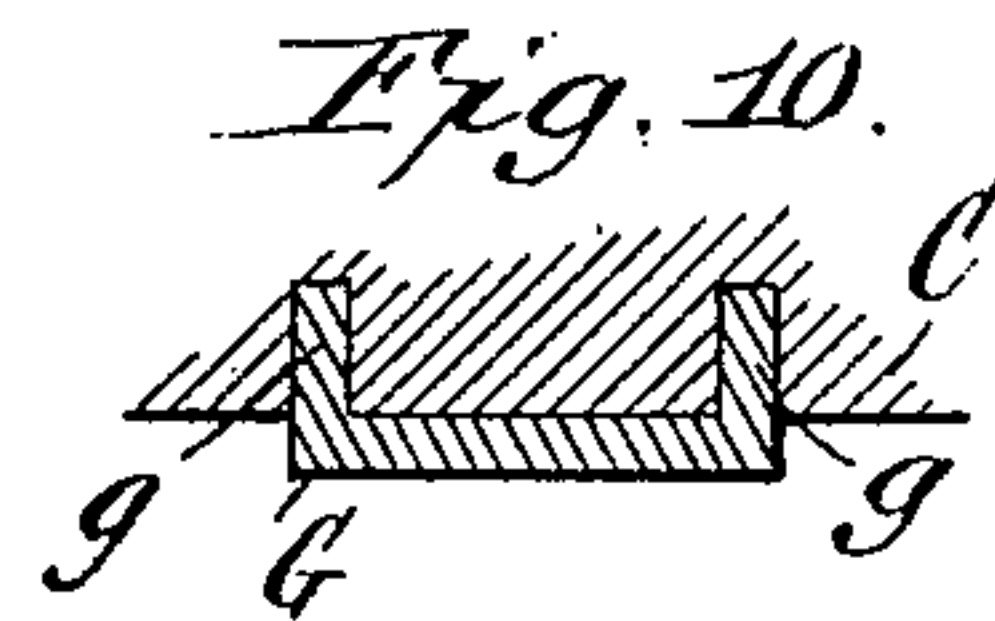
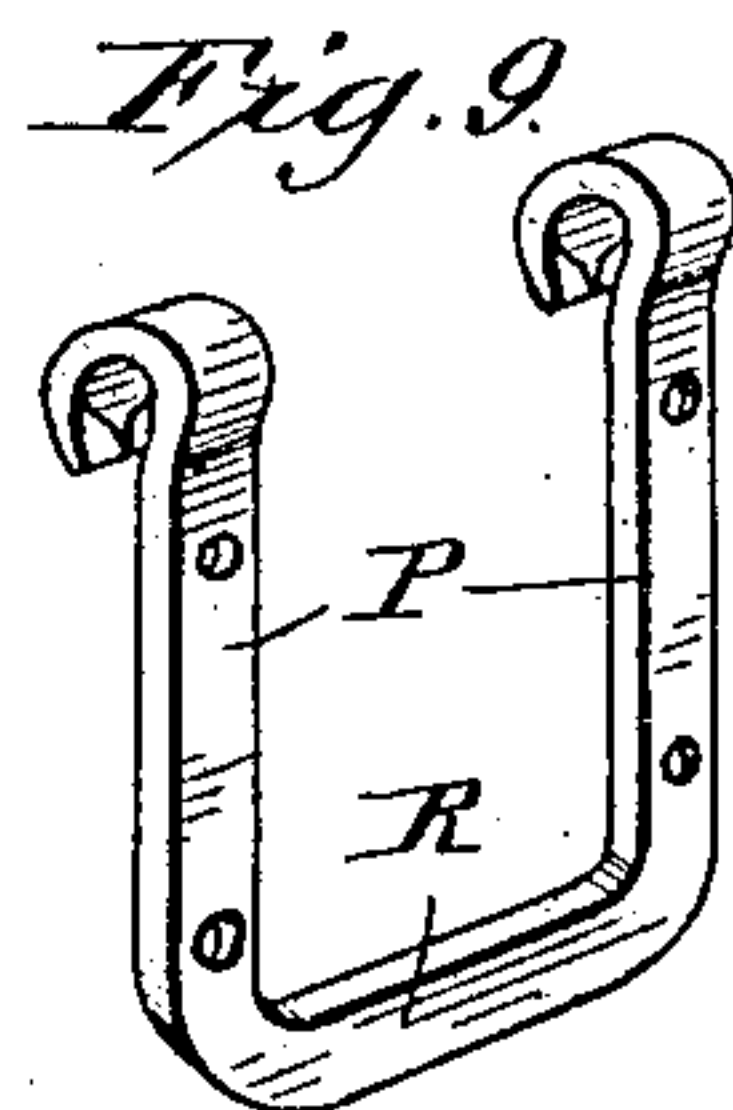
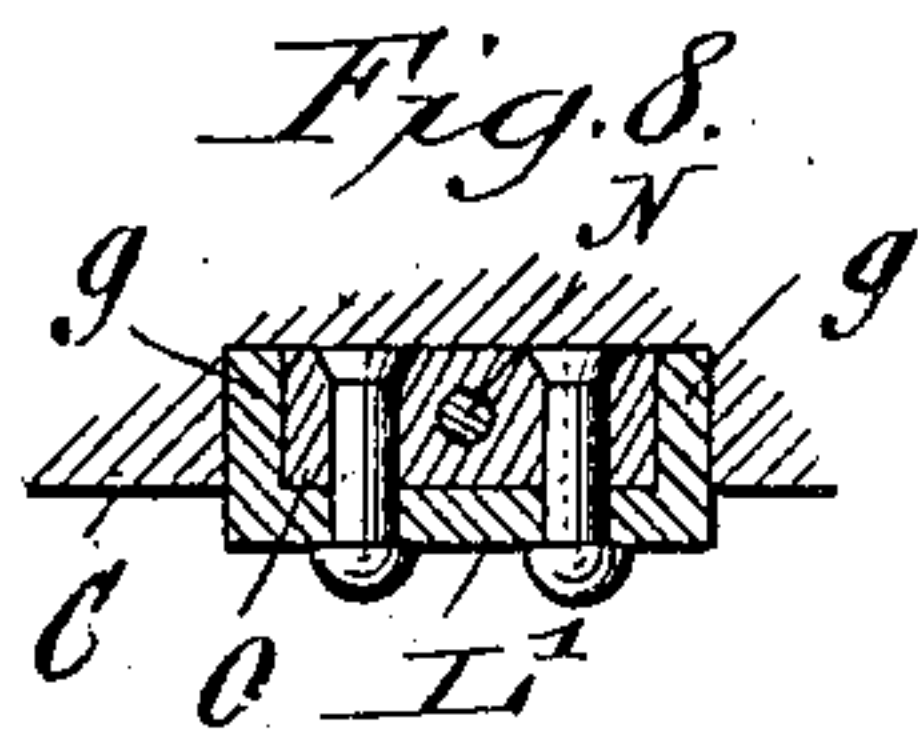
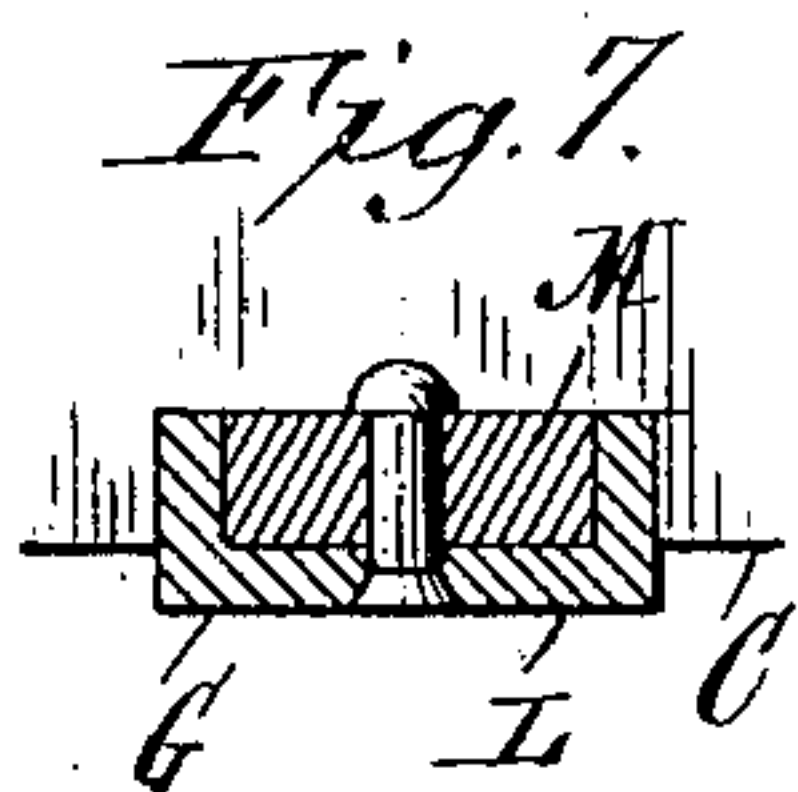
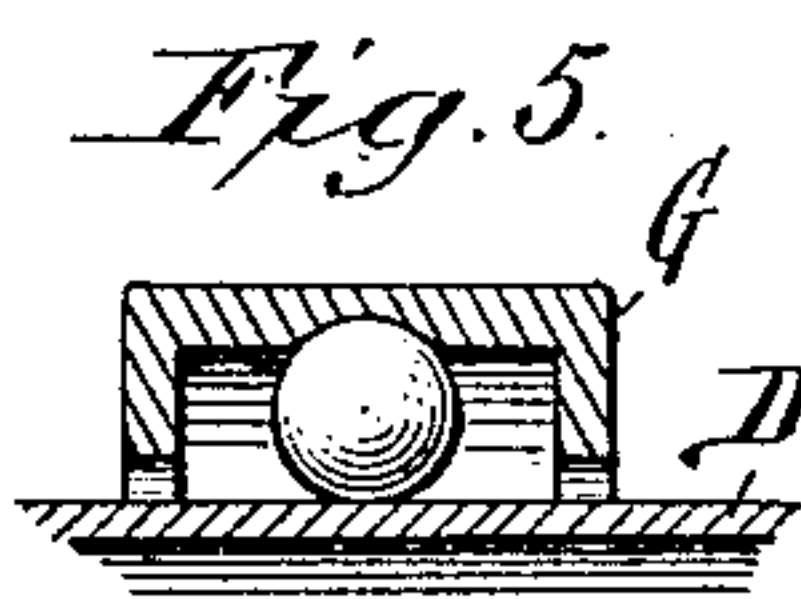
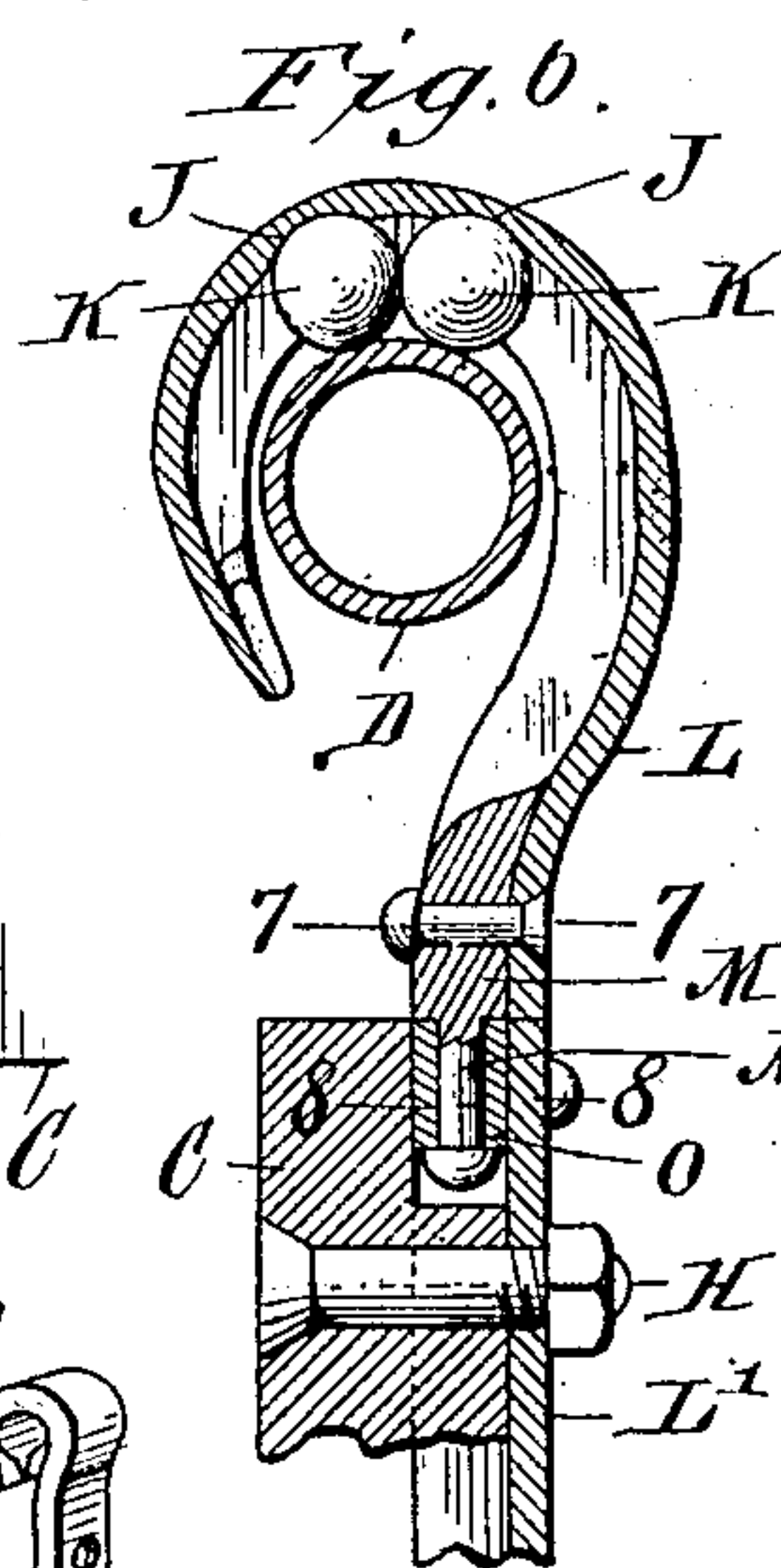
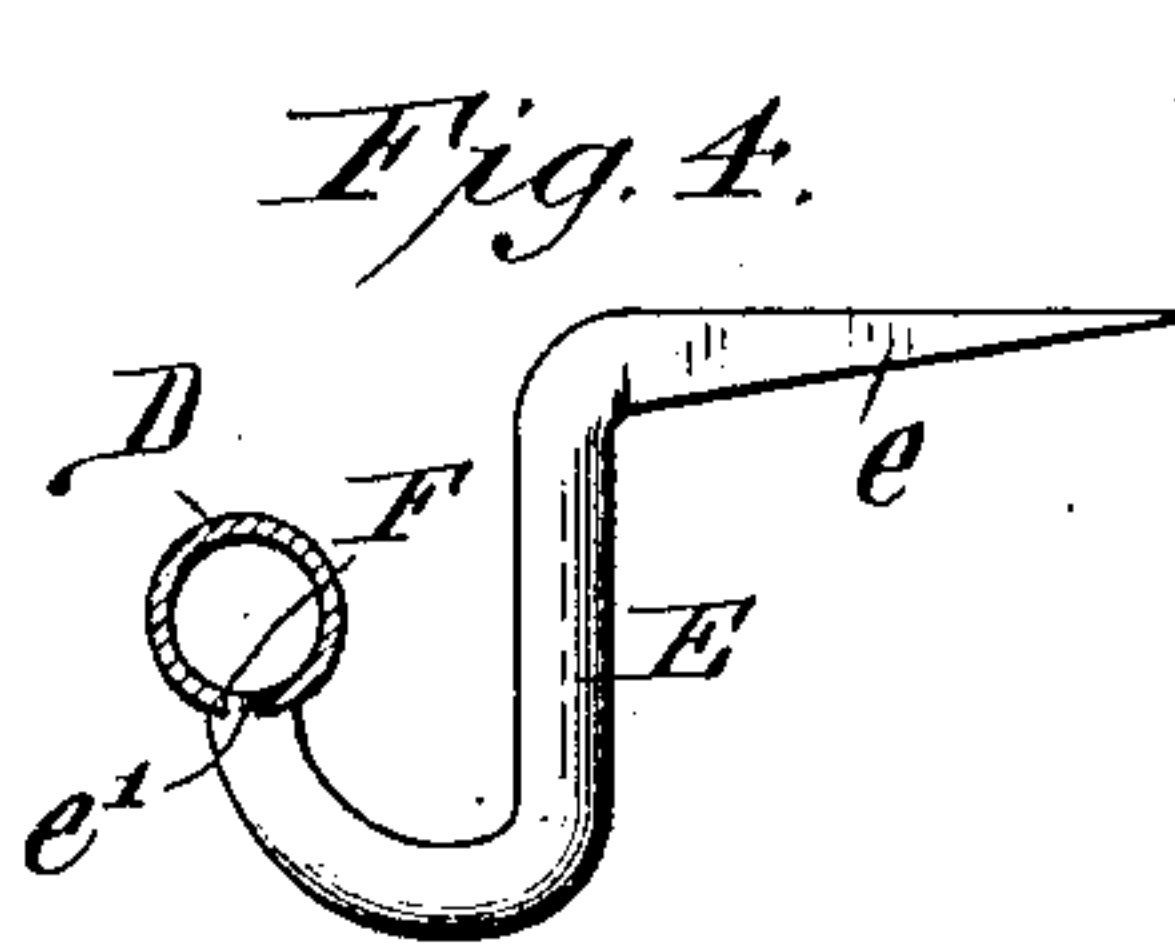
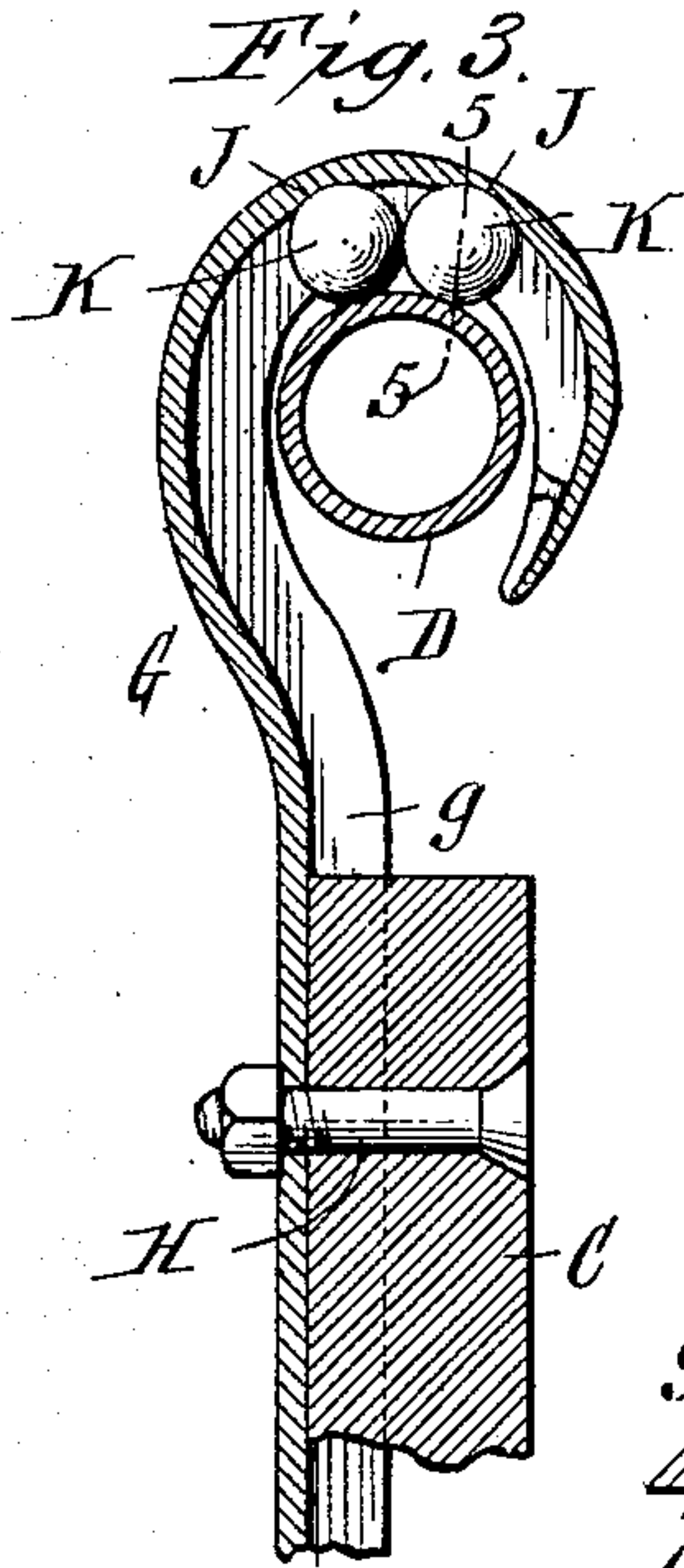
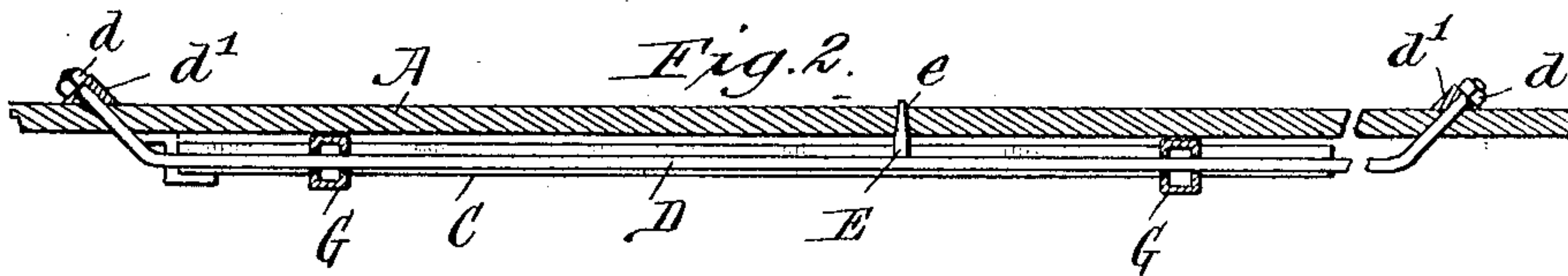
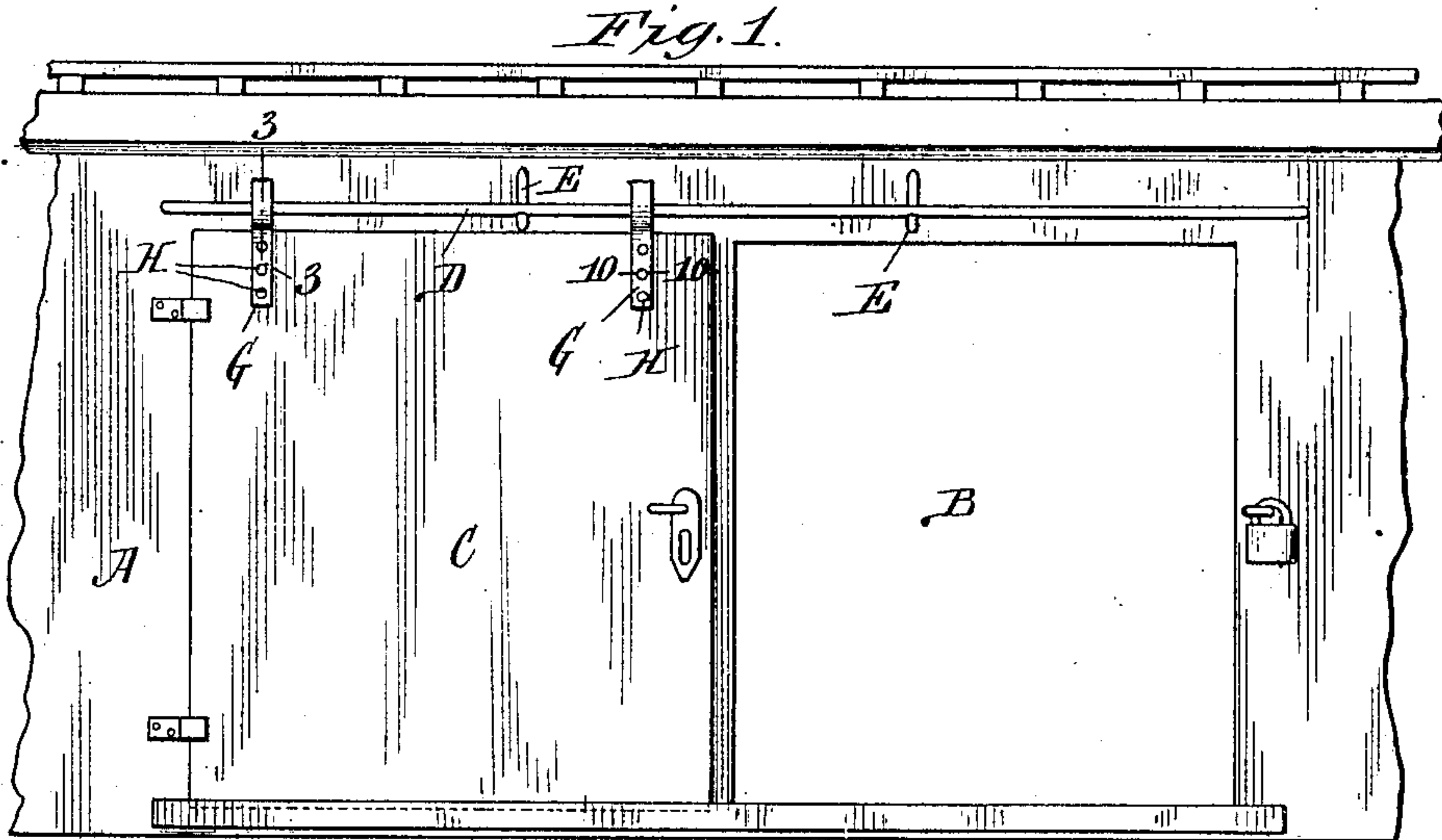


W. W. CLARK.
HANGER FOR SLIDING DOORS.
APPLICATION FILED SEPT. 16, 1907.

913,261.

Patented Feb. 23, 1909.



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UNITED STATES PATENT OFFICE

WILLIE W. CLARK, OF BUFFALO, NEW YORK.

HANGER FOR SLIDING DOORS.

No. 913,261.

Specification of Letters Patent.

Patented Feb. 23, 1909.

Application filed September 16, 1907. Serial No. 393,214.

To all whom it may concern:

Be it known that I, WILLIE W. CLARK, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Hangers for Sliding Doors, of which the following is a specification.

My invention relates to an improved hanger for sliding-doors or other objects; it being particularly designed for freight car doors.

The object of my invention is the production of a hanger in which the friction on the track is reduced to a minimum and whereby the advantage of strength and lightness is obtained.

It also has for its object the production of an inexpensive and simple hanger which can be constructed of channel-iron and easily applied to or removed from the track-rail.

Another object of my invention is to provide fastening-means for the track-rail whereby the latter is held rigid and the hangers are free to travel along the track without obstruction.

The invention consists in the construction, arrangement and combination of parts to be hereinafter described and particularly pointed out in the subjoined claims.

In the drawings,—Figure 1 is a side elevation of a portion of a freight car equipped with my invention. Fig. 2 is a broken enlarged horizontal section taken above the track-rail. Fig. 3 is an enlarged section taken on line 3—3, Fig. 1. Fig. 4 is an enlarged side elevation of the rail supporting-hook showing the rail in section thereon. Fig. 5 is a vertical section on line 5—5, Fig. 3. Fig. 6 is a section of a hanger taken on a plane similar to Fig. 3, showing the hanger in modified form. Fig. 7 is a section on line 7—7, Fig. 6. Fig. 8 is a section on line 8—8, Fig. 8. Fig. 9 is a perspective view of a double door-hanger embodying my invention. Fig. 10 is an enlarged section on line 10—10, Fig. 1.

Referring now to the drawings in detail, like letters of reference refer to like parts in the several figures.

The reference letter A represents a car having the usual door opening B and sliding-door C.

D is a track-rail having its ends directed inward through the wall of the car and the extremities thereof threaded to receive nuts *d* which bear against washers *d'* placed between said nuts and the wall of the car. Said

rail is preferably in the form of a tube and is further supported by hooks E, each having a spike inner end portion *e* adapted to be driven into the wall of the car, its outer end bent into U-shape and its extremity *d'* adapted to enter an opening F in the track-rail.

G designates the hangers which are formed of channel-iron and have the flanges *g* thereof driven into the car-door, as best shown in Fig. 10; said hangers being secured to the car-door by means of bolts H. The upper ends of the hangers are curved into substantially U-shape so as to embrace the track-rail; the flanges *g* being reduced in width at the upper extremity and the metal thereof forced inward at this point to provide the proper finish for the upper end. At a point directly above the track-rail the hanger is provided with a plurality of depressions J, herein shown as two in number, and fitting in said depressions are anti-friction balls K which ride on the track-rail and revolve in said depressions.

In Figs. 6 to 8 a modification is shown which is adapted for circular tracks or tracks having curved portions. In this construction the hanger comprises two members L and L¹ having swivel connection; said connection comprising a pivot-block M secured at the lower end of member L between the flanges thereof and having a depending pivot N which is passed through a block O, riveted, welded, or otherwise secured or formed on the upper end of member L¹ between the flanges thereof. By means of this construction member L can rotate on member L¹ to accommodate itself to the curvature of the track-rail. A hanger of this type is particularly desirable for transporting goods in warehouses and the like.

The modification shown in Fig. 9 is similar in construction to that shown in Figs. 1 to 5, except that it is formed with two hanger members P connected at the lower ends by a cross-bar R.

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

1. In a device of the character described, the combination with a door, a hanger formed of channel-iron and having its flanges driven into said door and its upper end curved into substantially U-shape, a track-rail embraced by the upper U-shaped end of said hanger, and anti-friction balls between said hanger and the track-rail.

2. In a device of the character described,
the combination with a door, of a track-rail,
a hanger movable on said track-rail and
formed of channel-iron having its flanges
5 driven into said door and its upper end
curved around the track-rail, said hanger
having depressions in its inner face between
said flanges, anti-friction balls fitting into
said depressions and bearing against said
10 track-rail, and bolts for securing the hanger
to the door.

3. In a device of the character described,
the combination of a track-rail, a hanger
formed of channel-iron and having an upper

member and a lower member, one of said 15
members having a pivot-block occupying the
space between its flanges and provided with a
pivot-pin adapted for swivel connection with
the other member and anti-friction balls be-
tween the upper member and the track-rail. 20

In testimony whereof, I hereunto affix my
signature in the presence of two subscribing
witnesses.

WILLIE W. CLARK.

Witnesses:

EDWARD OBERKIRCHER,
CHRIST FEINLE.