

No. 836,860.

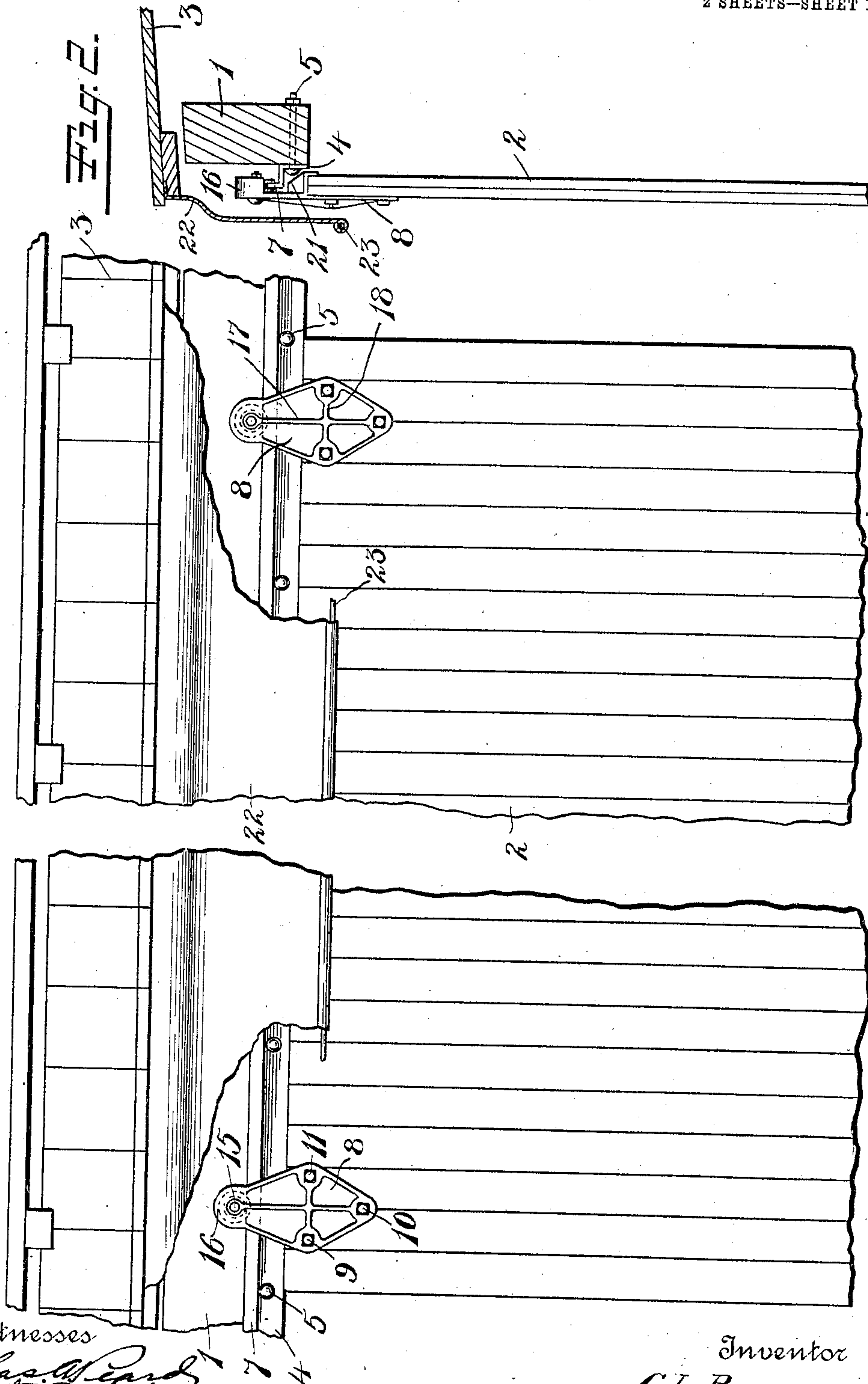
PATENTED NOV. 27, 1906.

C. L. BUNDY.
COMBINED DOOR HANGER AND TRACK.

APPLICATION FILED APR. 10, 1906.

2 SHEETS—SHEET 1.

Fig. 1.



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2 SHEETS—SHEET 2.

Fig. 3.

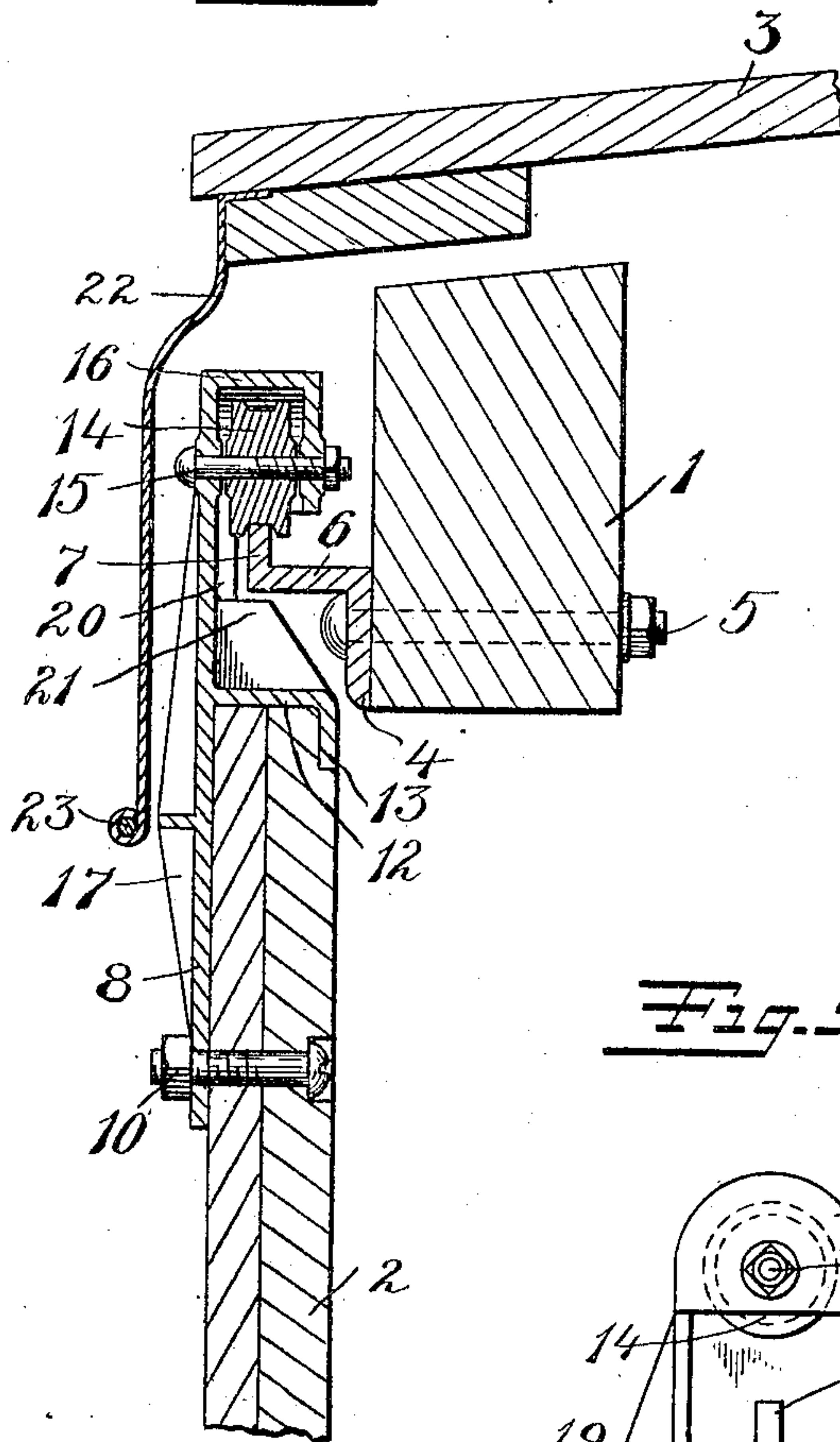


Fig. 4.

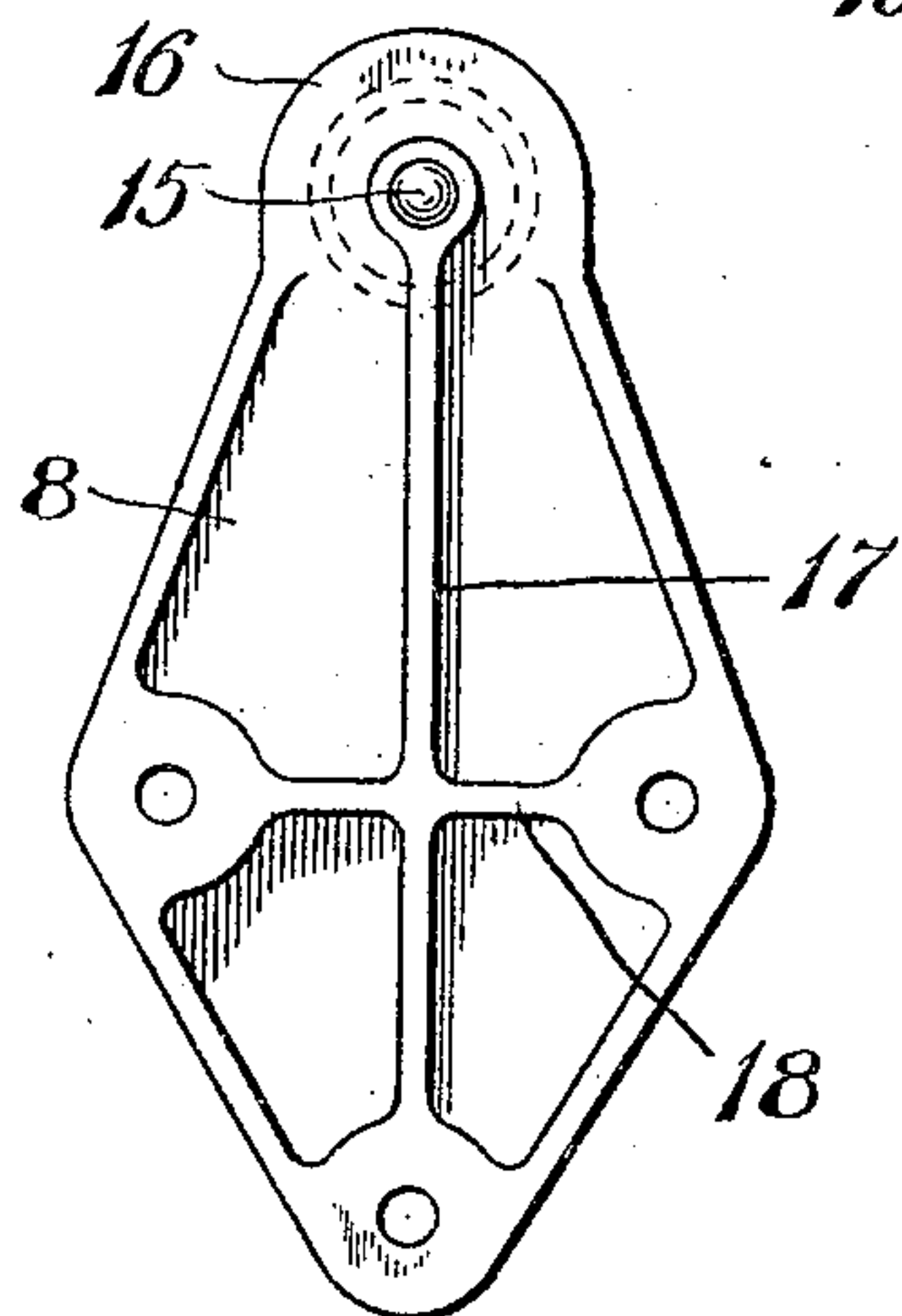
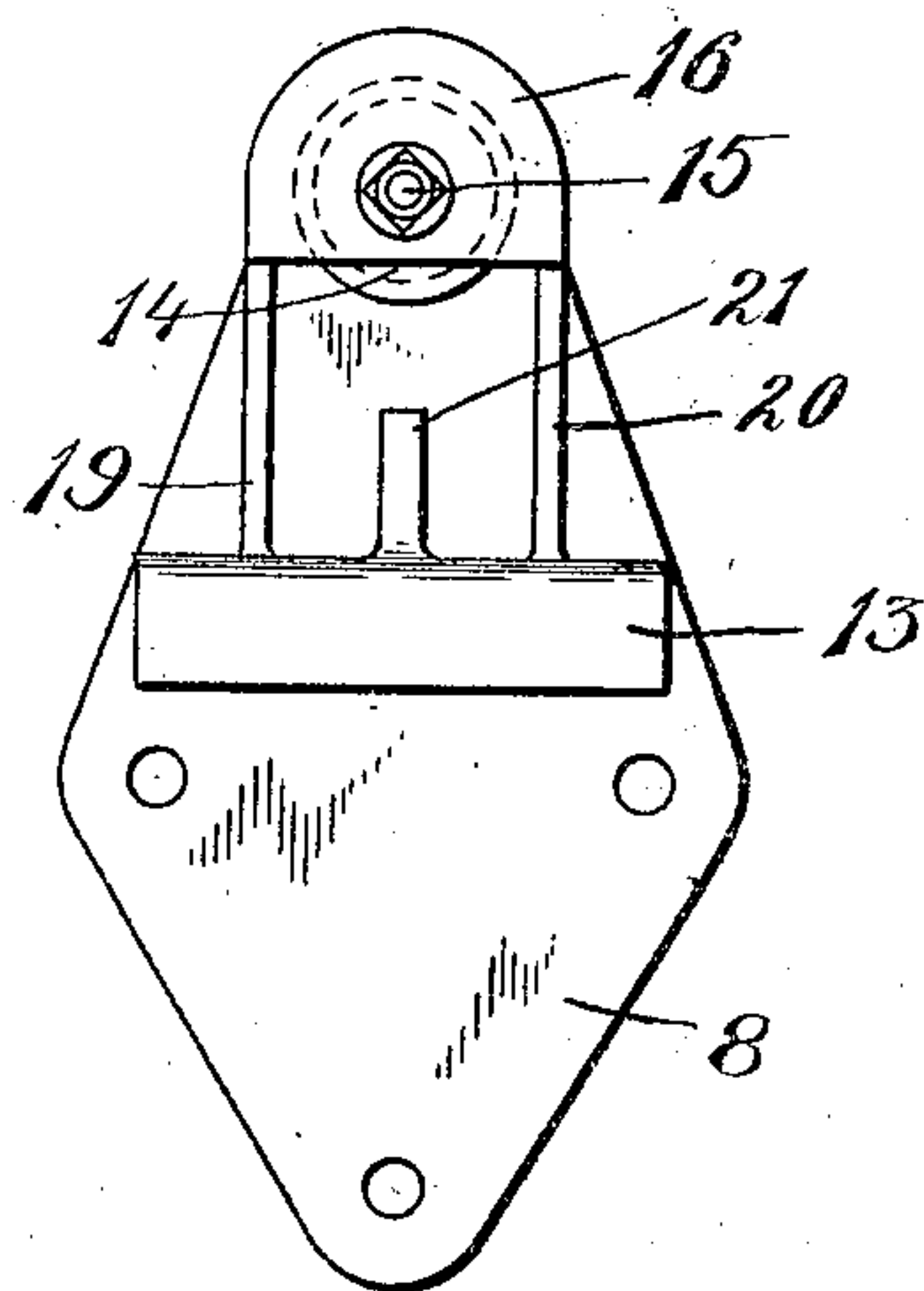


Fig. 5.



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UNITED STATES PATENT OFFICE.

CYRUS L. BUNDY, OF SCRANTON, PENNSYLVANIA, ASSIGNOR OF ONE-THIRD TO GEORGE E. SEELEY AND ONE-THIRD TO WILLIAM A. BESSMER, OF SCRANTON, PENNSYLVANIA.

COMBINED DOOR HANGER AND TRACK.

No. 836,860.

Specification of Letters Patent.

Patented Nov. 27, 1906.

Application filed April 10, 1906. Serial No. 310,887.

To all whom it may concern:

Be it known that I, CYRUS L. BUNDY, a citizen of the United States, residing at Scranton, county of Lackawanna, State of Pennsylvania, have invented certain new and useful Improvements in a Combined Door Hanger and Track, of which the following is a full, clear, and exact description.

My invention relates to improvements in supports or hangers for doors, and particularly for sliding side doors of freight-cars.

The object of the invention is to provide a simple and reliable construction which will support the door and permit it to be moved back and forth with little friction and which will nevertheless be secure and prevent the door from being accidentally displaced. Doors of the character for which this support is designed are subjected to extremely severe usage. Furthermore, the permanency of the construction and its security against accidental displacement are of the utmost importance. It is also important that provision be made for securing a door in position or removing it when necessary.

My invention consists in the improvements the principles of which are illustrated in the accompanying two sheets of drawings. Briefly, it may be said to comprise the employment of a Z-shaped track having its web horizontal and its flanges vertical in combination with the special hangers secured to the upper edge of the door. These hangers are specially constructed for the purpose of supporting the door with as little friction as possible, but so that it may be removed, and yet preventing the door from jumping the track. Furthermore, they are constructed to reinforce and strengthen the upper edge of the door adjacent to the track. The track and hangers and the upper edge of the door are all housed or protected from the weather by means of a depending shield extending longitudinally of the side of the car.

Figure 1 is a fragmentary view illustrating the parts of a car with its door and apparatus embodying the improvements of my invention for supporting the same. Fig. 2 is a transverse view showing the car top and upper sill and shield in section. Fig. 3 is an enlarged detail sectional view of the parts involving my invention. Fig. 4 is a view of

the outer side of one of the hangers. Fig. 5 is a rear view of the same.

1 indicates the upper side sill of the car, from which the door 2 is supported.

3 indicates the top or roof of the car. The track is formed by a Z-shaped bar whose vertical downturned flange 4 is secured to the sill 1 by means of a series of bolts 5 5. The horizontal web 6 supports the second upturned vertical flange 7, which is thus spaced apart a considerable distance from the sill 1.

8 indicates the body of one of the hangers, which is secured to the top of the door by a plurality of bolts, such as 9, 10, and 11.

12 is a horizontal flange about midway of the hanger extending to the rear and carrying a downturned flange 13, which laps over the upper inner edge of the door, so as to protect and reinforce the same at this point.

14 is a sheave or grooved wheel rotatably mounted on the bolt-shank 15.

16 is a cover or cap which extends over the guide-wheel and whose downturned inner flange serves as a support for the inner end of the pivot-bolt 15. The body of the hanger is preferably reinforced by the ribs 17 and 18. I also prefer to reinforce the horizontal flange 12 by means of the vertical webs 19 and 20.

Midway between the webs 19 and 20 and immediately below the axis of the guide-wheel 14 is a lug 21, cast integral with the body of the hanger and the flange 12 and having its inner edge beveled on a line to leave its upper end of sufficient width to extend underneath the outer edge of the horizontal web 6 of the guide-track when the parts are in their normal operative position. The space between the top of this lug 21 and the bottom of the web 6 is less than the depth of the groove in the guide-wheel. While, therefore, the door has a sufficient amount of vertical play to prevent binding when in operation, it cannot be raised high enough for the guide-wheel 14 to jump the track.

22 is a shield supported from the top of the car and extending down outside the hangers and to a point just below the top of the door. This is preferably reinforced along its lower edge by a rod or bar 23. This is spaced apart sufficiently from the bar 21 to permit of the free movement of the parts, but not far enough to permit foreign matter of any size

to enter beneath the lower edge of the shield.

The door may be set up after the hangers are attached to it by simply sliding the door along the track. It may also be taken off in reverse order. It is also possible to remove the door after the shield 22 is off by swinging the door outwardly. It needs to be swung only a small amount, but sufficient to disengage the lug 21 from beneath the web 6 of the track. The door may also be set up in position by an operation the reverse of that just described.

What I claim is—

1. A hanger for a car-door comprising a body adapted to be secured to the upper edge of the door, a grooved wheel rotatably carried by said body, an integral horizontal

flange extending from the rear side of said body and a depending vertical flange carried thereby for overstanding the upper edge of a door for reinforcing the same.

2. A hanger for a car-door comprising a body, a grooved wheel rotatably supported by the upper end thereof, a horizontal rearwardly-extending flange integral with the body and beneath said wheel and adapted to extend across the upper end of the door and a lug integral with said flange and said body, and standing beneath said wheel for the purpose specified.

CYRUS L. BUNDY.

Witnesses:

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