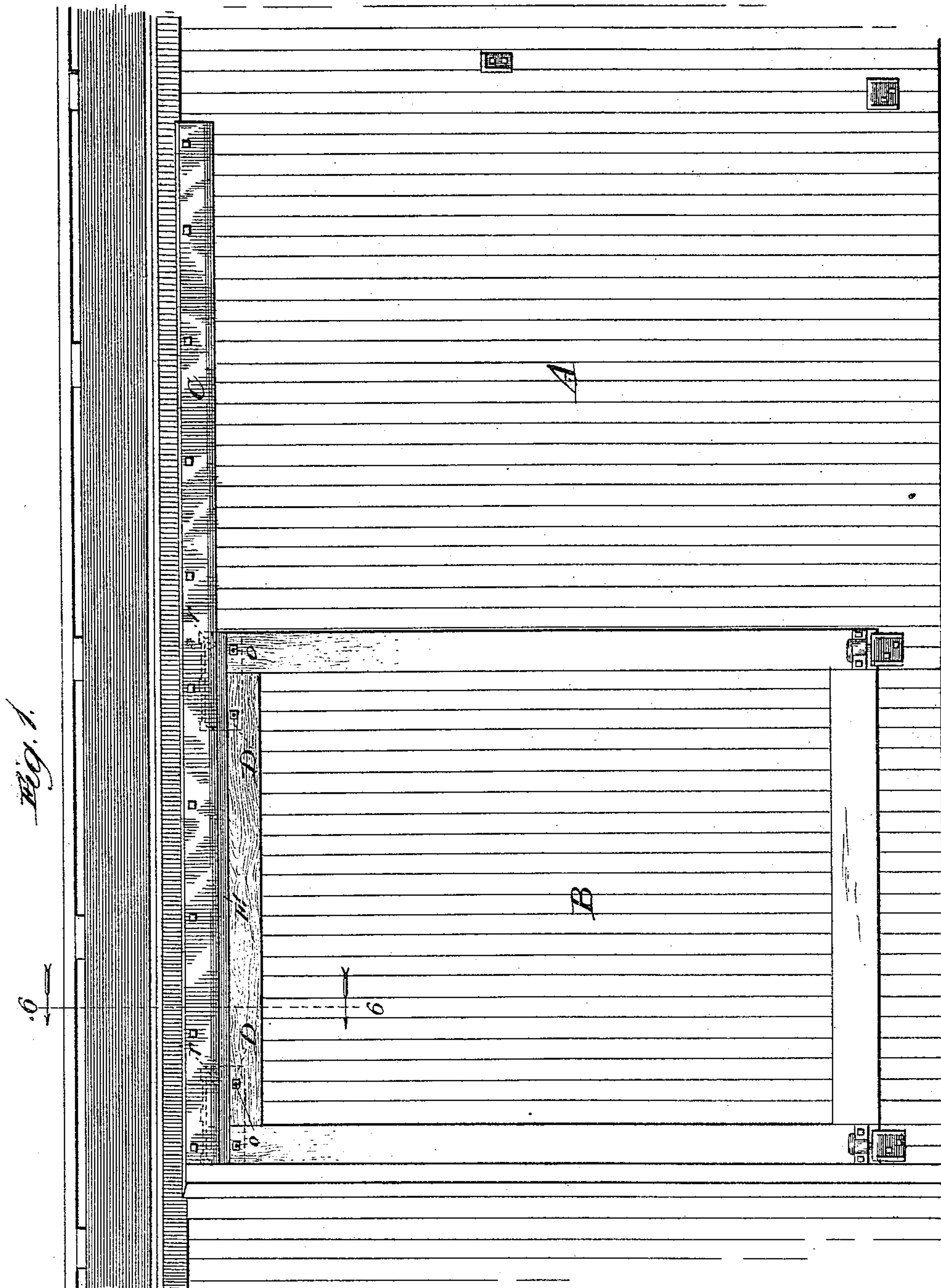


2 Sheets—Sheet 1.

No. 438,325.

Patented Oct. 14, 1890.



Witnesses:

Chas. Gaylord.
J. H. Dyrenforth

Inventor:

Albert B. Pulliman,
By Dyrenforth^e Dyrenforth,
Attys.

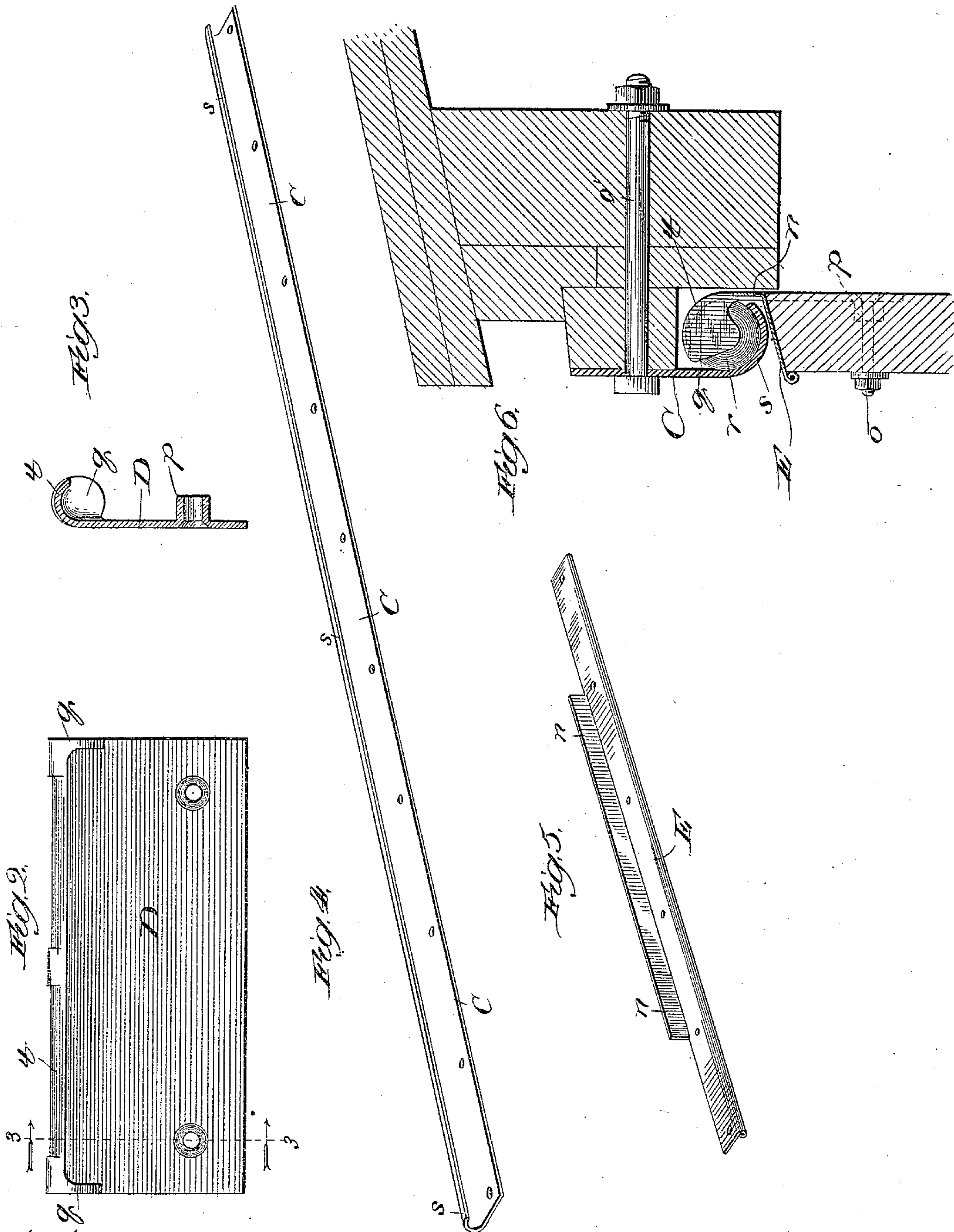
(No Model.)

2 Sheets—Sheet 2.

A. B. PULLMAN.
HANGER FOR SLIDING DOORS.

No. 438,325.

Patented Oct. 14, 1890.



Witnesses:
Edw. J. Taylor
J. M. Dyrenforth

Inventor:
Albert B. Pullman
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UNITED STATES PATENT OFFICE.

ALBERT B. PULLMAN, OF CHICAGO, ILLINOIS.

HANGER FOR SLIDING DOORS.

SPECIFICATION forming part of Letters Patent No. 438,325, dated October 14, 1890.

Application filed February 3, 1890. Serial No. 338,959. (No model.)

To all whom it may concern:

Be it known that I, ALBERT B. PULLMAN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Hangers for Sliding Doors, of which the following is a specification.

My invention relates to an improvement in door-hangers of the class employed for carrying into effect the invention set forth in the patent to Benjamin J. Cloes, No. 285,575, dated September 25, 1883, and in my pending application for a patent for an improvement thereon, Serial No. 275,230, filed May 26, 1888.

The nature of my improvements will be clearly understood from the following description, reference being had to the accompanying drawings, in which—

Figure 1 is a front elevation of a car-door provided with my improved hanger; Fig. 2, a front view of one of the socket portions of the hanger detached; Fig. 3, a section of the same, taken on the line 3 3 of Fig. 2 and viewed in the direction of the arrows; Fig. 4, a perspective view of the portion of the hanger which constitutes the track for the balls; Fig. 5, a perspective view of the weather-guard employed on railway-cars in conjunction with door-hangers of the construction herein described, and Fig. 6 a vertical section taken on the line 6 6 of Fig. 1 and viewed in the direction of the arrows.

A is the wall of a car, B the sliding door, and C the track for the balls, which is secured to the wall of the car above the door. As to these features the construction is substantially the same as that shown and described in my pending application aforesaid.

D D are two socket-plates secured to the upper end of the door toward opposite sides thereof. These socket-plates have their upper ends bent over in a short curve, as shown at *t*, corresponding with the curve *s* along the edge of the plate C, which latter constitutes the support and track for the balls, and when in place the curved portion *t* of each socket-plate D rests upon one of the balls *r*, which in turn are supported by the curve *s* of the plate C. Each end of the curved portions *t* of the plates D is closed by a projection *q*, producing a socket in the upper part

of each of the plates D, from which the ball cannot escape so long as the hanger is in place. To secure each plate D firmly to the upper end of the door, it is provided with lugs *p*, which enter recesses formed in the door and through which stove-bolts *o* pass to the outside of the door, where they are secured by nuts in the usual way. The track-plate C is secured to the wall of the car above the door by stove-bolts *o'*.

In practice, when applied to freight-car doors of the ordinary width, I make the sockets in the upper ends of the plates D, preferably, though not necessarily, about ten inches in length, so that the door shall have a free movement of about twenty inches before the balls bring up against the ends of the sockets and become bound against rolling. Thenceforward the balls are compelled to slide for the remainder of the distance traversed by the door in the same direction, which is in accordance with the invention claimed in my pending application, named above.

By forming the hanger with two socket-plates of the proper length, as above set forth, all the advantages of my said former invention are secured, together with additional advantages. Thus, the socket-plates being comparatively small and both exactly alike, the difficulty of manufacturing the hanger is greatly lessened. Moreover, my present construction does away with all necessity for employing different patterns, since the socket-plates may simply be set at the distance apart that the circumstances render necessary.

With my present construction, when applied to freight-car doors, it is advisable to provide a weather guard or shield secured to the top of the door and closing the open space left between the inner ends of the plates D above the door. The device which I employ for this purpose is shown in perspective in Fig. 5 and in section in Fig. 6. It consists of a metal plate E, which is secured upon the top of the door and is provided with a vertical flange *n* at its rear edge of such length as to fit between the ends of the plates D and of such height as to overlap the curve *s* at the lower end of the plate C, as shown in Fig. 6. I prefer to have that portion of the plate E which lies upon the top of the door extend

from side to side of the latter, and it is desirable that it shall be set upon a bevel, as shown in Fig. 6, in order that it may serve as a water-shed.

5 What I claim as new, and desire to secure by Letters Patent, is—

1. In a door-hanger, the combination, with the wall of the structure and the door, of the plate C, provided with the curves *s* at its lower
10 end and secured to the wall above the door, balls *r*, traveling in the track formed by the curve *s*, and plates D D, secured to the upper end of the door—one toward each side thereof—and provided with the curved tops *t*, to
15 rest upon the balls, and with projections *q*, closing the ends of the curves and forming sockets, substantially as described.

2. In a sliding car-door hanger, the combination, with the wall of the car and sliding door, of the track-plate C *s*, secured to the wall above the door, balls *r*, traveling upon the track, socket-plates D, secured to the upper end of the door toward opposite sides thereof and resting upon the balls *r*, and the weather-guard comprising the plate E, secured upon the top of the door and having the flange *n*, projecting upward between the inner ends of the plates D, substantially as described.

ALBERT B. PULLMAN.

In presence of—

J. W. DYRENFORTH,
M. J. FROST.