

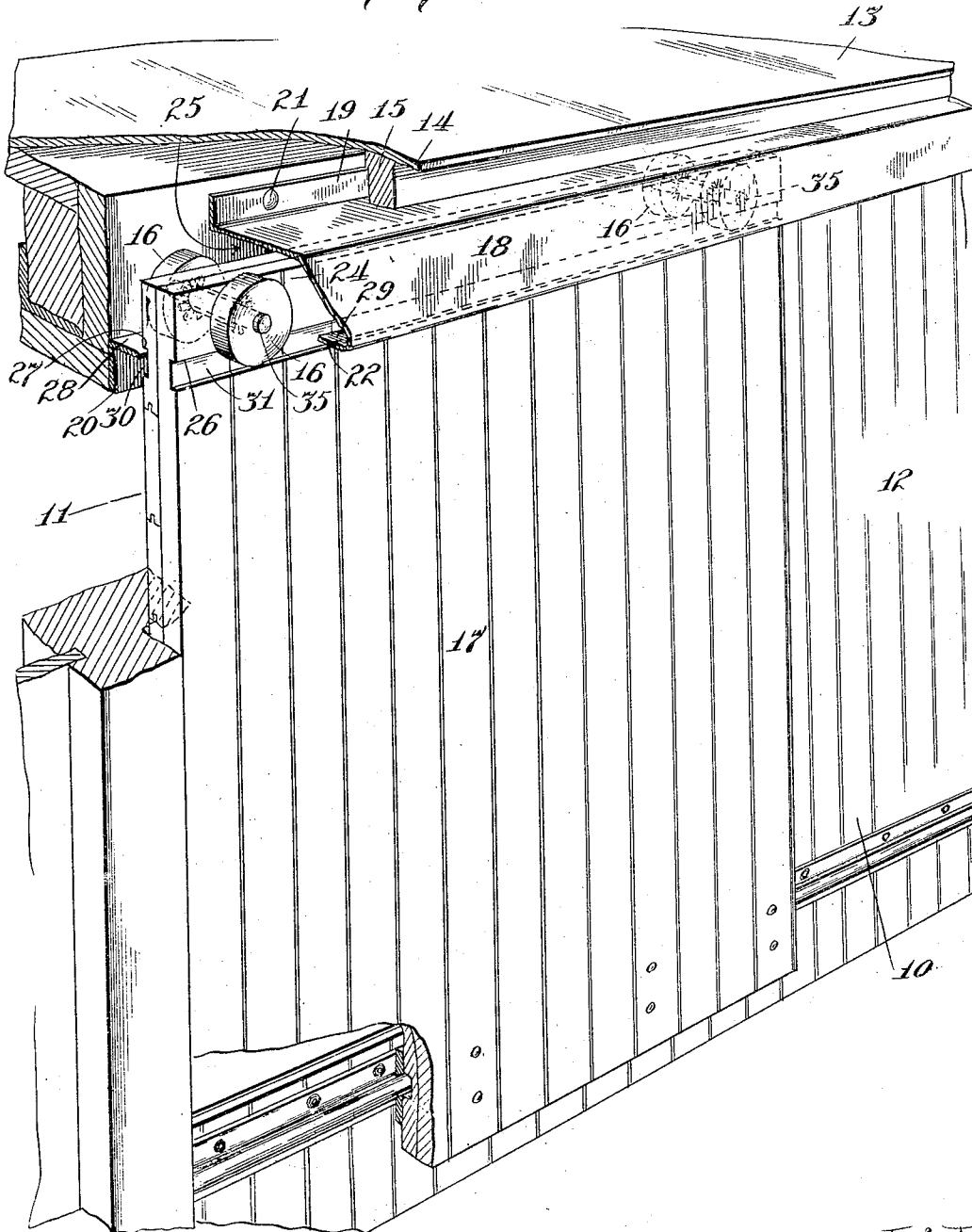
J. W. RUMSEY.
DOOR HANGER AND TRACK CONSTRUCTION.
APPLICATION FILED NOV. 17, 1910.

1,041,880.

Patented Oct. 22, 1912.

2 SHEETS—SHEET 1.

Fig. 1.



Witnesses
Milton Lenoir
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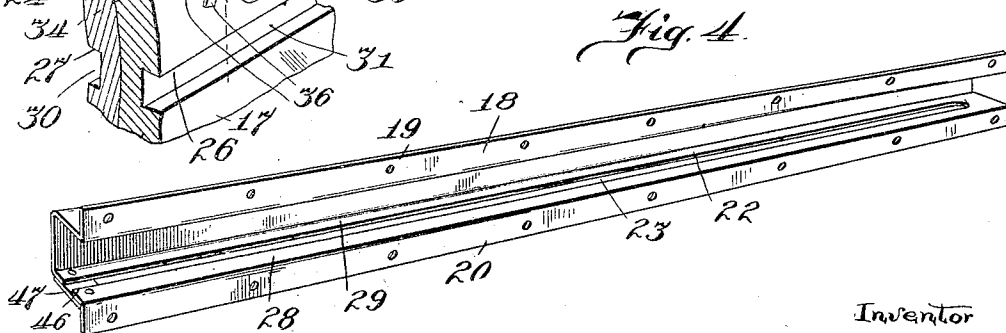
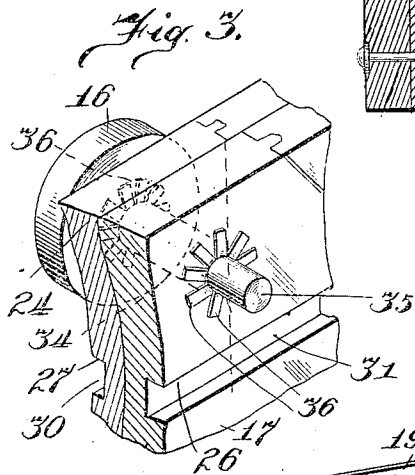
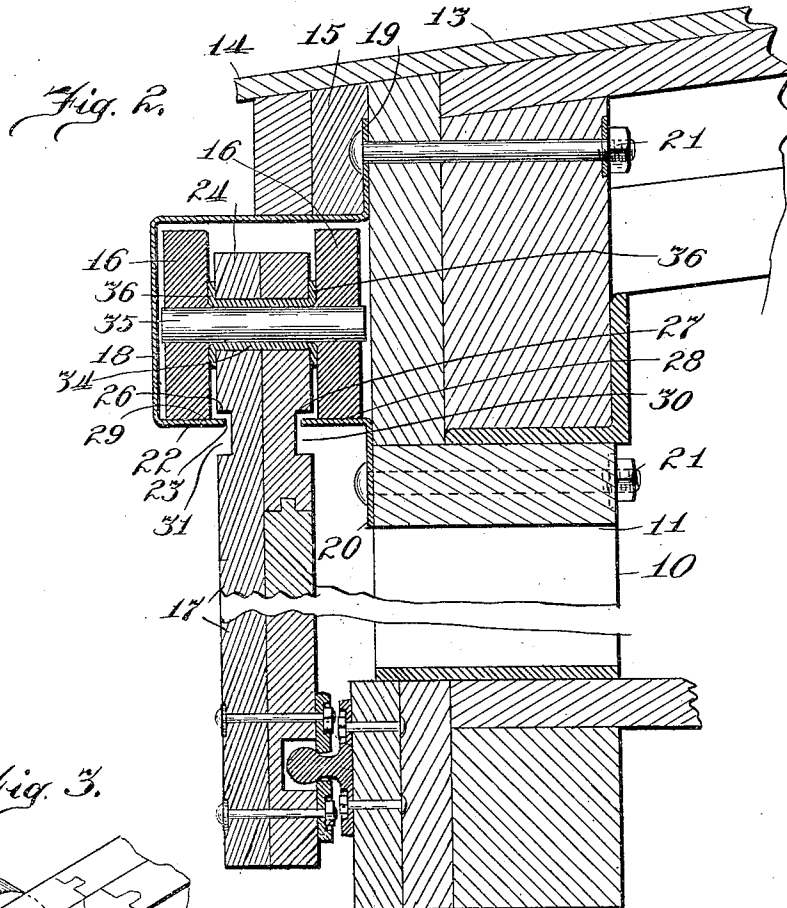
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

JAMES W. RUMSEY, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO ALVIN W. BAKER, OF OAKLAND, CALIFORNIA.

DOOR HANGER AND TRACK CONSTRUCTION.

1,041,880.

Specification of Letters Patent.

Patented Oct. 22, 1912.

Application filed November 17, 1910. Serial No. 592,917.

To all whom it may concern:

Be it known that I, JAMES W. RUMSEY, a citizen of the United States, and resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Door Hanger and Track Construction, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to car doors, and more specifically to means for mounting edgewise movable doors.

The object of the invention is to provide supporting means for car doors of the kind described, which shall be of simple and inexpensive construction, shall be reliable in operation, and shall effectively seal the car opening at the top of the door and thereby protect the contents of the car from the weather.

The invention contemplates a continuation of the car door upwardly beyond the door opening and between the parts of a covered supporting track applied to the car body above the top of the door opening.

In the accompanying drawings, Figure 1 is a perspective view showing a car door mounted in accordance with the invention, some of the parts being broken away; Fig. 2 is a central transverse sectional view showing the car door and its mounting; and Figs. 3 and 4 are perspective views illustrating details of the construction.

The drawings show details of the body of a railway freight car having the usual side opening 11. The side wall of the car is designated 12, the roof 13, and the eaves 14. An eaves fascia strip is shown at 15. A plurality of rollers 16 are provided upon each side of the door 17 adjacent its upper end for enabling it to run upon a track. A covered trackway for receiving the top of the car door and for providing a track 29 for the rollers 16, upon the front side of the door, is preferably formed by applying a channeled plate 18 of stout sheet metal to the side wall 12 of the car above the door opening 11 and under the eaves 14. This plate is preferably provided with an upstanding vertical flange 19 which underlies the eaves fascia strip 15 and thereby prevents moisture from finding its way to the door opening and thence into the car, between the

channeled plate 18 and the side wall of the car body.

To provide a track for the roller 16 located upon the inside face of the door 17, an angle plate comprising a vertical flange 20 and a horizontal flange 28 is applied to the side wall of the car. For convenience in manufacture this angle plate may be at first formed integral with the channeled plate 18, the lower ledge 22 of such plate being then divided for substantially its entire length by the formation of a slot, in the manner most clearly shown at 23, Fig. 4, thereby leaving the unseparated portion of the lower horizontal ledge 22 of the channeled plate 18 shorter than the upper horizontal ledge of such plate.

Preferably a shoulder, as 26, 27, extends along each side of the door 17 over the corresponding rail 28, 29, of the track, to prevent rain from beating up into the space through the slot 23. As shown, the slot 23 is of less width than the thickness of the door, and the shoulders 26, 27, are formed by gaining out the sides of the door in line with the rails 28, 29, as indicated at 30 and 31.

To provide journals for the rollers 16, tubular bushings 34 are set through the door at intervals along its upper edge, and pins, as 35, of sufficient length to project beyond the door at each side, are set into the bushings. As most clearly shown in Fig. 3 of the drawings, the tubular bushings 34 have their ends 36 flanged over upon the sides of the door. They are thus securely held in place and assist in binding the layers of the door together. The pins 35 preferably have a drive fit within the tubular bushings 34, and the rollers 16 turn freely upon their projecting ends.

As the top of the door 17 is shown to be of greater thickness than the width of the slot 23, it is necessary for the slot 23 to be open at one end in order that the door may be applied to the car. Preferably when the door has once been applied, the open end, as 46, of the slot 23 will be closed by connecting the rails 28, 29, at each side of the slot, by a strap 47.

While the cover strip 18 is described as being formed entirely of one piece having the slot 23 cut therein, it is obvious that the two parts of the strip upon opposite sides of the slot may be formed from sepa-

rate pieces, and in some cases this may be more convenient. By making the channeled part of the strip only wide enough to receive the rollers 16 and top of the door, no filling material is required to prevent it from being accidentally distorted, and the inside face of its upper horizontal ledge provides a rolling surface for the rollers 16, if the door should become raised from its seat.

The manner of guidedly securing the lower margin of the door shown and described is not herein claimed for the reason that it is made the subject of a divisional application.

I claim as my invention—

1. In combination with a car body having an opening in a vertical wall thereof, a door mounted to be moved over the opening in front of the plane of the said vertical wall of the car body, a combined track and hood consisting of a plate secured to the said vertical wall of the car body above the said opening and having an offset vertical flange depending in front of the door for its entire width, a rail extending horizontally along the inner face of the said depending flange below the top of the door, a second rail extending along the wall of the car body above the said opening, trunnions projecting from opposite sides of the door, and a roller mounted on each of the said trunnions running on the respective rails.

2. In combination with a car body having an opening in a vertical wall thereof, a door mounted to be moved over the opening in

front of the plane of the said vertical wall of the car body, a combined track and hood consisting of a plate secured to the said vertical wall of the car body above the said opening and having an offset vertical flange depending in front of the door for its entire width, a rail extending horizontally along the inner face of the said depending flange below the top of the door, a second rail extending along the wall of the car body in horizontal alinement with the first-named rail, a pin set through the door and projecting therefrom upon opposite sides of the door, and rollers rotatably mounted on opposite ends of said pin and running on said rails.

3. In combination with a car body having an opening in a vertical wall thereof, a door mounted to be moved over the opening in front of the plane of the said vertical wall of the car body, a combined track and hood consisting of a plate secured to the said vertical wall of the car body above the said opening and having an offset vertical flange depending in front of the door for its entire width, a rail extending horizontally along the inner face of the said depending flange below the top of the door, an outwardly projecting shoulder extending across the face of the door and overlying the said rail, and a roller mounted on the door and running on the rail.

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Witnesses:

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