section on the line 3, 3 in Fig. 1.

Referring to the drawings, 5 designates the side of a car, 6 a door opening therein, and 7 a door of the sliding type adapted to fit into and close such opening with its outer side flush with the car side, as shown in Fig. 2. Secured to the car side 5, above the door opening is a Z-shaped track 8, the depending flange of which is secured to the car side 5. The hangers 9 extend below the track 8 and each has its lower end forked and fashioned to form bearings for the ends of shafts 11 carrying rolls 12 for working within the brackets 13 secured to the upper edge of the door. Each of these brackets projects outwardly from the upper edge of the door and forms a loop having an upper straight horizontal portion, which projects through the forked end of the associated hanger above and in contact with the roll 12. The supporting of the door in this manner permits it to have sliding movements outwardly from or inwardly into the opening 6,

due to the brackets 13 being carried by the hangers 9 for lateral horizontal movements relative thereto.

The brackets 13, are formed of an integral strip of metal, one end of which engages the front face of door 7, and is bent outwardly at right angles to form the bottom 20 of a track-way for rolls 12, the end being then looped and bent to lie parallel with bottom 20, and forming the top 21 of the track-way. The top portion 21, is then bent at right angles to engage the back face of door 7, and is preferably countersunk in the latter, being secured thereto by bolts 22, which pass through the parallel front and rear ends of the bracket, thus simultaneously securing both in position. The top edge of door 7 on its front face between the bottom 20 and top 21 of bracket 13, is cut away to allow of greater extent of movement of the roll 12.

The track 8, has a horizontal portion, a depending flange secured to the wall and an upwardly extending flange 23, against which latter abuts a plate 24, which has its lower end projecting down below the horizontal portion of track 8. A clamping plate 25 has its ends curled or hook-shaped, and engaged over the plate 24 at the lower end of the latter, and over the top end of the plate and the upwardly extending flange 23 of track 8, thereby obviously clamping the plate in position, the plate 24 and the lower hook-shaped end of the clamping plate 25 forming one wall of a channel 10, against which lower hook-shaped end of clamping plate 25, the roller 16 engages, while the upper hook-shaped end of the clamping plate 25 serves to engage the rollers 26 of hangers 9.

I wish it understood that my invention is not limited to any specific construction or arrangement of the parts except in so far as such limitations are specified in the claim.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent, is,—

In combination with a car having a door opening, a door seating in the opening, a track above the opening, said track being composed of a member having a horizontal portion, a depending flange at the rear side of said horizontal portion secured to the car, an upwardly extending flange at the front side of said horizontal member, a plate abutting said last named flange and having its lower end projecting below said horizontal member, a clamping plate having hook-

shaped ends which engage over the lower
end of said plate and over the top end of
the plate and said upwardly extending
flange of the horizontal member, and a
5 hanger engaging the door and having rollers
engaging the upper hook-shaped end of the
clamping plate.

In testimony whereof, I have hereunto
signed my name to this specification in the
presence of two subscribing witnesses.

CHARLES W. TEFFT.

Witnesses:

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M. G. GASKELL.

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