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PATENTED NOV. 27, 1906.

L. COBURN.  
TROLLEY FOR OVERHEAD TRACKS.

APPLICATION FILED APR. 9, 1906.

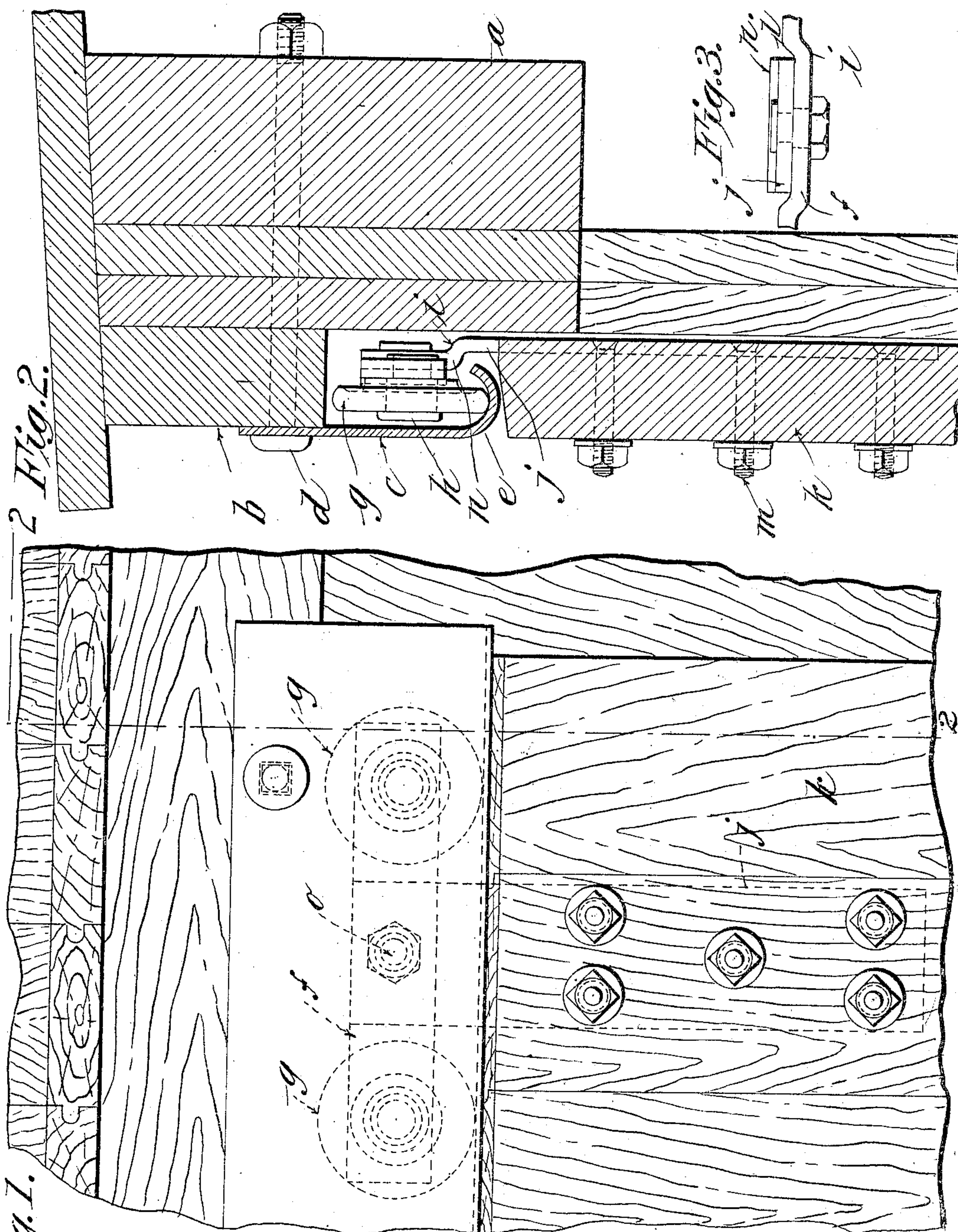


Fig. 1.

Fig. 2.

Fig. 3.

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# UNITED STATES PATENT OFFICE.

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## TROLLEY FOR OVERHEAD TRACKS.

No. 836,736.

Specification of Letters Patent.

Patented Nov. 27, 1906.

Application filed April 9, 1906. Serial No. 310,762.

*To all whom it may concern:*

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

This invention relates to the class of car-door hangers, and has for its object to provide a structure that is simple in construction and one that is economical to manufacture.

Broadly, the invention consists in making the track that supports the carrier serve the double purpose of track and weather protector; and, further, it consists in making the carrier (on which the carrier-wheels are supported at its opposite ends) with a transverse depression about midway of its length and pivotally securing in this depression a hanger with an offset for the purpose of bringing the door into close sliding relation with the side of the car.

In the drawings forming part of this application, Figure 1 is a side elevation of my improvement. Fig. 2 is a vertical section on the line 2 2 of Fig. 1. Fig. 3 is a detail plan view showing the transverse depression in the carrier-bar and also showing the pivotal connection between the hanger-bar and the carrier-bar.

Referring to the drawings in detail, *a* designates a portion of the framework of the car.

*b* designates the usual longitudinal supporting-piece for the trolley-track *c*.

*d* designates a securing-bolt passing through a hole drilled in the upper edge of the track *c* and also through the longitudinal supporting-piece *b* on the framework *a* of the car for rigidly securing these parts to the car.

It will be noticed that the trolley-track is made with a straight portion for the greater part of its width, while the lower part of the same (on which the trolley-wheels run) is bent or rolled into the form of a curve, as shown at *e*, which is substantially a semicircle with the curved part extending beneath the supporting and overhanging piece *b* and toward the side of the car.

*f* designates the carrier-bar, which extends

longitudinally of the track and carries at its opposite ends the trolley-wheels *g*, which are adapted to rotate freely on the fixed pivots or pins *h*. It will be noticed that this carrier-bar *f* has an offset portion transversely of its length (as clearly shown at *i* in Fig. 3) which is formed substantially midway of the length of the carrier-bar.

*j* designates the pendant or door-hanger iron, to which the door *k* is secured by means of the bolts *m* in the usual manner. This hanger-iron is provided with a transverse offset (shown at *n*) and is pivotally secured to the carrier-bar *f* by a pivot-pin *o* in the transverse depression *i* of the carrier-bar.

The purpose of forming a transverse offset in the carrier-bar is for bringing the tread of the trolley-wheels *g* in vertical alinement with the lowermost part of the curve of the trolley-track *c*, and by having an offset in the hanger-iron *j*, to which the door is attached, the car-door being thereby brought into close relation to the side of the car.

It will be seen that by making the trolley-track in the form shown the same serves the double purpose of a trolley-track and weather-protecting piece for the carrier-bar and trolley-wheels and prevents any rain or snow from gaining admission to the interior of the car, or, in other words, the track *c* dispenses with the use of a weather-strip, which is absolutely necessary to protect the operative parts in many of the overhead carrier devices now on the market.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is--

1. In an overhead carrier mechanism, a track having a curved tread, a carrier-bar having a transverse offset substantially in the middle portion of its length, trolley-wheels rotatively supported by the carrier-bar, a pendant or hanger-bar pivotally secured to the carrier-bar and in the offset portion thereof, and having an offset therein whereby the trolley-wheels will be located in the vertical plane of the carrier-bar, and the car-door will be brought in close sliding relation with the side of the car, and means for supporting the track.

2. A trolley-carrier comprising two trolley-

wheels, a carrier-bar near the opposite ends  
of which the wheels are rotatively supported  
in the same plane, said bar having a trans-  
verse depression thereon about midway be-  
5 tween its ends; a pendant for the carrier-bar  
pivotally secured thereto in said depression,  
on which pendant a door or the like may be

suspended, the end of said pendant at the  
point of its attachment to the bar being off-  
set in the direction of the carrier-bar.

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