(No Model.)

G. W. MORRIS.

DOOR HANGER.

No. 420,238. Patented Jan. 28, 1890.

Fig. 1.

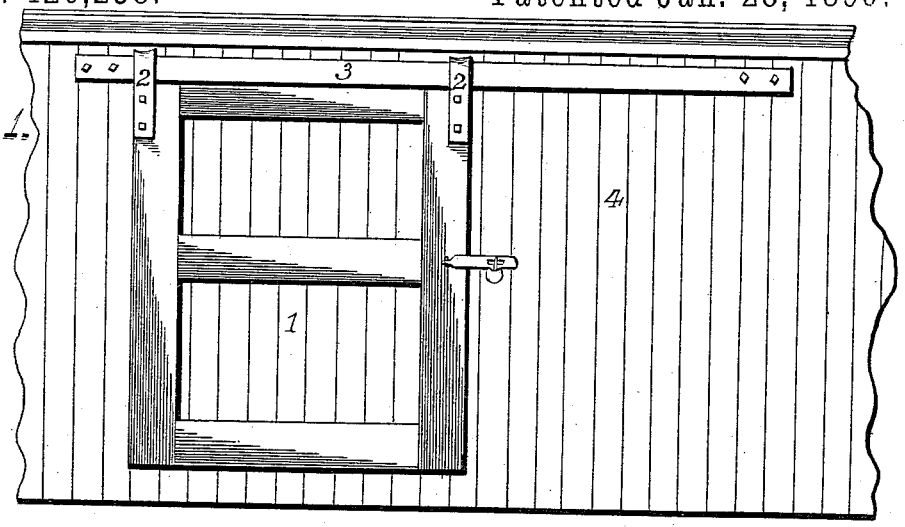


Fig. 2.

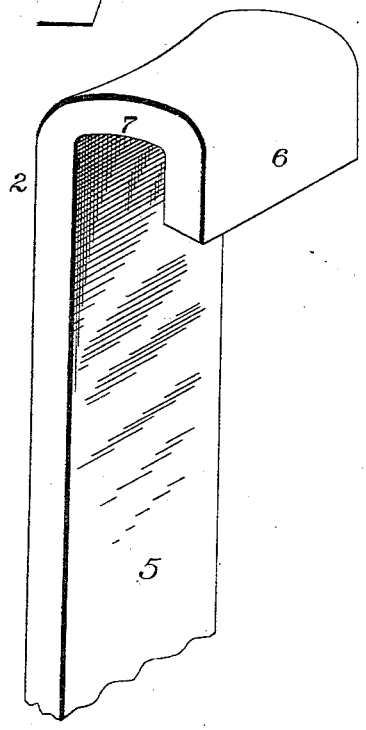


Fig. 3.

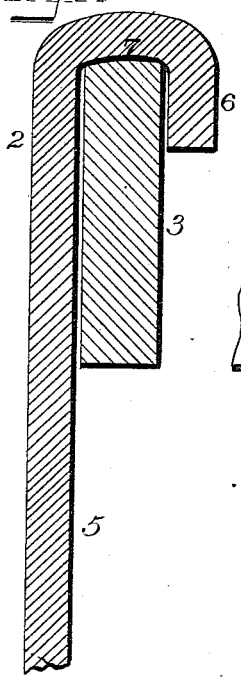
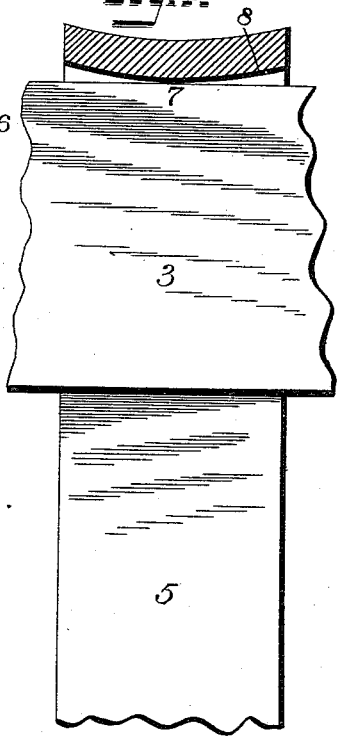


Fig. 4.



WITNESSES:

J. M. Fowler Jr.

Howell Battle.

INVENTOR

George W. Morris

BY

Johnson & Johnson

his ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE W. MORRIS, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO THE A. FRENCH SPRING COMPANY, (LIMITED,) OF SAME PLACE.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 420,238, dated January 28, 1890.

Application filed October 14, 1889. Serial No. 327,050. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. MORRIS, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented new and useful Improvements in Door-Hangers, of which the following is a specification.

My invention relates to hangers for sliding doors, principally for freight-car doors; and my improvement consists in the precise construction and combination of parts hereinafter fully disclosed in the description, drawings, and claim.

Hangers for freight-car doors have heretofore been made from iron bars bent in U shape at their ends to straddle and ride upon the rails or rods upon the sides of the cars which guide the doors and retain them in place; and the objects of my invention are to render the door easier to slide, to produce a lighter and stronger hanger by making the same of steel, and to reduce the frictional resistance of the U-shaped portion of the hanger by making the surface which rides upon the rail or rod of rocker form. These objects I attain in the hanger illustrated in the accompanying drawings, forming part of this specification, in which the same reference-numerals indicate the same parts, and in which—

Figure 1 represents a view of as much of a freight car and door as will illustrate the application of my improved hanger; Fig. 2, a perspective view of the hanger; Fig. 3, a vertical section of the hanger and rail; and Fig. 4, a vertical section of the hanger through the riding portion, taken in a plane parallel to the portion which is secured to the door.

In the drawings, the numeral 1 indicates the car-door, which is guided by the hanger 2 upon the rail 3, which is secured to the side 4 of t e car above the door-opening.

The hanger is formed of a flat bar or strap of steel consisting of a long leg or portion 5, which is secured to the car-door and is bent in U shape at its upper end to form a short leg 6 and a riding portion 7, which rides upon the rail, the entire upper or hook-shaped end of the bar being hooked over said rail to slide thereon. The riding portion 7 of the hook-shaped end of the bar is rocker-formed upon its under side, as indicated by the numeral 8, so as to slide easily and with comparatively slight frictional resistance upon the guide rail or rod. I prefer to bend the bar into hook shape and to form the rocker upon the under or inner side of the riding portion of the hook-shaped end in dies and in one operation for the purpose of simplifying and cheapening the process of manufacturing the hanger.

It is obvious that the rocker riding portion of the hanger will admit of the hanger riding freely and with less frictional resistance upon the guide rail or rod when the door is slid open or shut than a hanger having a flat riding portion, such as door-hangers are usually formed with, and the hanger may be made as easily and cheaply as said common hanger.

I claim as my improvement—

A car-door hanger consisting of a metallic bar having its end bent into hook shape and having the inner or under side of the riding portion of said hook-shaped end of rocker form, substantially as described.

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

GEORGE W. MORRIS.

Witnesses:
D. C. NOBLE,
HENRY F. GILG.