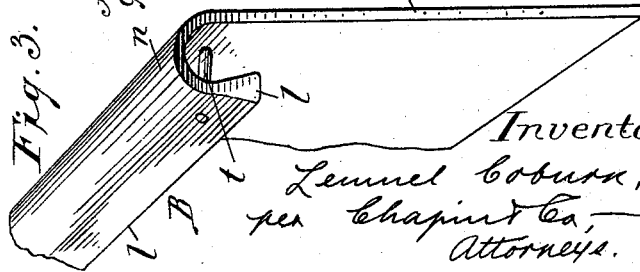
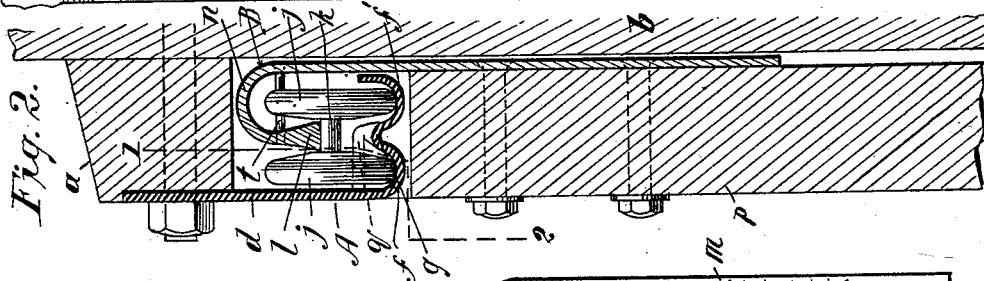
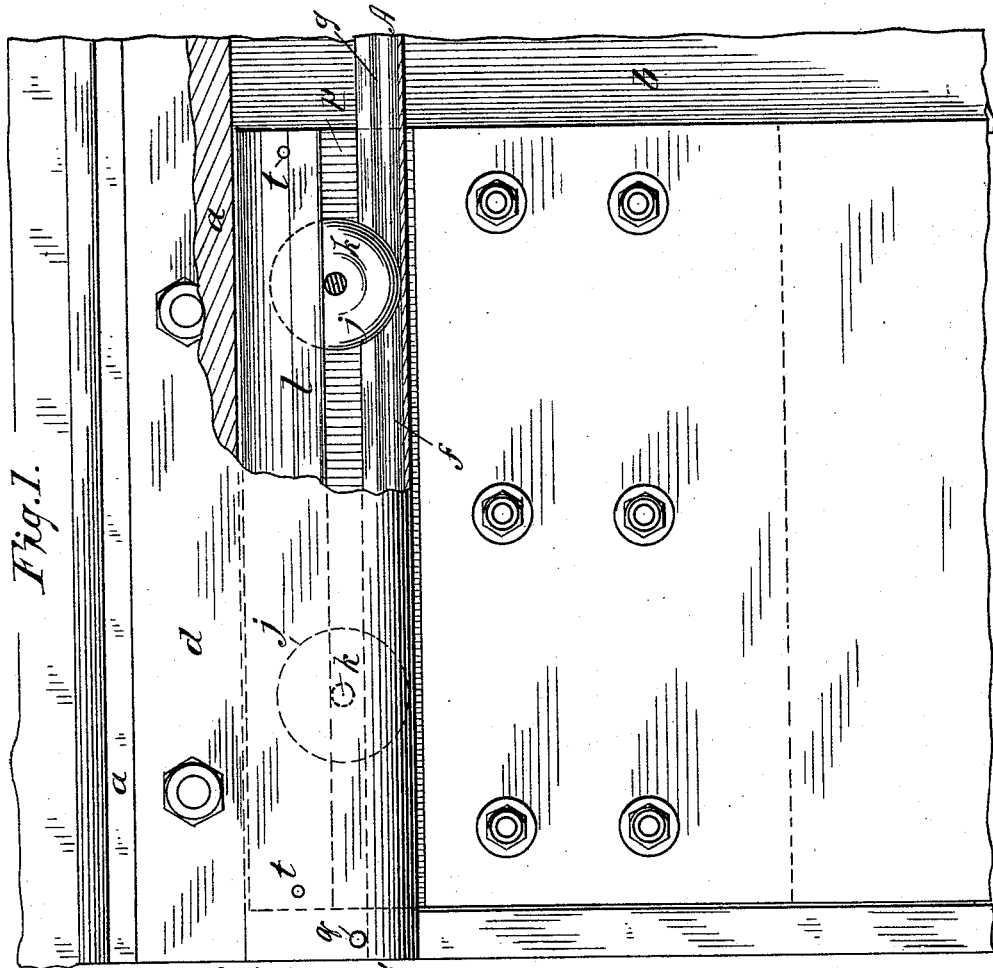


(No Model.)

L. COBURN.
DOOR HANGER.

No. 455,608.

Patented July 7, 1891.



Witnesses:
G. M. Chamberlain.

W. J. Bellamy

Inventor

Lemuel Coburn,
per Chapin & Co.,
Attorneys.

UNITED STATES PATENT OFFICE.

LEMUEL COBURN, OF HOLYOKE, MASSACHUSETTS.

DOOR-HANGER.

SPECIFICATION forming part of Letters Patent No. 455,608, dated July 7, 1891.

Application filed November 10, 1890. Serial No. 370,938. (No model.)

To all whom it may concern:

Be it known that I, LEMUEL COBURN, a citizen of the United States, residing at Holyoke, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Trolley-Supports for Doors, of which the following is a specification.

The particular objects of the present invention for improvements in trolley-supports for doors are the production of devices for the purpose indicated, which are most simple and cheap of production and efficient and certain of operation, and which in themselves constitute a housing for the trackway and rollers therein.

The invention consists in certain formations of the parts and the novel combination and arrangement thereof, all substantially as will hereinafter more fully appear and be set forth in the claims.

In the accompanying drawings, Figure 1 is a view in elevation and partial section of the side wall of a car-door or other structure with the trolley-supports for the door applied thereon, while Fig. 2 is a vertical cross-section of the same. The sectional portion of Fig. 1 is taken on the plane 1 2 of Fig. 2. Fig. 3 is a view of a portion of the hanger.

In the drawings, *a* indicates the heading, secured upon but offset from the side of the wall *b* above the doorway and from which the trolley-track *A* is supported. The trolley-track consists of the supporting portion *d* and a pair of united troughs *f* and *f'*, arranged in a horizontal plane, and in the manufacture all are integrally formed from sheet metal, the portion *d* being as a continuation of but usually angularly from one of the troughs. The supporting portion *d* is secured on the heading *a* and pends therefrom, so that the troughs are located at a suitable distance from and under and parallel with the lower edge of the heading. In the preferred form of the trolley-track, and as shown in the drawings, a portion of the sheet or thin metal uniting the troughways is in the form of a corrugation, as at *g*, and said trough-

ways at each side thereof are in transverse section rounded or more or less nearly of semicircular form, thereby forming efficient horizontal and longitudinal supports for the rollers *j j*, united by the axle or pintle *k*, and also forming for said rollers guards, whereby they are constrained against movement transversely of the run of the track.

The hanger *B* consists of the continuous straight-edged portion *l*, adapted to be ranged longitudinally and supported upon the axles of two or more of the paired rollers, the pending portion *m* separated from the portion *l*, and at the other side of the track from that occupied by the track-supporting portion *d*, being extended downwardly below the level of the track and the arch-like uniting portion *n*, which overlies one of the rollers *j*. The door *p* is bolted or otherwise supported upon the hanger, and it will be seen that the trackway and the paired rollers and the bearing portion *l* of the hanger are compactly housed in and protected from the weather and dust or dirt, the freedom of operation, nevertheless, being in no way impaired. As the door is slid the hanger *B*, running or rolling over the axles of the paired rollers, and the rollers themselves also having a progressive movement in the direction that the door is moved, it is desirable to provide stops at the ends of the trolley-track—for instance, as indicated at *q*—whereby the rolls may not under any circumstances be permitted to escape at the ends of the track, and also to provide stops, as indicated at *t*, whereby the rollers may not from any cause or misuse be moved endwise along on the track to such an extent that they would be carried out from under the inwardly and downwardly turned portion *l* of the hanger.

Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. An improved trolley-track consisting of a pair of parallel troughs and an intermediate uniting-section, and one of said troughs having a suitably-projected supporting-extension, substantially as described.

2. The combination, with a wall or support provided with a heading, of a trolley-track comprising a hanging wall supported from said heading and the inwardly-turned
5 troughway-forming portion, double and pin-
tle-united rollers movable in the trackway,
the hanger consisting of the longitudinal por-
tion *l*, the continuous arched section *n*, and
a pending portion *m*, substantially as and
for the purpose set forth.

LEMUEL COBURN.

Witnesses:

H. A. CHAPIN,
G. M. CHAMBERLAIN.