

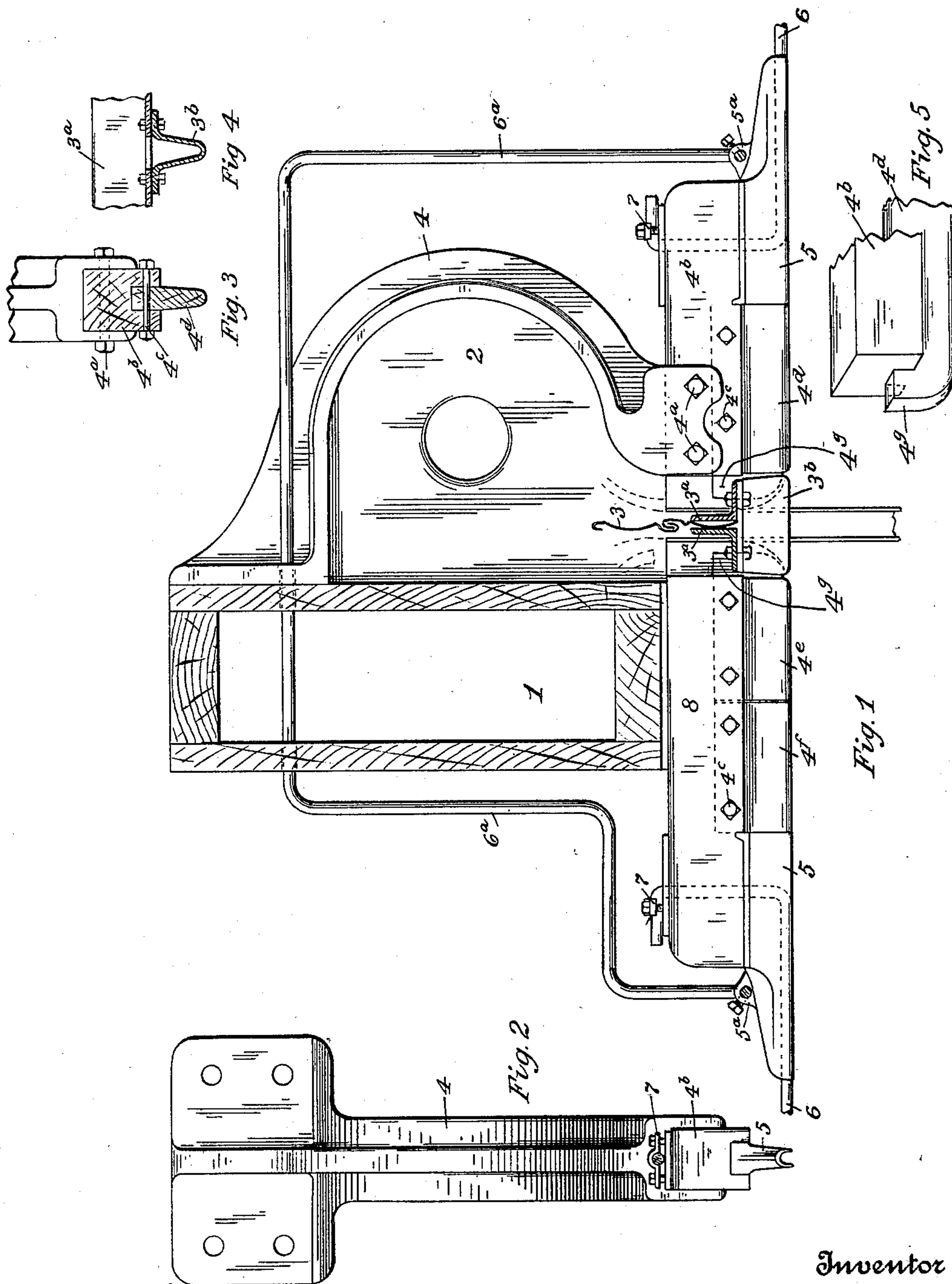
No. 671,445.

Patented Apr. 9, 1901.

W. R. KINNEAR.
DOOR FOR TROLLEY CAR BARN.

(Application filed Nov. 7, 1900.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM RAYMOND KINNEAR, OF COLUMBUS, OHIO.

DOOR FOR TROLLEY-CAR BARN.

SPECIFICATION forming part of Letters Patent No. 671,445, dated April 9, 1901.

Application filed November 7, 1900. Serial No. 35,740. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM RAYMOND KINNEAR, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Doors for Trolley-Car Barns; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The object of this invention is to adapt a rolling metallic curtain to the doorways of the car-barns of railways using the trolley-wire. It is obvious that the electric circuit of the trolley must be unbroken and that the trolley-wires must extend into the barn in order to move the cars into and out of as well as while within the barn. These wires have been stretched into the barn under the top of the door-frame and swinging doors employed; but if a vertically-moving door-curtain is to be employed the trolley-wires must not be in position to impede the descent of the curtain, and due provision must be made to prevent the charging of the curtain with electricity from the trolley-wire. These are the special objects of the present invention.

In the accompanying drawings, illustrating one embodiment of my invention, Figure 1 is a vertical sectional view of the upper part of a door-frame with my invention incorporated. Fig. 2 is a front view of the trolley-wire-holding bracket. Fig. 3 is a transverse sectional view of a portion of the trolley-track under the door-frame. Fig. 4 is a transverse sectional view of the trolley-track on the lower rail or bar of the curtain, and Fig. 5 is a detail showing a stop to limit the upward movement of the curtain.

In the views, 1 designates the upper part of the door-frame; 2, the end of a hood or casing that contains the curtain-roller, said roller not being shown, but well understood.

3 is a small section of the curtain, the lower slat of which has affixed to it angle rails or bars 3^a. These bars 3^a have secured thereto transversely a small section 3^b of trolley-track, recessed at its ends. Arranged over the curtain-hood is a bracket 4, that has secured to it by bolts 4^a a block or foot 4^b of wood or other poor conductor of electricity,

and in the inner portion of this foot is set and secured by bolts 4^c a shorter strip or track 4^d, by preference of hickory or other poor conductor. The outer portion of the foot has secured to it a metallic trolley-wire holder 5. The wire 6 of the main trolley-line has its end passed up through the block or foot 4^b and after being bent down is secured in place by a clip 7. On the opposite side of the curtain is secured a block of wood 8, that has secured to it by bolts, as before stated, one or more sections 4^e 4^f of trolley-track, also preferably of hickory-wood, and a wire-holder similar to that hereinbefore designated as 5, with a clip 7. The main trolley-wires 6 are electrically connected by a bridging-wire 6^a, that passes over the top of the curtain and has its ends secured by set-screws in eyes 5^a on the trolley-wire holders. By slightly spacing the sections 4^e and 4^f, as indicated at the left of Fig. 1, the danger of charging the curtain from the trolley-wire current is lessened. The track-sections 4^d and 4^e are shaped, as shown at 4^g, to enter or project into the recessed ends of the track-section 3^b when the curtain is raised. It is obvious that the wooden track-sections are renewable when worn. The projections 4^g serve to limit the upward movement of the curtain and secure a perfect alinement of the track-section 3^b with the contiguous sections. An appropriate recess is made in the floor to receive the track-sections 3^b when the curtain is lowered, so that the bars or rails 3^a shall lie flush with the floor. I have not shown this recess in the floor because it is an obvious expedient and it is readily understood.

The momentum of the car will ordinarily suffice to carry the car under the slight break in the propelling-current occasioned by the provision of the described devices in connection with a barn-doorway.

What I claim, and desire to secure by Letters Patent, is—

1. In combination with the frame of a doorway, a vertically-movable curtain therein having on its lower edge a section of a trolley-track.

2. In the frame of a doorway, a vertically-movable curtain, a section of trolley-track on the lower edge of said curtain having recessed ends, combined with main track-sections

tions having projections to engage the track-section on the curtain when the latter is raised, substantially as described.

3. In combination with the frame of a doorway, a vertically-movable curtain therein having on its lower edge a section of trolley-track, holders for the trolley-wire on each side of said curtain, means electrically connecting said holders, and insulating track-

sections between the trolley-wire holders and the track-section on the curtain, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM RAYMOND KINNEAR.

Witnesses:

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