No. 713,996. Patented Nov. 18, 1902.

G. KRYGOSKI & E. A. LOWRIE.

CAR DOOR HANGER.

(Application filed July 20, 1901.)

(No Model.)

Fig. 1.

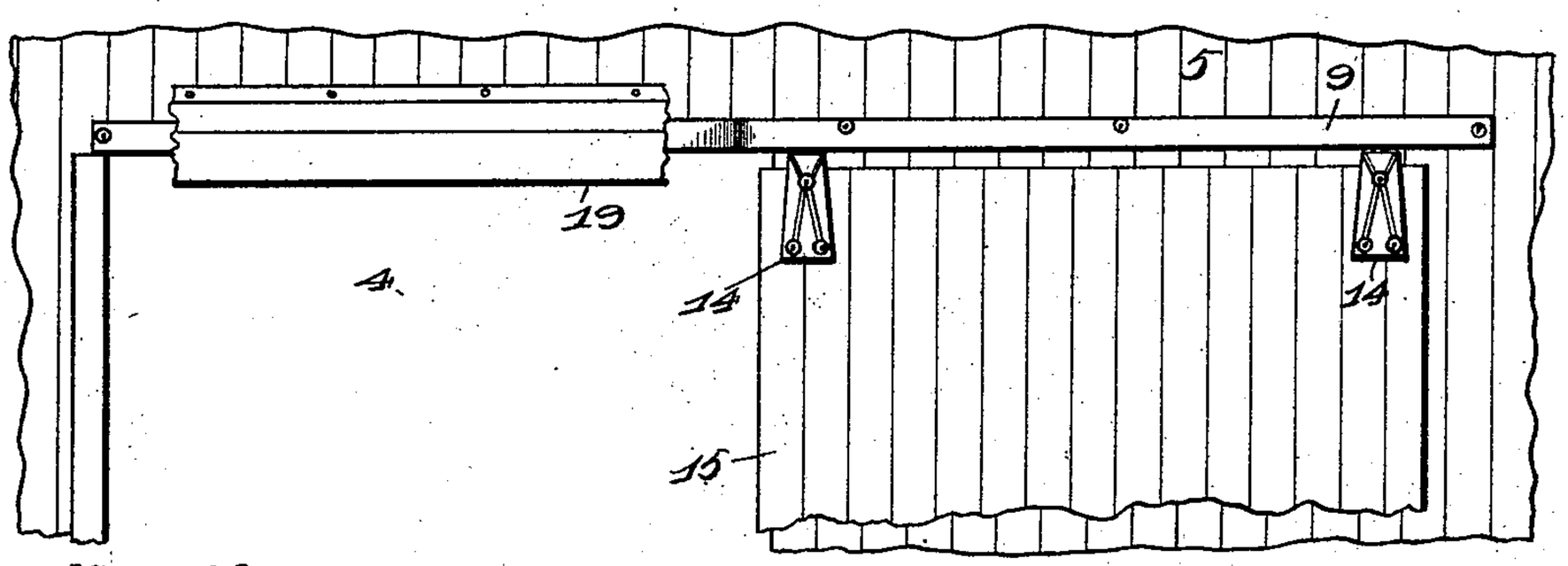


Fig. 2.

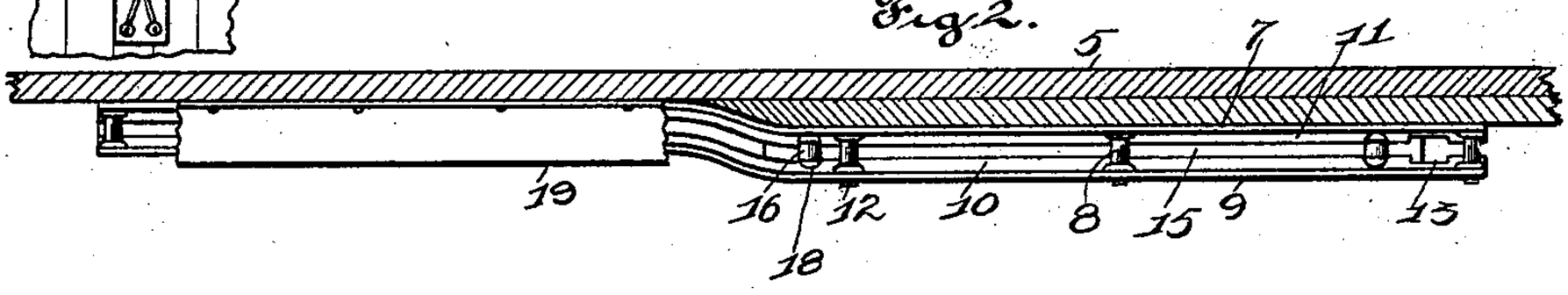
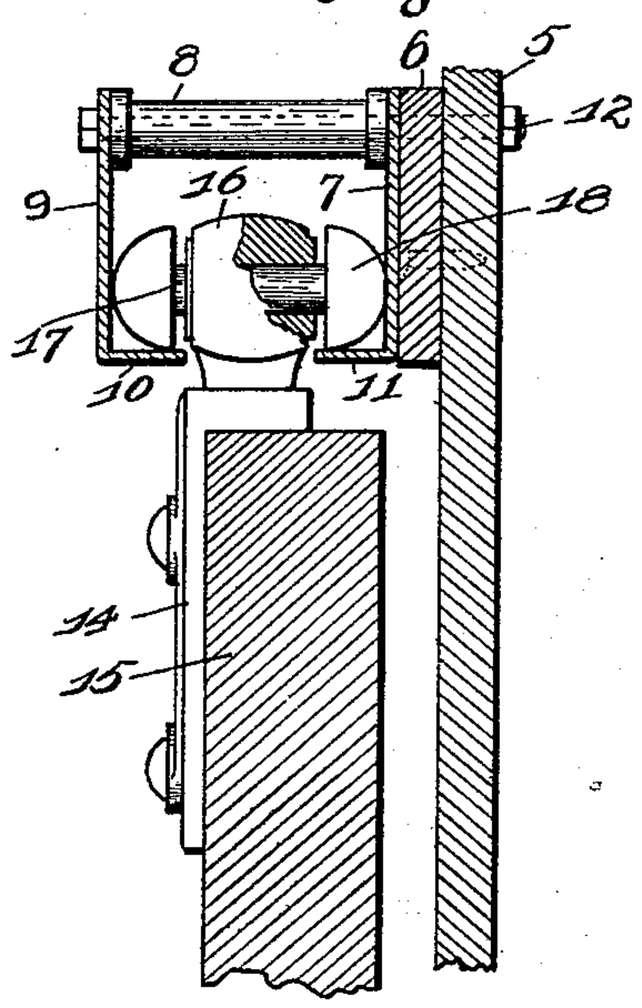


Fig. 3.



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UNITED STATES PATENT OFFICE.

GREGORY KRYGOSKI AND EDWARD A. LOWRIE, OF ST. LOUIS, MISSOURI, ASSIGNORS OF ONE-FOURTH TO STANISLAW A. CZERNIEWSKI.

CAR-DOOR HANGER.

SPECIFICATION forming part of Letters Patent No. 713,996, dated November 18, 1902.

Application filed July 20, 1901. Serial No. 69,164. (No model.)

To all whom it may concern:

Be it known that we, GREGORY KRYGOSKI and EDWARD A. LOWRIE, of the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Car-Door Hangers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

Our object is to construct an improved car-door hanger; and our invention consists of the combination, with the side of a car having a door-opening, of a projecting support extending from the side of the car on a line above the door-opening and at one side of the door-opening, an angle-iron secured to the side of the car above the door-opening and bent outwardly and secured to the front face of said projecting support, spacing-sleeves extending forwardly from the upper part of said angle-iron, a second angle-iron placed against the outer ends of said spacing-sleeves, bolts inserted through said angle-irons and through said sleeves and through the side of the car as required to hold the parts together, the horizontal flanges of said angle-iron extending toward each other and forming a double track, brackets adapted to be secured to the upper side of the door, bearings upon the upper ends of said brackets between the angle-irons, bolts mounted in said bracket-bearings, and round heads upon the ends of said bolts as required to form wheels to run upon said tracks.

Figure 1 is a view in elevation of a part of the side of a car, showing our improved car-door hanger in use. Fig. 2 is a horizontal section of the side of the car on a line above the hanger, so as to show a plan of the hanger. Fig. 3 is a vertical transverse section upon an enlarged scale.

Referring to the drawings in detail, the door 4 is formed in the side 5 of the car, and a plank is fastened to the side of the car at one side of the door-opening and on a line above the door-opening to form a projecting support 6. An angle-iron 7 is attached to the side of the car above the door-opening and bent outwardly and attached to the front face of the projection 6. The spacing-sleeves 8 are placed against the upper part of the angle-iron, and a second angle-iron 9 is placed against the outer ends of the sleeves 8, the horizontal flanges 10 and 11 of said angle-irons projecting inwardly to form tracks. The bolts 12 are inserted through the ange-irons, through the sleeves 8, and through the side of the car to hold the parts in position. The notches 13 are formed in the ends of the angle-irons to provide an entrance for the rollers supporting the door. The brackets 14 are attached to the upper end of the car-door 15, and bearings 16 are formed upon the upper ends of the brackets. The bolts 17 are inserted through the bearings 16, and the hemispherical heads 18 are placed upon the ends of the bolts to form rollers to travel upon the horizontal flanges 10 and 11 of the angle-irons. A shield 19 is secured to the side of the car and extends outwardly and downwardly over the track.

When the door is moved into position to close the opening 4, it will be carried close against the side of the car by the bend in the track, and when the door is moved into its open position it will be carried outwardly, so as to be free from the side of the car. When the door is moved into position to close the opening 4, the front lower corner will pass behind the fitting 20, said fitting serving to hold the front corner of the door from swinging and to hold it in position against the side of the car.

In our companion applications for car-door fittings, filed April 17, 1902, Serial No. 103,304 and Serial No. 103,305, we show, describe, and claim "fittings" for holding the lower rear corner of the door in its open position and another fitting for holding the lower rear corner of the door in its closed position.

We claim—

In a combined door hanger and track, the combination with the track comprising in its construction the projecting support 6 extending from the side of the car; the angle-iron 7 secured to the side of the car above the door-opening, and to the projecting support 6; the angle-iron 9 connected to the angle-iron 7 by means of the bolts 12; the sleeves 8 mounted upon the bolts 12 to support the two angle-irons and hold them the proper distance apart; the horizontal flanges of said angle-irons ex-

tending toward each other and forming a double track; of a door; and suitable hangers having wheels to run upon said angle-irons, there being notches 13 near the outer ends of said angle-irons through which the said hangers may be inserted; said angle-irons also being bent near their centers as required to run the door close to the car at the door-opening, and as required to run the door away from the car under the said projecting support 6; substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

GREGORY his × mark KRYGOSKI.

EDWARD A. LOWRIE.

Witnesses:

EDWARD E. LONGAN,

ALFRED A. EICKS.

Witness to mark of Gregory Krygoski:

JOHN D. RIPPEY.