

P. M. ELLIOTT.
DOOR HANGER.
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1,025,617.

Patented May 7, 1912.

Fig. 1.

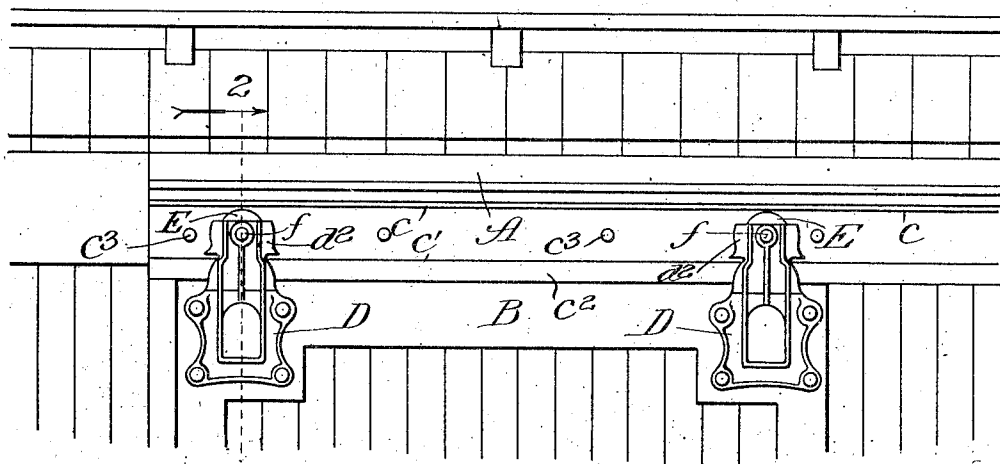
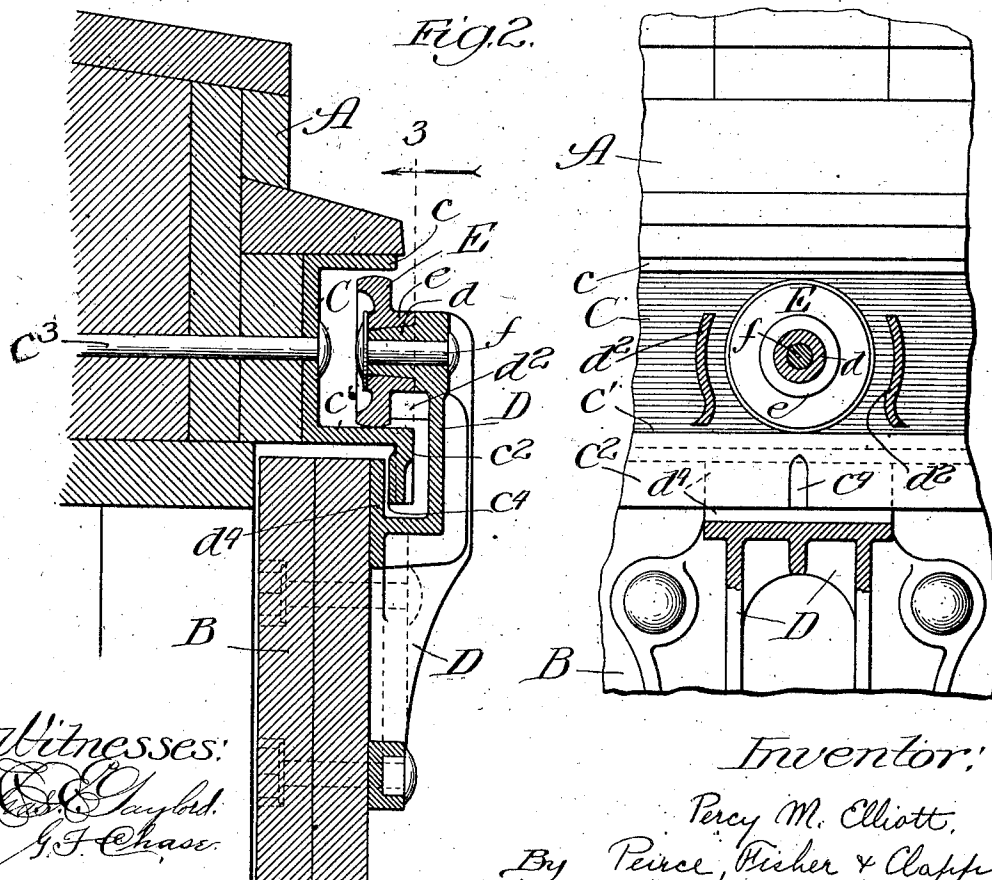


Fig. 3.



Witnesses:
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DOOR-HANGER.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, PERCY M. ELLIOTT, a citizen of the United States, residing at Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Door-Hangers, of which I do declare the following to be a full, clear, and exact description, reference being had to the accompanying drawing, forming part of this specification.

The present invention has for its object to provide improved means for sustaining the sliding doors of railway freight cars and the invention consists in the features of novelty hereinafter described, illustrated in the accompanying drawing and particularly pointed out in the claim at the end of this specification.

Figure 1 is a view in side elevation showing part of the freight car having my invention applied thereto. Fig. 2 is a view in vertical cross-section on line 2-2 of Fig. 1. Fig. 3 is a view in vertical section on line 3-3 of Fig. 2.

The side wall A of the car is provided with a door-way of suitable width adapted to be closed by a sliding door B. Above the door-way or door opening and extending also to one side thereof in usual manner is arranged the suspension rail bar C that is bolted to the side wall of the car. This metal rail bar C is formed of rolled steel and comprises a web or body portion with integral track flanges *c* and *c'* projecting outwardly from the upper and lower edges thereof and an integral guard flange *c²* depending from the outer edge of the lower track flange *c'*.

Beneath the rail or track C the door B is mounted in manner free to slide and the upper edge of the door B extends within the depending guard flange *c²* of the rail or track C. To the upper portion of the door are bolted the suspension brackets D. Each of these brackets is preferably of cast metal and, as shown, each bracket is formed with an upper, inwardly projecting part or boss *d* upon which is mounted the hub *e* of the roller or trolley E that is held in place upon the boss *d* by means of a through-bolt *f* carrying a washer at its inner end. Preferably the upper part of each bracket is formed with an inwardly projecting casing or housing *d²* partially inclosing the roller E and, as shown, the upper part of the casing

or housing is cut away so as to expose the upper portion of the roller E and permit the periphery of the roller to engage the upper flange *c* of the rail or track C. The lower part of each of the rollers E is adapted to travel upon the upper surface of the lower flange *c'* of the rail or track C. Preferably, also, each of the brackets D is formed with an upwardly extending arm *d⁴* that rises to the top of the door and to a point considerably above the lower edge of the guard flange *c²*, and each of the arms *d⁴* is adapted to engage or come closely adjacent to an inward offset *c⁴* on the inner face of the guard flange *c²* in order to hold the door snugly in place when the door is closed.

The vertically disposed web or body portion of the rail bar, through which the retaining bolts *c³* extend, has a broad bearing against the side of the car to resist the strain brought upon the bar and the supporting means therefor. The space between the track flanges *c* and *c'* is slightly greater than the diameter of the rollers E and ordinarily the latter travel in the lower flange. But, if the door is raised at all when it is shifted, the rollers will engage the upper track flange *c* and thereby prevent the scraping or binding of the upper edge of the door against the lower track flange. The easy and accurate movement of the door is thus insured. The lower track flange and the guard flange protect the door and the door opening from the weather, and the latter flange prevents the accidental displacement of the door. The casing *d²* on the bracket guard the roller and the lower track flange from accumulation of dirt, ice and the like and for better cleaning of the track are preferably provided with outturned, beveled lower edges which move over and closely adjacent the surface of the track.

It is obvious that the details of construction set forth may be varied without departure from the essentials of the invention as defined in the claim.

I claim as my invention:—

The combination with a car body, of a single piece rolled metal rail extending above the door opening and comprising a flat, vertically disposed web or body portion abutting for its full width against the side of the car and secured thereto, and having integral track flanges projecting outwardly from its upper and lower edges and an inte-

gral guard flange depending from the outer
edge portion of the lower track flange, a
door, and hanger brackets secured to said
door having rollers arranged between said
5 track flanges and supporting the door with
the upper portion thereof behind said
guard flange to thereby hold said door

against displacement and said rollers in
proper position relatively to said track
flanges, substantially as described.

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Witnesses:

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