E. E. PRATT.

CAR-DOOR HANGING DEVICE.

No. 184,983. Patented Dec. 5, 1876.

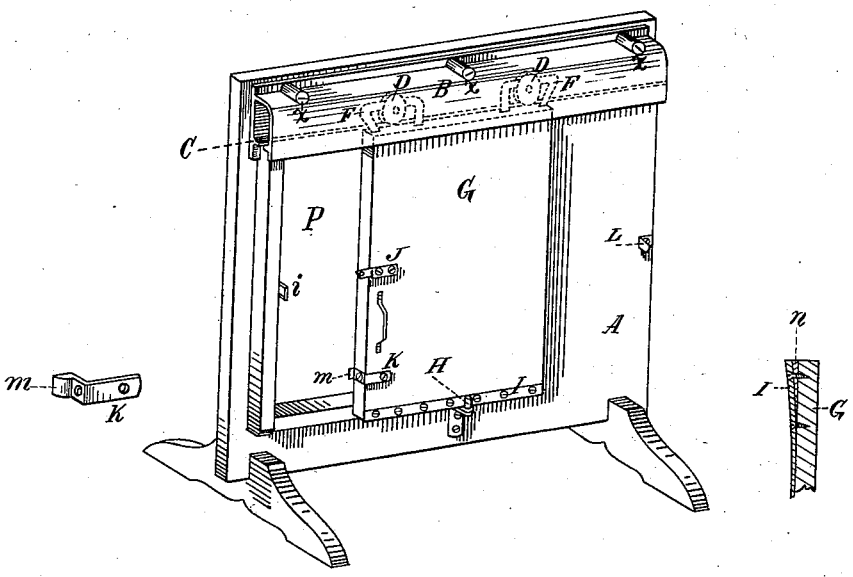

Fig. 1.

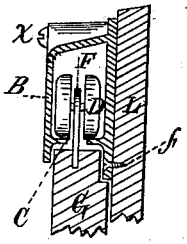

Fig. 2.

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UNITED STATES PATENT OFFICE.

ELIAS E. PRATT, OF NORWOOD, MASSACHUSETTS.

IMPROVEMENT IN CAR-DOOR-HANGING DEVICES.

Specification forming part of Letters Patent No. **184,983**, dated December 5, 1876; application filed October 14, 1876.

To all whom it may concern:

Be it known that I, ELIAS E. PRATT, of Norwood, in the county of Norfolk, State of Massachusetts, have invented certain new and useful Improvements in Devices for Hanging Car-Doors, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which my invention appertains to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is an isometrical projection, showing the door partially opened, and also detached portions of the same; and Fig. 2, a vertical cross-section, showing the suspensory hanging devices.

Like letters of reference indicate corresponding parts in the different figures of the drawing.

My invention relates especially to the doors of freight-cars; and consists in a novel construction and arrangement of the parts, as hereinafter more fully set forth and claimed, by which a simpler, cheaper, and more effective means for hanging and operating such doors is produced than is now in ordinary use.

In the drawing, A represents the side of the car; G, the door, and P the opening in the car which the door is designed to close. Immediately above this opening there is a runlet, B, attached to the side or body of the car by the screws *x f*. This runlet is provided with inwardly-projecting lips or flanges C near its base, forming a track, on which the sheaves or grooved trucks D traverse, the door G being suspended on the sheaves by means of the laterally-elongated staples or lugs F, which work in a slot between the flanges.

The lower end of the door is provided with a strap, I, and is prevented from swinging outwardly by the friction-roller H. The end of this strap is elevated at the rear edge of the door by means of the lift or wedge *n*, so that when the door is closed the thickened edge of the same, coming into contact with the roller H, will cause the door to be pressed inwardly, and make a tight joint at that section of the opening P. Substantially the same result is accomplished at the front edge of the door by means of the strap K, which is provided with the cam-shaped projection or dog *m*, fitting into a correspondingly-inclined socket (not shown) in the frame of the door, so that when the door is closed the incline *m*, striking the inclined side of the socket, will force this part of the door inwardly, and also form a tight joint, effectually preventing the entrance of sparks, dust, &c., from without.

The top, sides, and track of the runlet B are of metal, and preferably cast integral, the formation of the runlet being such as to completely house or cover the track, sheaves, links, and top of the door, and prevent the working parts described from clogging with snow and ice. The elongated staples or lugs F give free play to the sheaves, and prevent the parts from cramping or binding in moving the door.

Having thus explained my improvement, what I claim is—

1. In the device for hanging the door of a car, the runlet B, provided with the flanges C, and otherwise constructed and arranged to operate substantially as set forth and specified.

2. The door G, lugs F, sheaves D, and runlet B, combined and arranged to operate substantially as specified.

3. The door G, provided with the wedge *n*, in combination with the roller H, substantially as set forth.

4. The inclined projection *m*, in combination with the door G, substantially as set forth and specified.

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