

No. 859,698.

PATENTED JULY 9, 1907.

B. SHANNON.
CAR TRACK AND CAR DOOR HANGER.
APPLICATION FILED DEC. 31, 1906.

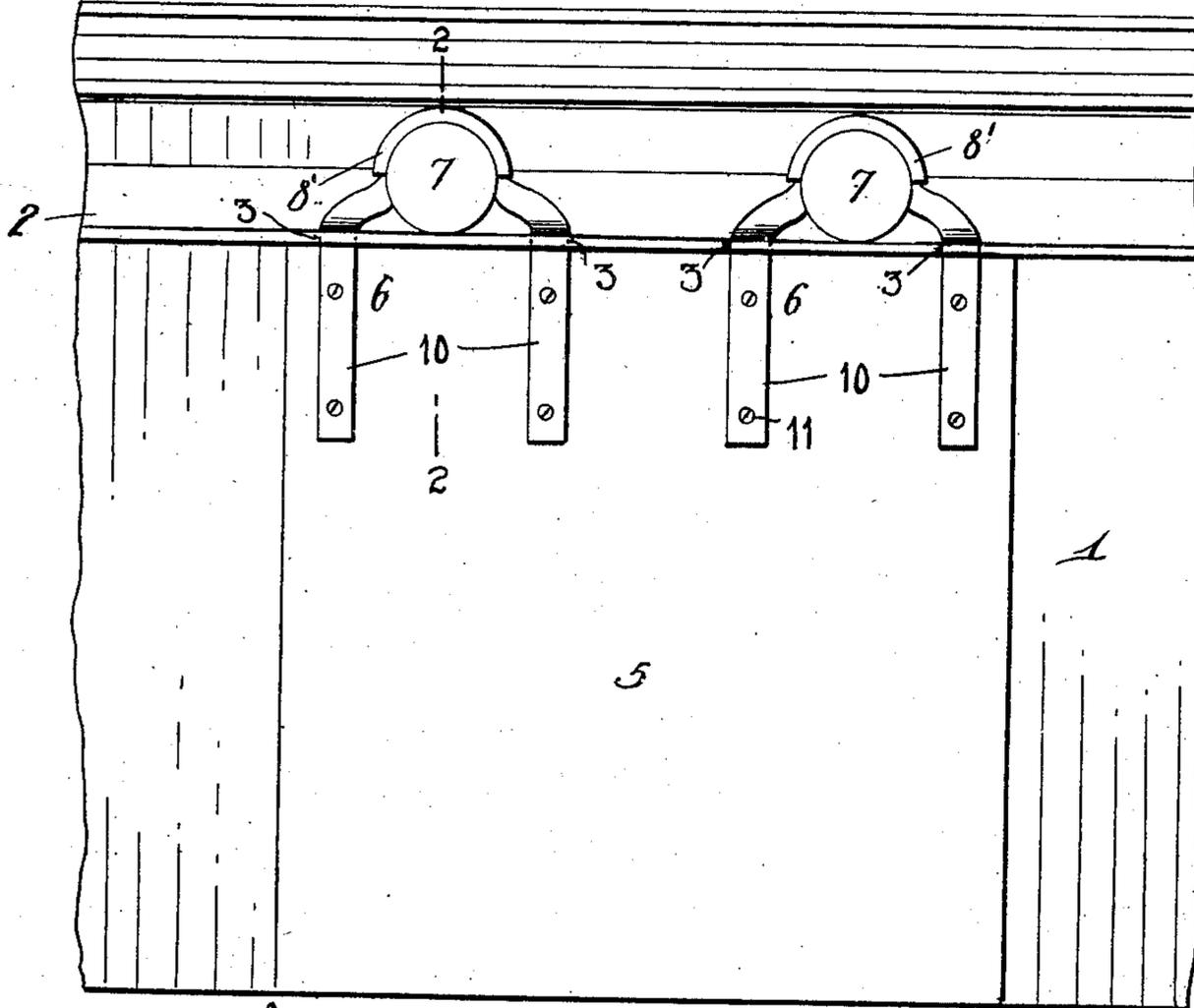


FIG. 1.

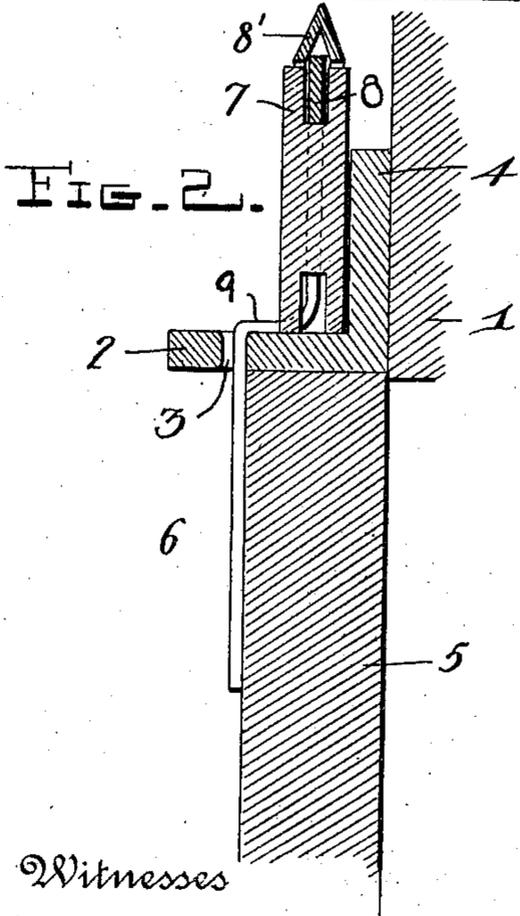


FIG. 2.

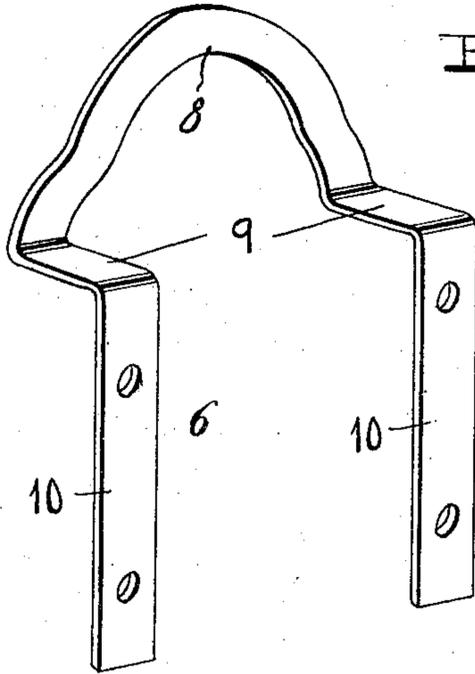


FIG. 3.

Witnesses

Inventor
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Witnesses
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UNITED STATES PATENT OFFICE.

BENJAMIN SHANNON, OF PIEDMONT, WEST VIRGINIA, ASSIGNOR OF ONE-HALF TO M. J. MILLER'S SONS, OF WESTERN PORT, MARYLAND, A FIRM.

CAR-TRACK AND CAR-DOOR HANGER.

No. 859,698.

Specification of Letters Patent.

Patented July 9, 1907.

Application filed December 31, 1906. Serial No. 350,172.

To all whom it may concern:

Be it known that I, BENJAMIN SHANNON, a citizen of the United States, residing at Piedmont, in the county of Mineral and State of West Virginia, have invented certain new and useful Improvements in Car-Tracks and Car-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 appertains to make and use the same.

10 This invention relates to improvements in door hangers provided with rollers adapted to operate on tracks such as are used on freight cars, barns and the like.

15 The object of the invention is to provide a simple and economical door hanger which is efficient in operation and by use of which all danger of the wheels jumping the tracks will be eliminated.

20 The invention consists in providing a track with a longitudinal slot for the passage of the arms of an approximately U-shaped hanger which is adapted to fit in grooved wheels or rollers which run on said track, and to be secured at their free ends to the door to be supported.

The invention also consists in the use of suitable caps to protect the wheels from the weather.

25 In the accompanying drawings, Figure 1 represents a side elevation of a railway car partly broken away and with my improved door hanger applied thereto; Fig. 2 represents a vertical sectional view taken on the line 2-2 of Fig. 1; and Fig. 3 represents a perspective view of one of the hangers detached.

30 In the embodiment illustrated, 1 represents a portion of an ordinary railway car provided with a track 2 which constitutes one member of the door hanger or support. This track 2 is preferably made L-shaped in cross section and is secured to the side of the car above the door opening therein by any suitable means, the laterally-extending arm thereof being preferably provided near its outer edge with a longitudinal slot 3 which extends approximately the entire length of the track. An ordinary door 5 is suspended from and movable on the track 2 through the medium of hangers 6. These hangers 6 preferably comprise U-shaped members 8 having lateral arms 9 extending from the free ends thereof, said arms having depending perforated 45 attaching members 10 preferably arranged at right

angles thereto and adapted to be secured to the upper end of the door 5 by screws or bolts as 11 the curved upper end being thus offset from the arms 10. The members 10 are passed through the longitudinal slots 3 in the tracks before they are attached to the door and the door is limited in its movement in opposite directions by the engagement of one of these members 10 with the ends of the slot 3. The U-shaped offset portion 8 of these hangers 6 fits over grooved wheels 7 which travel on the track 2 and movably support the door 5 thereon. The offset or lateral arms 9 hold the U-shaped members and the wheels on which they are mounted in proper position to move on the track 2 and the slot 3 holds the hanger against lateral movement and prevents the wheels from jumping the track. Semi-circular caps 8' fit over the grooves in the wheels 7 and the projecting edge of the U-shaped portions 8 of the hangers 6. These caps may be of inverted V-shape in cross section as shown in Fig. 2 or of any other desired shape and as shown in Fig. 2, the caps may be loosely disposed thereon without being secured to the hanger. The semi-circular shape thereof tends to hold the cap from longitudinal displacement and the projecting edge of the hanger member holds it against lateral displacement.

Having thus described my invention, what I claim is:—

1. In a door hanger the combination of a track adapted to be arranged longitudinally above the door opening and provided with a longitudinal slot near its outer edge, grooved wheels adapted to run on said track, U-shaped hangers adapted to be secured at their ends to a door and adapted to pass through said longitudinal slot in said track, said hangers being adapted to fit in the grooves of said wheels, and semi-circular caps removably mounted on the hanger frame and fitting over said wheels.

2. In a door hanger the combination with an L-shaped track provided with a longitudinal slot in the lateral arm thereof, a grooved wheel adapted to run on said track at one side of said slot, of a U-shaped hanger adapted to be secured at its ends to a door and movable in the slot of said track, the upper end of said hanger being offset to fit in the grooves of said wheel.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

BENJAMIN SHANNON.

Witnesses:

JOS. A. HARMON,
JOHN J. KIRK.