

No. 831,904.

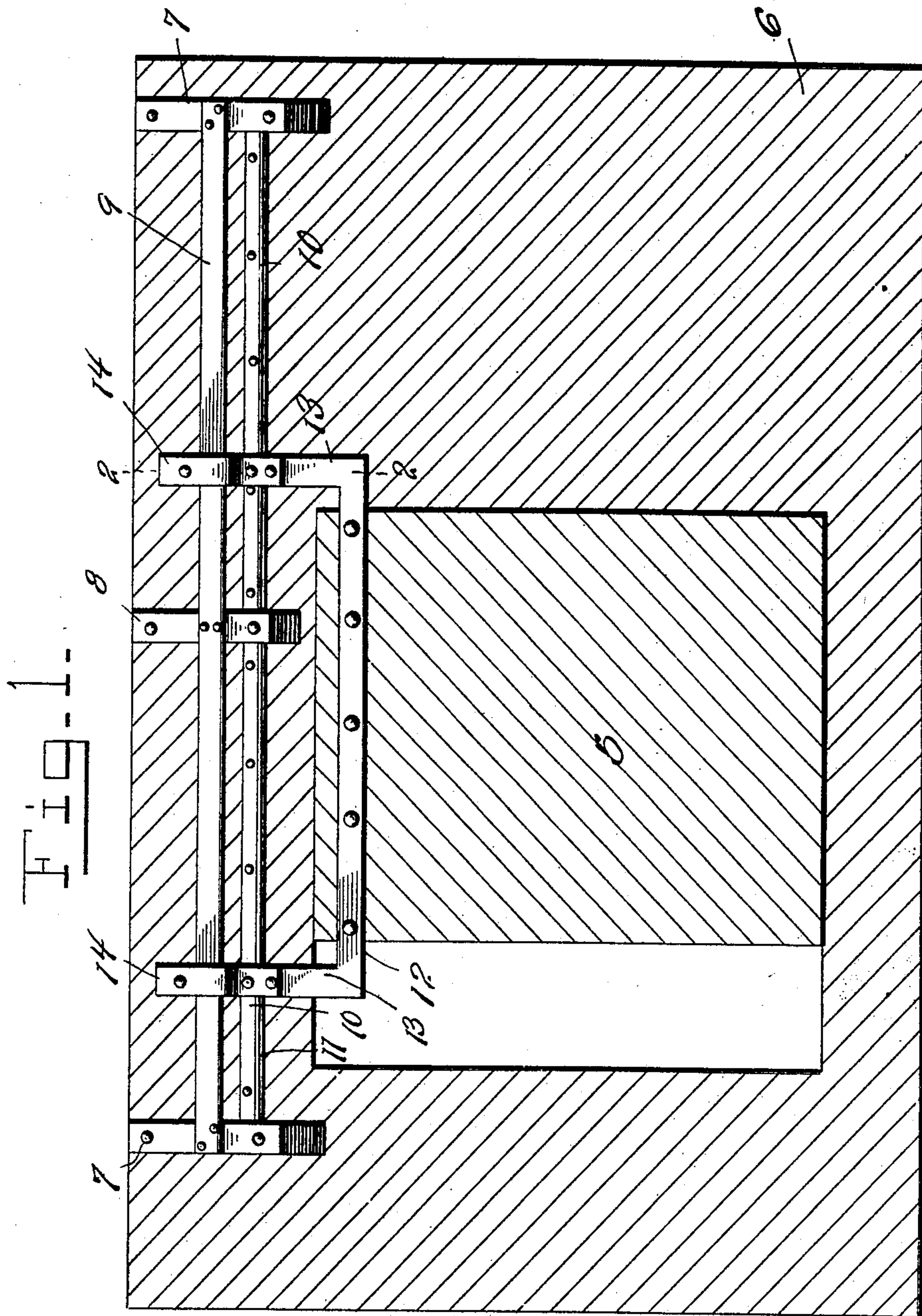
PATENTED SEPT. 25, 1906.

G. W. TERRELL & J. W. SCHAAF.

DOOR HANGER.

APPLICATION FILED MAR. 28, 1906.

2 SHEETS—SHEET 1.



Witnesses

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Charles Charles

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2 SHEETS—SHEET 2.

Fig. 2.

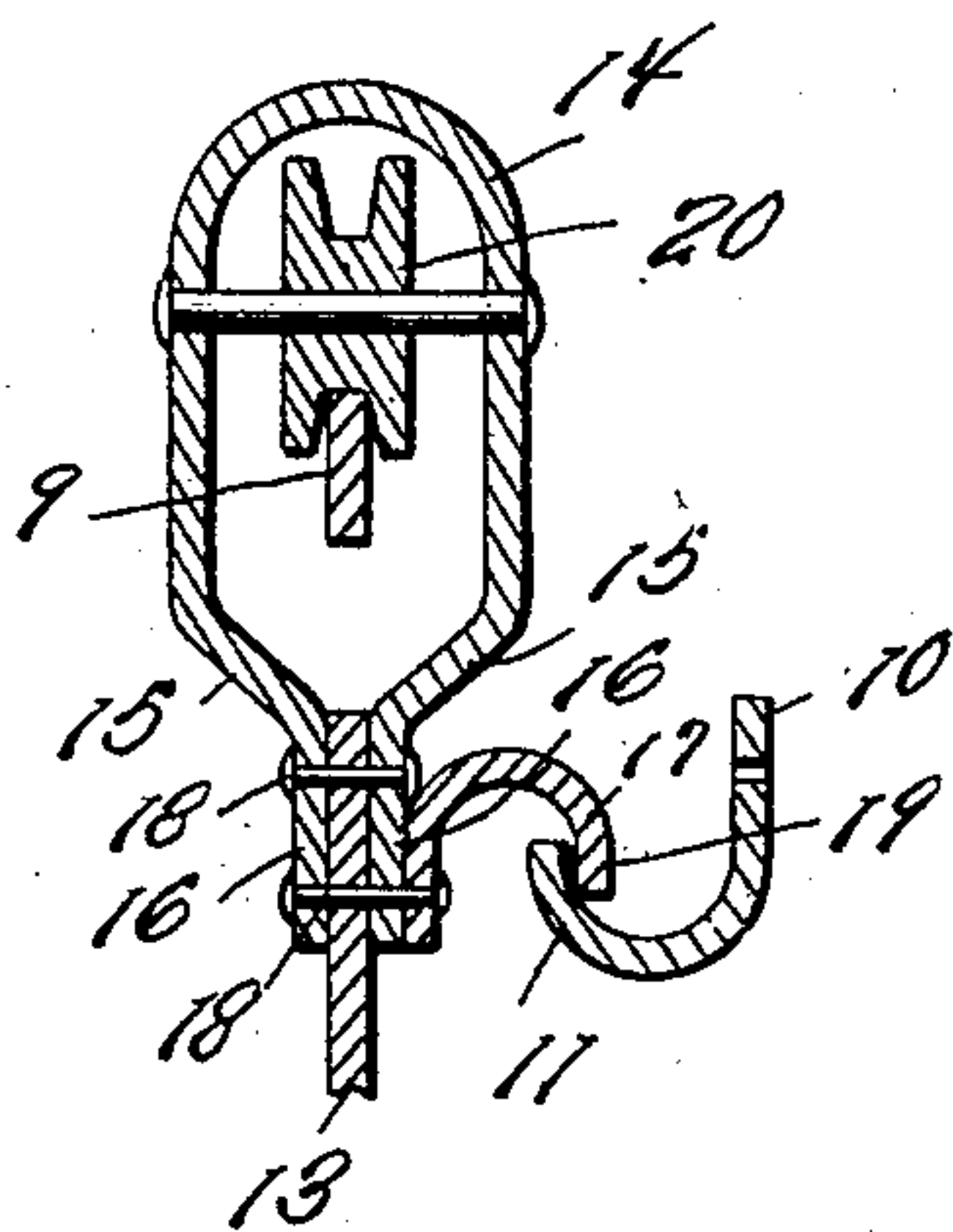


Fig. 3.

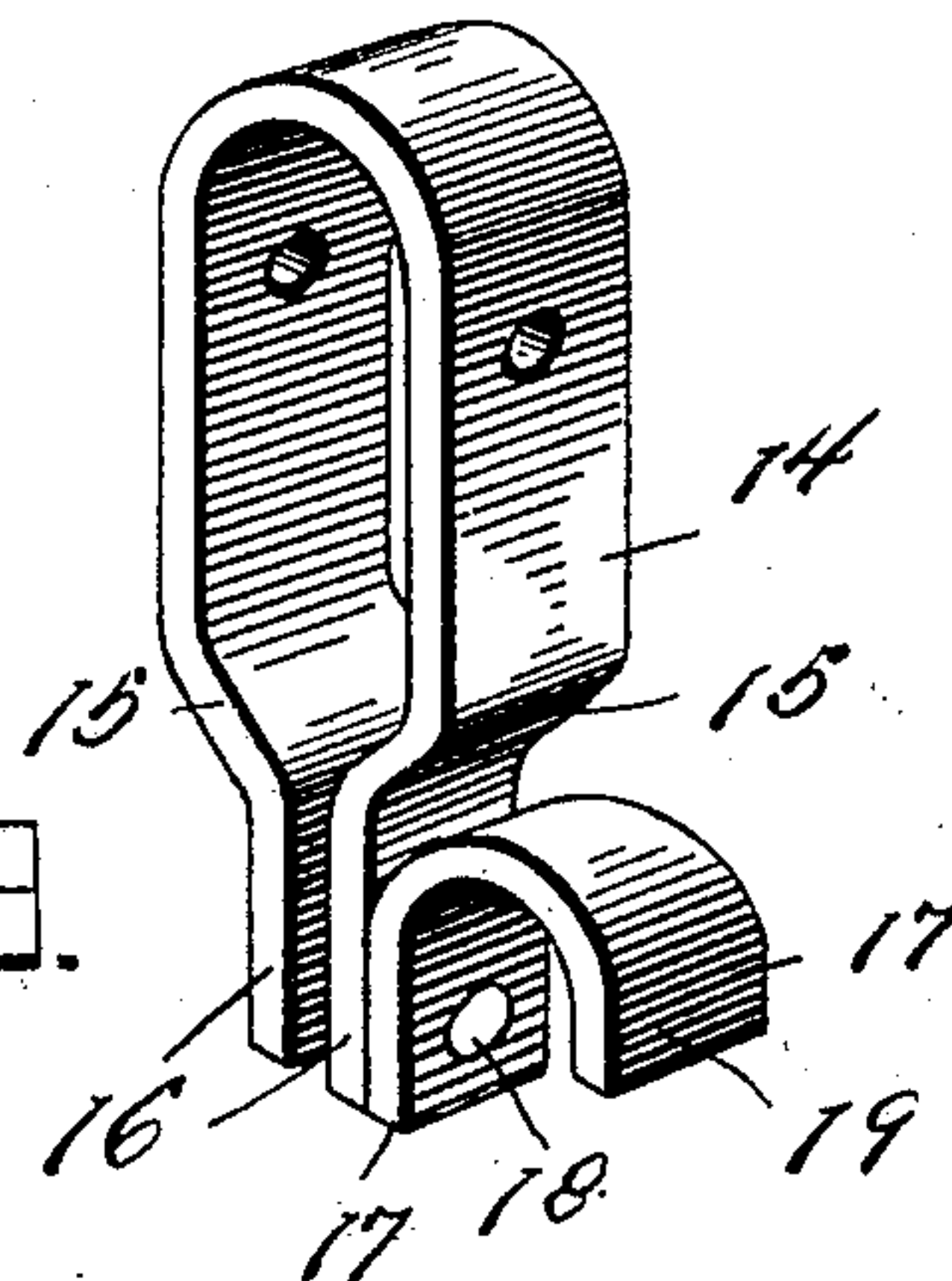
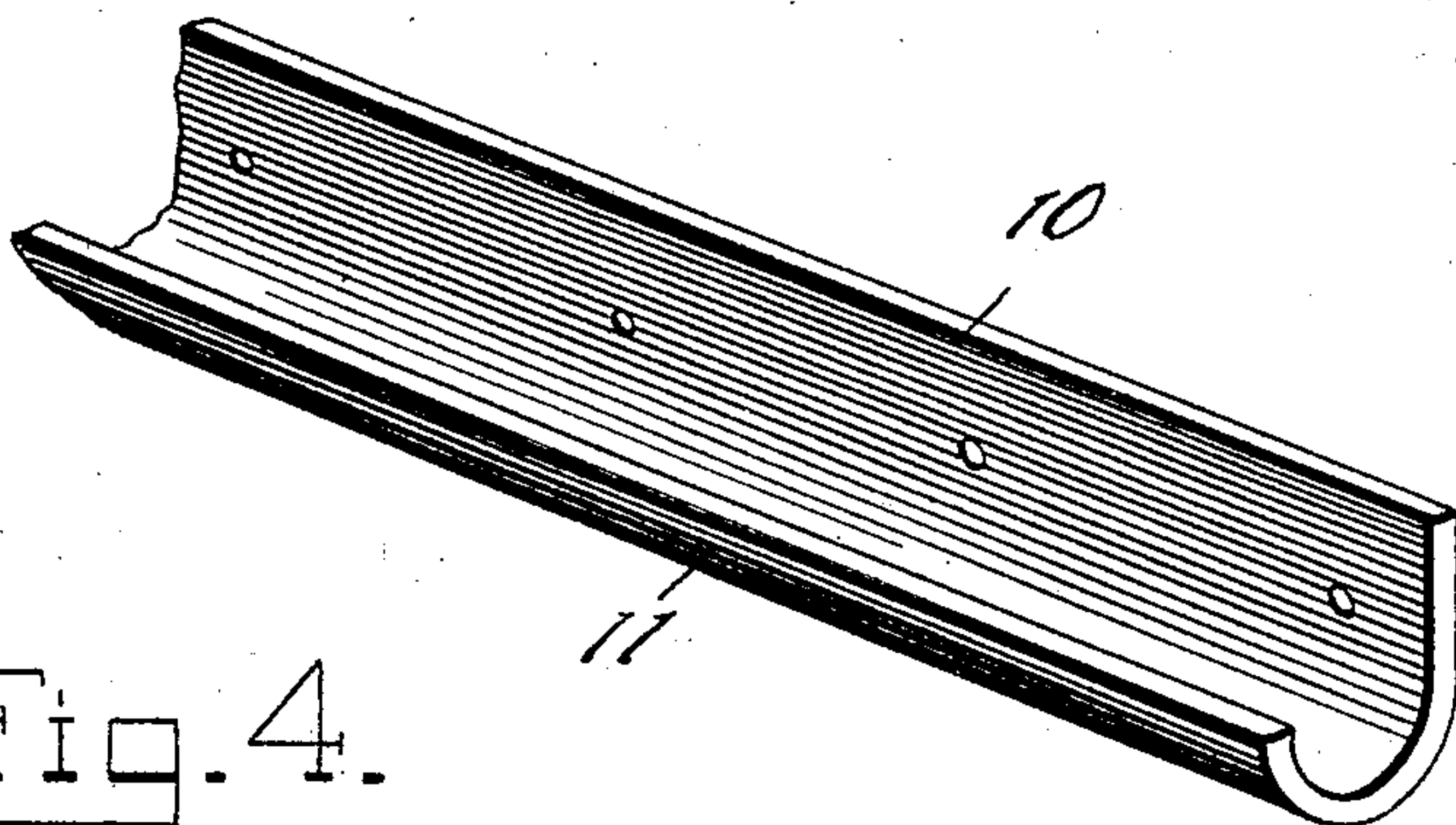


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE W. TERRELL AND JOHN W. SCHAAF, OF ATLANTA, GEORGIA.

DOOR-HANGER.

No. 831,904.

Specification of Letters Patent.

Patented Sept. 25, 1906.

Application filed March 28, 1906. Serial No. 308,603.

To all whom it may concern:

Be it known that we, GEORGE W. TERRELL and JOHN W. SCHAAF, citizens of the United States, residing at Atlanta, in the county of Fulton, State of Georgia, have invented certain new and useful Improvements in Door-Hangers; and we do hereby 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 appertains to make and use the same.

This invention relates to door-hangers, and more particularly to car-door hangers.

The object of the invention is to provide a simple and durable door-hanger and to provide means whereby the door will be prevented from swinging outward either by the movement of the car or by the wind.

With the above and other objects in view the present invention consists in the construction and arrangement of parts shown in the accompanying drawings, in which—

Figure 1 is a side elevation of a portion of a railway-car, showing our invention in use thereon. Fig. 2 is a detail vertical sectional view on the line 2 2 of Fig. 1. Fig. 3 is a detail perspective view of one of the hangers and a portion of the attaching-iron, and Fig. 4 is a similar view of one of the guide-tracks.

Referring to the drawings, the numeral 5 denotes a car-door, and 6 the car upon which it is hung. Secured to the side of the car at suitable points upon opposite sides of the doorway thereof are blocks 7, and located intermediate the blocks 7 and adjacent one side of the doorway is a block 8.

Secured to the outer edges of the blocks 7 and 8 is a track 9 of the ordinary construction, and secured to the side of the car in a plane below that occupied by the track 9 are guide-tracks 10. One of the guide-tracks 10 is located between each of the blocks 7 and the block 8. Each of the said guide-tracks is formed from a bar of sheet metal, which bar has its lower longitudinal edge portion curved outwardly and upwardly, as at 11, for a purpose to be hereinafter described. A bar 12 is secured to the door by means of bolts or the like and serves as a means for attaching the hangers to the door. The ends of the bar 12 extend beyond each vertical edge of the door 5 and are turned upwardly at right angles to the remainder of the bar, as at 13.

Each of the hangers comprises a yoke member 14, which has the lower ends of its

spaced members turned inwardly toward each other, as at 15, and thence downwardly in spaced relation, as at 16. When the hanger proper is connected with the upturned ends 13 of the attaching-bar 12, the portions 16 thereof lie upon opposite sides of the said upturned ends 13, and through the said portions 13 and 16 and a hook-plate 17 are engaged bolts 18. The hook-plates 17 each comprise a plate having its upper end portion curved outwardly and downwardly, as at 19. The portion 19 of each plate 17 is designed to rest behind the portion 11 of the track 10 to prevent outward swinging movement of the door. Mounted in the yoke 14 is the usual wheel 20.

What is claimed is—

1. The combination with a car-body having a door-opening, of a supporting-track, a door-hanger arranged for travel upon the track, a door supported by the hanger, a guide-track secured to the side of the body adjacent the first-named track, and means carried by the hanger and engaged with the guide-track for guiding the door during its movement.

2. The combination with a car-body having a door opening therein, of a supporting-track secured upon one side of the body, a hanger supported by the track for travel thereon, a door supported by the hanger, a channeled guide-track secured upon the side of the car-body adjacent the first-named track, and means carried by the hanger and having a portion extending into the channel of the said track for guiding the door.

3. The combination with a car-body having a door opening therein, of a supporting-track mounted upon one side of the body above the door-opening, a hanger mounted for travel upon the said track, a door supported by the hanger, a channeled guide-track secured upon the said side of the body adjacent the first-named track, and a plate secured to the hanger and having a portion bent to extend into the channel of said guide-track to guide the door during its sliding movement.

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

GEORGE W. TERRELL.
JOHN W. SCHAAF.

Witnesses:

EDGAR WILSON,
J. T. CARROLL.