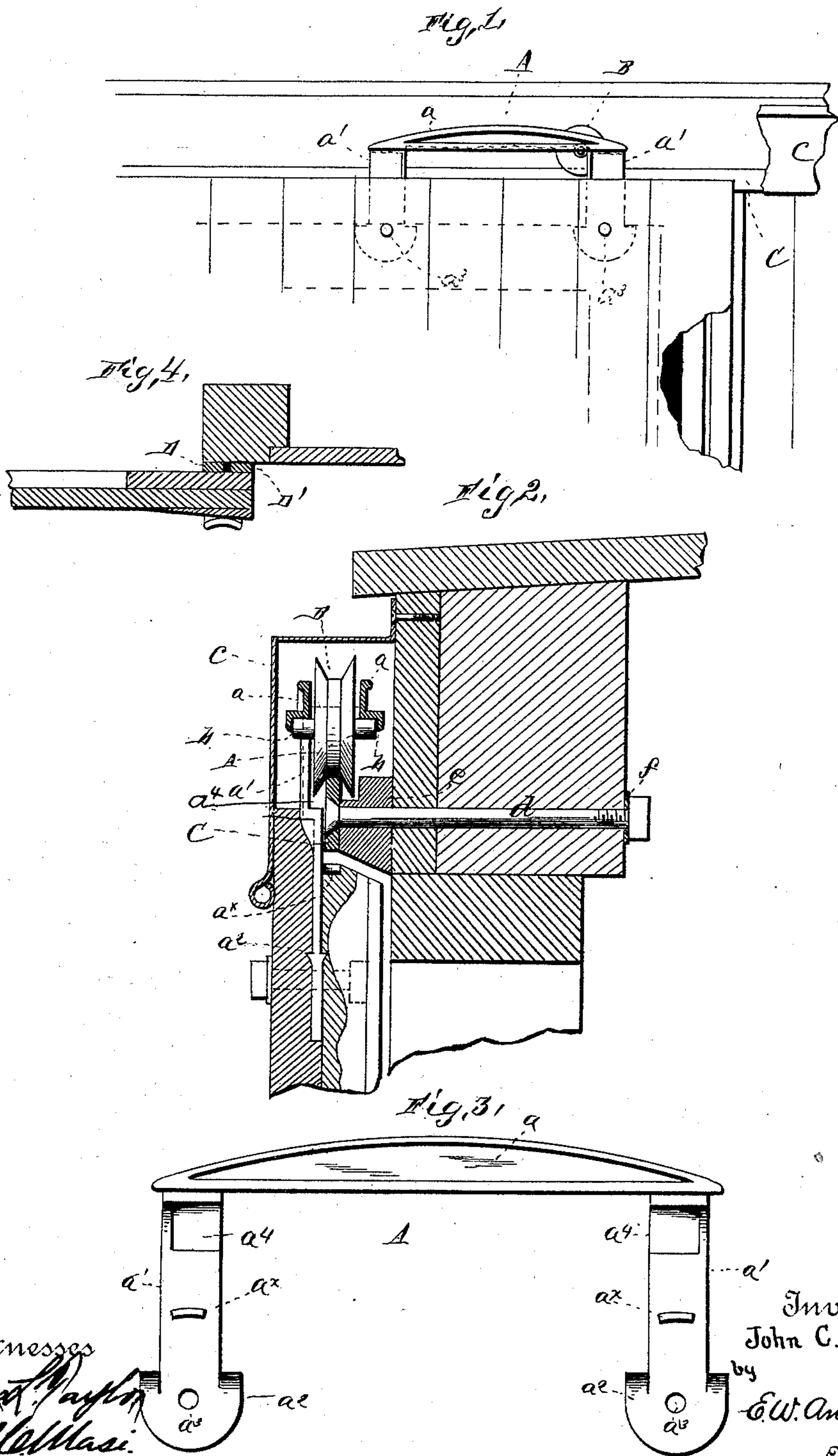


(No Model.)

J. C. WANDS.
DOOR HANGER.

No. 441,910.

Patented Dec. 2, 1890.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN CLARK WANDS, OF ST. LOUIS, MISSOURI.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 441,910, dated December 2, 1890.

Application filed August 16, 1890. Serial No. 362,227. (No model.)

To all whom it may concern:

Be it known that I, JOHN CLARK WANDS, a citizen of the United States, and a resident of St. Louis, in the State of Missouri, have
5 invented certain new and useful Improvements in Roller Door-Hangers; and I do 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 ap-
10 pertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view,
15 partly broken away. Fig. 2 is a vertical transverse section. Fig. 3 is a detail view of the hanger, and Fig. 4 is a sectional detail.

This invention relates to certain improvements in door-hangers, more especially for
20 cars; and it consists in the novel construction and combination of parts hereinafter disclosed.

In the organization of my invention I provide a skeleton-like bracket or hanger A, consisting in the main of parallel horizontal
25 plates a , one extended in vertical end portions or arms a' , terminating in a single plate a^2 , having a bolt-receiving opening or passage a^3 .

30 Extending along the inner side of each plate portion a of the bracket A, at its lower edge, is a continuous undercut recess or channel b , open at its lower side and forming bearings and housings for the axle of the wheel or roll
35 B, being so adapted as to partially inclose and have contact with the axles at their ends, and thus prevent lateral movement and consequently contact of the wheels or rollers themselves with the bracket or hanger. This
40 greatly reduces friction and wear and provides for the easy-running movement of the wheel or roller. Upon the inner side of each end-plate portion a^2 is a slightly curved or convex lug a^x , so arranged that it will have
45 contact with the lower edge of the track or rail before the flanges of the wheel or roll would leave the top edge of the track or rail

in event of certain amount of upward movement, to prevent the derailment of the wheel or roller. It is also obvious that the wheel or
50 roller can be duplicated for the other end of the bracket, permitting the use of two wheels or rollers, if desired. The end-plate portions a^2 are also inwardly offset, as at a^4 , permitting the arrangement of the portion connecting
55 with the door so that the latter will stand under the wheel.

In applying the bracket or hanger for use its end-plate portions a^2 are interposed between the "siding" and "batten" of the door
60 and held suitably in place, and the wheel or roller is caused to travel on the track or rail C, the whole being inclosed or protected from the weather by the housing c .

It will be observed that the rail is enabled
65 to be set well inward, it being secured in place by the bolts d , passed through the strip or piece e , thence through the siding of the car and the plate f , and firmly held thereto by nuts and countersunk heads. With the
70 rail thus arranged less width of housing is required to inclose the parts.

Meeting or sealing strips or cleats D D' are secured, respectively, to the car and door at their rear edges to exclude the weather at
75 that point.

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

The door-hanger comprising the skeleton-
80 like bracket having horizontal parallel plates provided with longitudinal channels or recesses in their lower inner edges, said channels or recesses being open at their lower sides and adapted to form bearings or housings for the
85 wheel or roller axle and partially inclosing and having contact with the ends of the latter, substantially as set forth.

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

JOHN CLARK WANDS.

Witnesses:

M. L. ANDREWS,

T. C. MANION.