No. 725,136. PATENTED APR. 14, 1903.

T. C. PROUTY.

TRACK FOR ROLLING DOORS.

APPLICATION FILED OCT. 27, 1902.

NO MODEL.

Fig. I

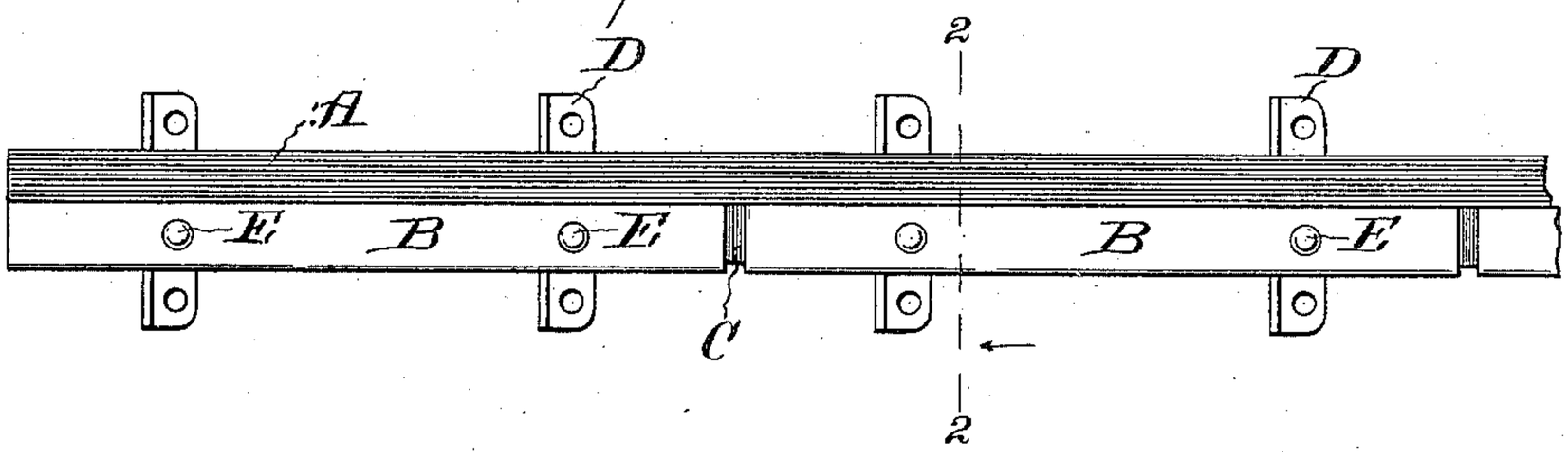
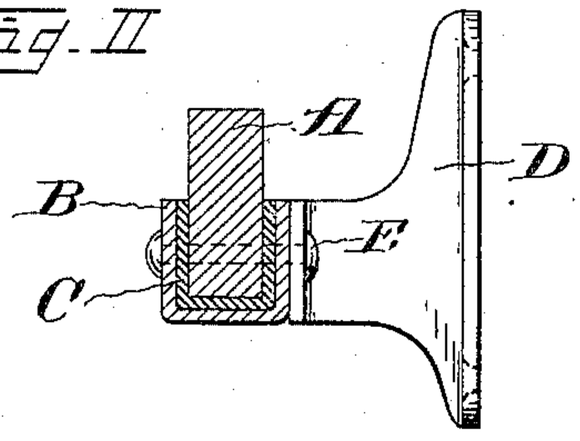


Fig. II



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UNITED STATES PATENT OFFICE.

THEODORE C. PROUTY, OF ALBION, MICHIGAN.

TRACK FOR ROLLING DOORS.

SPECIFICATION forming part of Letters Patent No. 725,136, dated April 14, 1903.

Application filed October 27, 1902. Serial No. 128,859. (No model.)

To all whom it may concern:

Be it known that I, THEODORE C. PROUTY, a citizen of the United States, and a resident of Albion, county of Calhoun, and State of Michigan, have invented a new and useful Improvement in Tracks for Rolling Doors, of which the following is a specification, the principle of the invention being herein explained and the best mode in which I have contemplated applying that principle, so as to distinguish it from other inventions.

My invention relates to tracks for rolling doors, the object thereof being to produce a track which will not transmit sound-vibrations through its supporting-brackets to the partition or walls to which they are secured.

The invention consists of means hereinafter fully described, and specifically pointed out in the claim.

In the annexed drawings, Figure I represents a front elevation of a portion of a track embodying the principles of my invention, showing also brackets secured thereto; and Fig. II represents a transverse cross-section of such track, bracket A being also herein shown.

The track consists of a continuous rail A, of wooden or fibrous material, which is supported in a trough-like structure or trough B of steel. Intermediately of the wooden rail A and the trough B is placed a strip C of sound-deadening material, such as felt. The trough supporting the wooden rail is preferably made in sections of a convenient length such that the standard lengths of track may be formed by placing these sections end to end, thereby avoiding the necessity of the use of special tools for severing the steel where found necessary. To each one of these sections is secured, preferably riveted, one or more brackets D, as shown, these brackets being secured to the wall or partition to which it is desired to attach the track. In order to permit of the introduction of a saw between these sections, a short space is left between them, as shown, so that a given length of track constructed as above described may be severed at these points with such saw. The strip of deadening-felt is placed along the inside of the trough and intermediately of it and the rail, as shown, so as to permit no part of the latter to come into contact with such trough.

The use of a trough-like structure having two sides projecting from the bottom thereof, as shown, affords a very rigid and secure support for the rail by extending along the two opposite sides thereof and effectively prevents its dislocation. To further insure the absolute security of the rail in the track, rivets E may be caused to pass therethrough and bind the opposite sides of the trough and the rail firmly together. In this manner all sound-vibrations produced by wheels passing over the rail are prevented, the vibrations originating in the rail being disseminated in the felt and are so prevented from passing into the trough-supports therefor and walls or partitions.

I therefore particularly point out and distinctly claim as my invention—

A track consisting of the combination of a continuous rail, a plurality of trough-like supports, said rail being located between the sides of the latter, and a strip of felt interposed between such supports and said rail, said supports being separated from each other so as to leave a material opening between them.

Signed by me this 20th day of October, 1902.

THEODORE C. PROUTY.

Attest:

EUGENE P. ROBERTSON,
EARL L. MOORE.