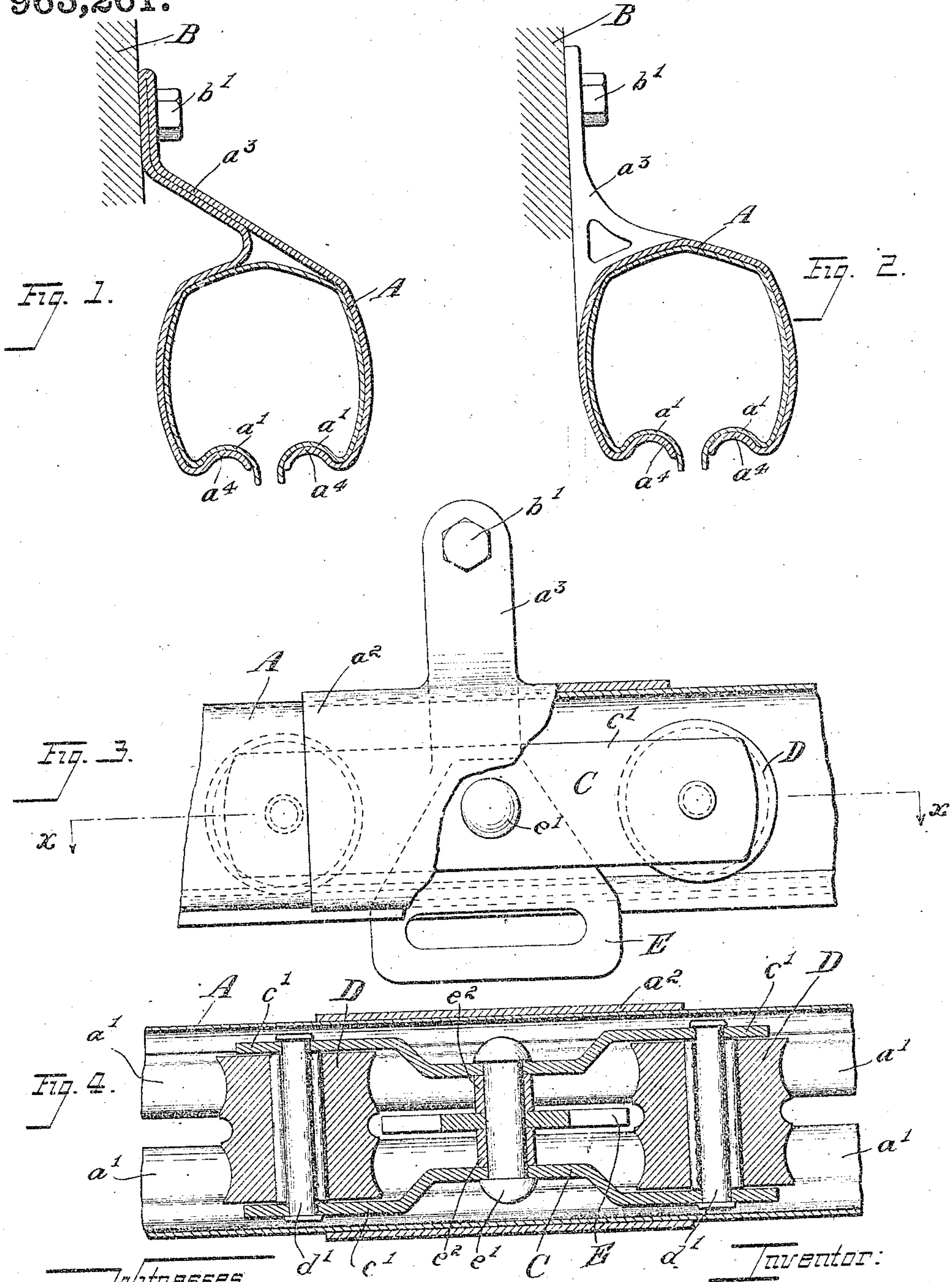


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TRACK FOR DOOR HANGERS.  
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963,261.



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# UNITED STATES PATENT OFFICE.

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TRACK FOR DOOR-HANGERS.

963,261.

Specification of Letters Patent.

Patented July 5, 1910.

Application filed August 12, 1909. Serial No. 512,585.

To all whom it may concern:

Be it known that I, EDWARD W. TOPPING, a citizen of the United States, resident of Ashland, county of Ashland, and State of Ohio, have invented a new and useful Improvement in Tracks for Door-Hangers, 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 door hangers, and more particularly to an improvement therein, whereby jamming or wedging of the door hanger upon its tracks becomes a practical impossibility. Heretofore, in door hangers of that general type which run upon two individual tracks, the latter have had a flat surface upon which two individual rollers upon a single axis would run. My invention, then, while embodying this broad principle acknowledged as old, combines novel features serving to effect the new and meritorious result above suggested.

The said invention consists of means which are hereinafter fully described and particularly set forth in the claims.

The annexed drawing and the following description set forth in detail certain means for carrying out my invention, the disclosed means, however, constituting but one of various mechanical forms in which the principle of the invention may be applied.

In said annexed drawings:—Figure 1 is a vertical cross section of a track and support constructed after the manner of my invention. Fig. 2 is a vertical cross section of a track and support, similar to that shown in Fig. 1, but showing a modified form of support. Fig. 3 is a side elevation of the complete structure partly in section, showing the relative positions of the traveling hanger with reference to the track. Fig. 4 is a horizontal cross section upon line  $x-x$ , of Fig. 3, as seen from above.

Like letters of reference refer to similar parts throughout the several views.

The track A, as I have shown it, is substantially tubular in form, and open at the bottom, while the lower inner ends terminate in parallel horizontal beads  $a'$  forming run ways. These are sufficiently spaced apart to permit of the passage of the depending portion E of a traveling hanger C, herein-

after particularly described. By the use of this beaded or arched construction of the run-ways, sagging and spreading is prevented, and a more rigid and fixed track for the carrier is provided. At the same time, the arched construction at the top of the tubular track serves the dual purpose of strengthening the track and turning the rain, snow or sleet, thus protecting the carrier from inclement weather. Any form of track may be employed, and still be within the spirit of my invention, so long as the internal parallel horizontal beads are employed.

The track support  $a^2$  of my invention is preferably formed of a single piece of material, as sheet metal, though it may very well be of cast iron, as in the variation thereof shown in Fig. 2. The main body portion  $a^2$  is likewise tubular in form, or substantially so, to surround and conform to the exterior contour of the tubular track A, and in the same way is open at the bottom. At the middle of the upper surface there is provided a projecting ear  $a^3$ . This permits the support to serve as a bracket, by which the track may be suspended from the side of a barn or any other structure B by means of bolts  $b'$ . Its free edges  $a^4$  are similarly arched inwardly to underlie and support the run-ways  $a'$  of the track A. It will be understood that a series of supports might be used at stipulated distances around the tubular track.

A traveling hanger C is of such a size that it may readily be inserted into the tubular support upon the tracks of which it operates. The hanger consists of two uniform and equal sized integral rollers D D, whose axes  $d' d'$  are connected by two parallel side plates  $c' c'$ . These may be indented midway between the rollers, as shown. Connecting the centers of this reduced middle section of these plates  $c' c'$ , I provide a rivet  $e'$ , from which the supporting plate E is suspended, and upon which it may oscillate as an axis. This plate is somewhat thinner than the slot existing between the tracks  $a' a'$ , so that it may hang freely there-through, and is further restricted to a middle position upon its axis  $e$  by the collars  $e^2 e^2$ .

As represented in Fig. 4, the rollers D D are double grooved, the width between the center lines of the grooves on each individual roller corresponding exactly to the



width between the center lines of the two tracks  $a' a'$ , while their respective concave and convex curves are likewise identical. Thus, the rollers are operated smoothly and  
5 uniformly upon the tracks.

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

1. As a new article of manufacture, a  
10 tubular track formed of a single piece of metal, open at the bottom, and having free edges bent up at an angle thereto and arched inwardly and upwardly to form two parallel and horizontal convex run-ways, the  
15 latter being non-contiguous.

2. In a device of the character described, the combination with a tubular track open at the bottom, and having its edges bent up at an angle thereto and arched inwardly to form two parallel horizontal and convex  
20 run-ways; of a traveling hanger including in its structure an integral double-grooved roller adapted to run upon said run-ways.

Signed by me, this 9th day of August, 1909.

EDWARD W. TOPPING.

Attested by—

WM. R. MILLER,

CHAS. R. MILLER.