

C. L. BUNDY.
CAR DOOR HANGER.
APPLICATION FILED APR. 21, 1908.

930,348.

Patented Aug. 10, 1909.

Fig. 1.

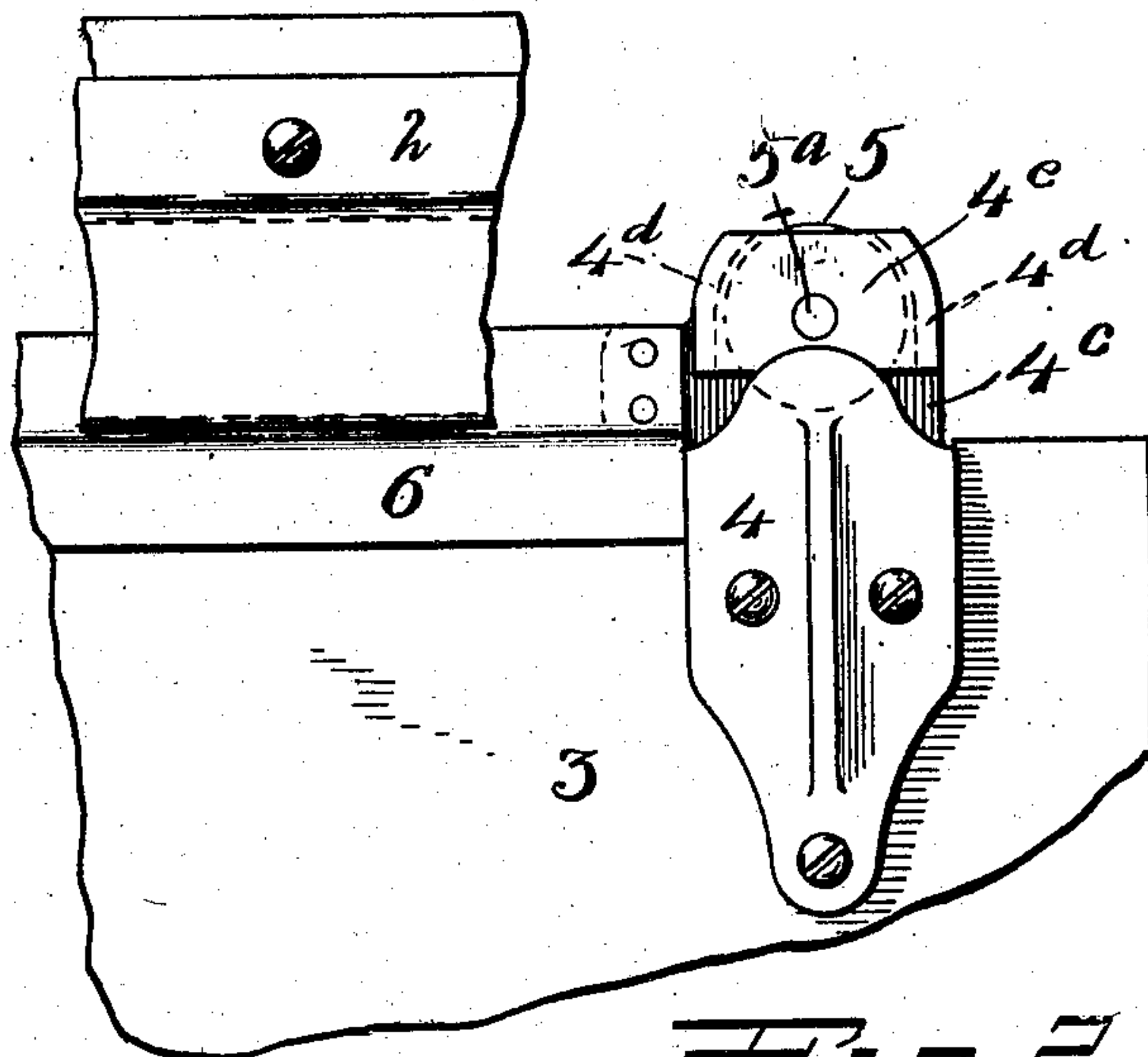


Fig. 2.

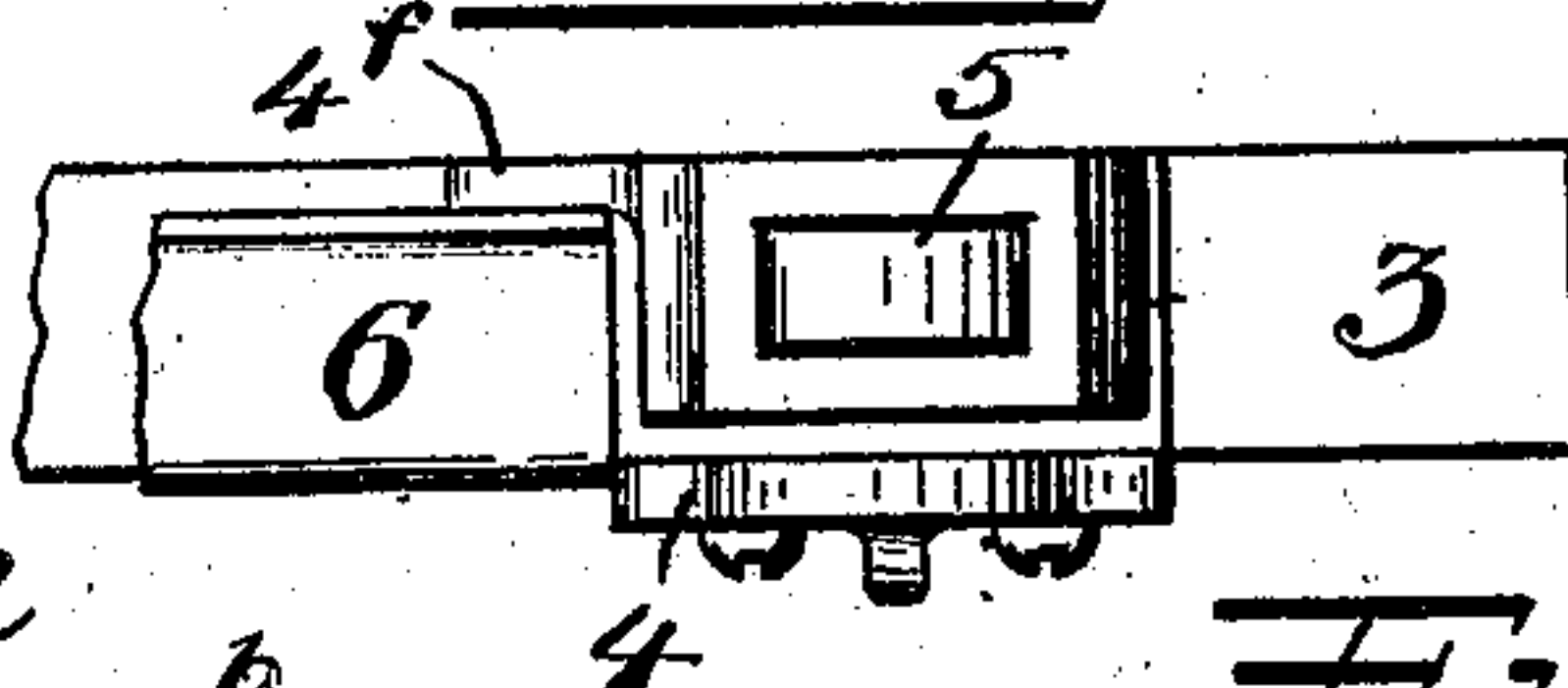


Fig. 3.

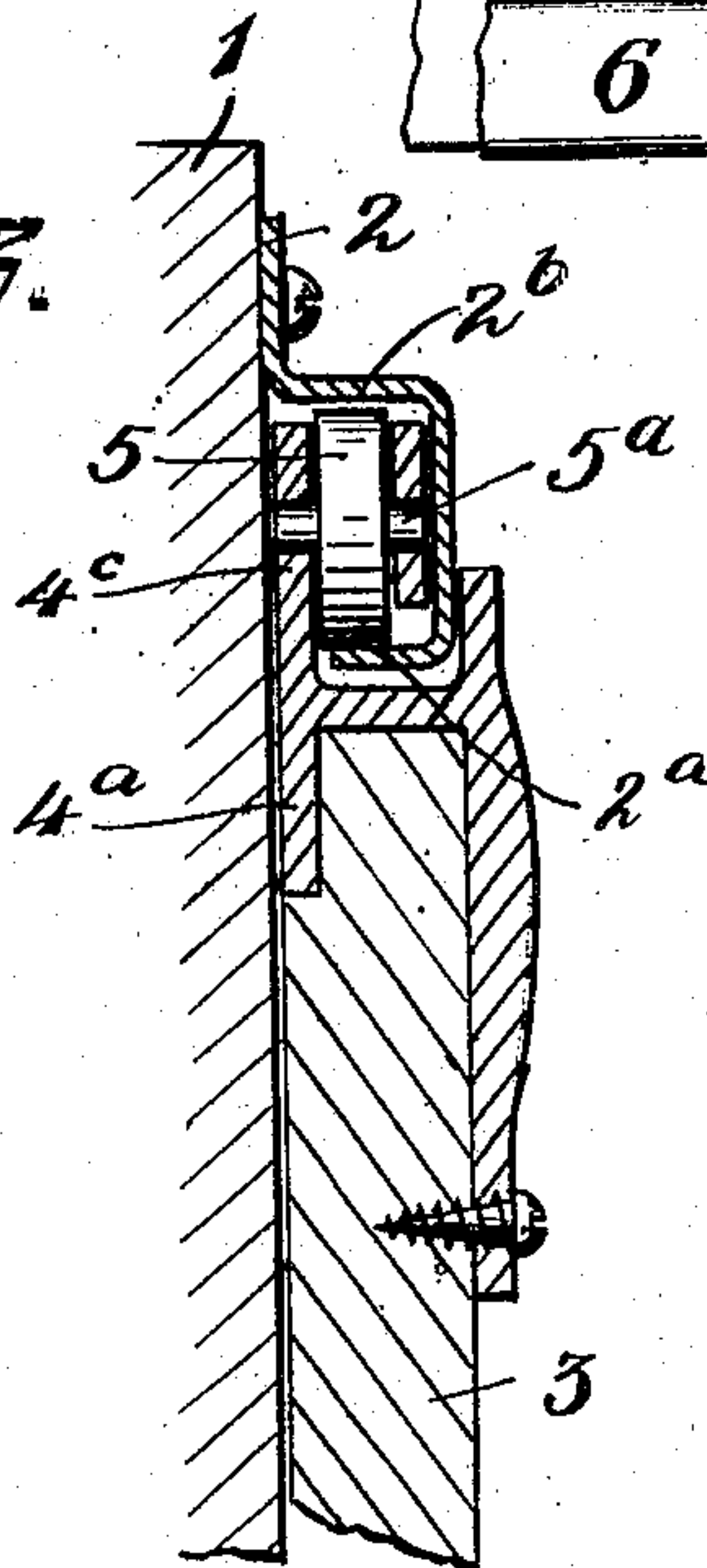
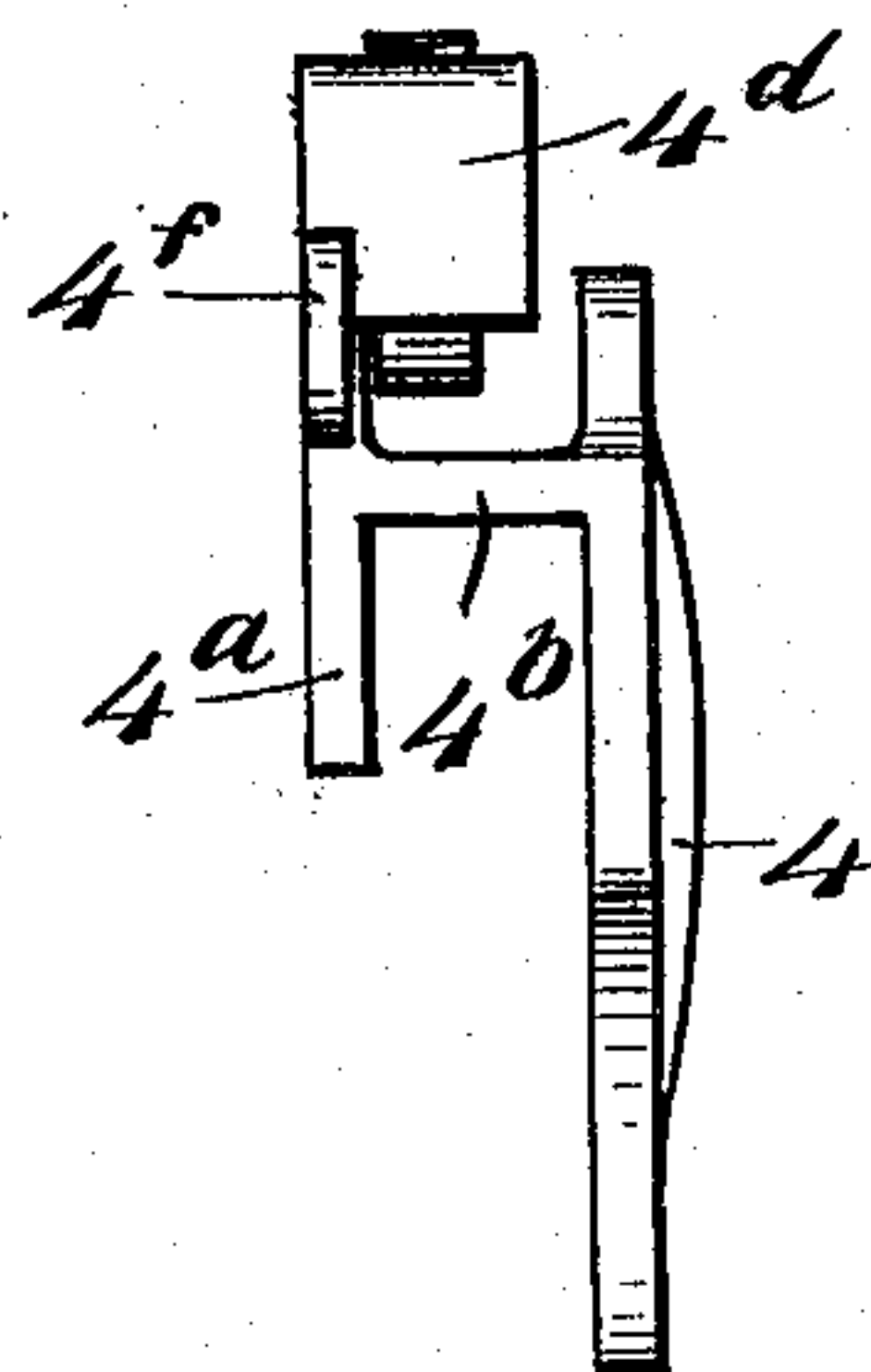


Fig. 4.



Witnesses:
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UNITED STATES PATENT OFFICE.

CYRUS L. BUNDY, OF KINGSLAND, NEW JERSEY.

CAR-DOOR HANGER.

No. 930,348.

Specification of Letters Patent.

Patented Aug. 10, 1909.

Application filed April 21, 1908. Serial No. 423,423.

To all whom it may concern:

Be it known that I, CYRUS L. BUNDY, a citizen of the United States, residing at Kingsland, Bergen county, New Jersey, have invented certain new and useful Improvements in Car-Door Hangers, of which the following is a full, clear, and exact description.

My invention relates to improvements in car door construction, and particularly to an improvement in that type of hanger set forth in my former patent No. 855,691, of June 4, 1907.

The object of the invention is to provide a construction whereby the door will be properly supported, and at the same time will be prevented from becoming jammed by reason of being tilted in such a manner as to take the antifriction rolls off the supporting track.

In practice, particularly at a time when snow and ice are found on the outer side of a car, it is only with difficulty that the car door may be opened. The presence of snow and ice may result in a slight tilting of the door, so as to cause a jamming of the same. This is prevented by my improved construction.

In the accompanying drawings, Figure 1 is a side elevation of a portion of a car door, track and hanger, the door and track being partly broken away. Fig. 2 is a plan view. Fig. 3 is a vertical section through the hanger. Fig. 4 is an edge elevation of the hanger, detached.

1 represents a portion of the door frame.

2 is the track secured to the frame 1.

3 is the door.

The track extends across the top of the door opening in the usual manner, and projects ordinarily to one side thereof a sufficient distance to allow the door to be slid along sufficiently to entirely uncover the opening.

4 is the main body or front plate of the hanger, the same being suitably secured to the door 3. This hanger is also provided with an integral rear plate 4^a joined to the front plate 4 by means of a top plate 4^b.

4^c is an upper projection at the rear.

4^d 4^d are forwardly projecting cheeks on the rear plate 4^c.

4^e is a front plate. The space between the cheek pieces 4^d and the front plate 4^e and rear plate 4^c furnishes room for a roller 5 mounted on pivot 5^a, the latter receiving a bearing at both ends, at the front in plate 4^e and at the rear in plate 4^c. The roller 5 pro-

jects above and below the cheek pieces 4^d, as shown in the several views.

4^f is a lug on the plate 4^c arranged to receive a reinforcing Z-bar 6, by which the upper edge of the door 3 is strengthened, said plate being riveted to said ear 4^f, or otherwise suitably fastened.

The track member comprises the upper part 2, which is directly secured to the door frame. The lower edge of this part is extended forwardly, then downwardly, then rearwardly, the last mentioned rearward extension furnishing the track proper, as indicated at 2^a. Upon this track proper the roller 5 rests.

In a car door, ordinarily two such hangers as shown in Fig. 1 are provided, one at each end of the Z-bar 6, near the opposite edges of the door and said hangers and bar are secured together for mutual reinforcement. Since the manner of attaching the Z-bar to the hangers is precisely the same at each end, only one end of said Z-bar is illustrated in the drawing. When the parts are suspended, as indicated in Fig. 1, for example, the roller 5 of each hanger will rest upon the track 2^a. When it is desired to open the door, should by chance one edge of the same tilt up, the lower part of the roller 5 will leave the track 2^a and will engage the upper side 2^b of said track member, rolling thereon with the same degree of freedom that it would roll upon the track proper. It follows from the above that there is no possible way of jamming the door. Obviously, if the bracket carrying the roller 5 extended above said roller, this tilting movement would cause said bracket to engage the top 2^b, and the engagement would be such as to cause a cramping and binding. This, however, by the present improvement is entirely eliminated. The space within the U-shaped bend of the track member provides a run-way for the roller 5.

In addition to its strengthening function the Z-bar 6 serves to protect the upper edge of the door from the weather, thus adding materially to the durability of the latter. It is understood that the space between the Z-bar 6 and track 2 is sufficient to permit the engagement of the roller 5 with the overstanding portion 2^b of the track, as above-described.

What I claim is:

1. In a device of the character described,

the combination of a track or run-way, of a door having one or more hangers coöperating with said run-way and having a protecting strip attached to and reinforcing said hangers and overlying the upper edge of the door to protect the same from the weather.

2. In a device of the character described, the combination of a track or run-way, of a

door having one or more hangers coöperating with said run-way and having a strip connecting and serving to reinforce said hangers. 10

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Witnesses:

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