G. F. VAN DVENTER.

TROLLEY TRACK AND HOOD.

APPLICATION FILED DEC. 11, 1914.

1,161,271. Patented Nov. 23, 1915.

Fig. 1.

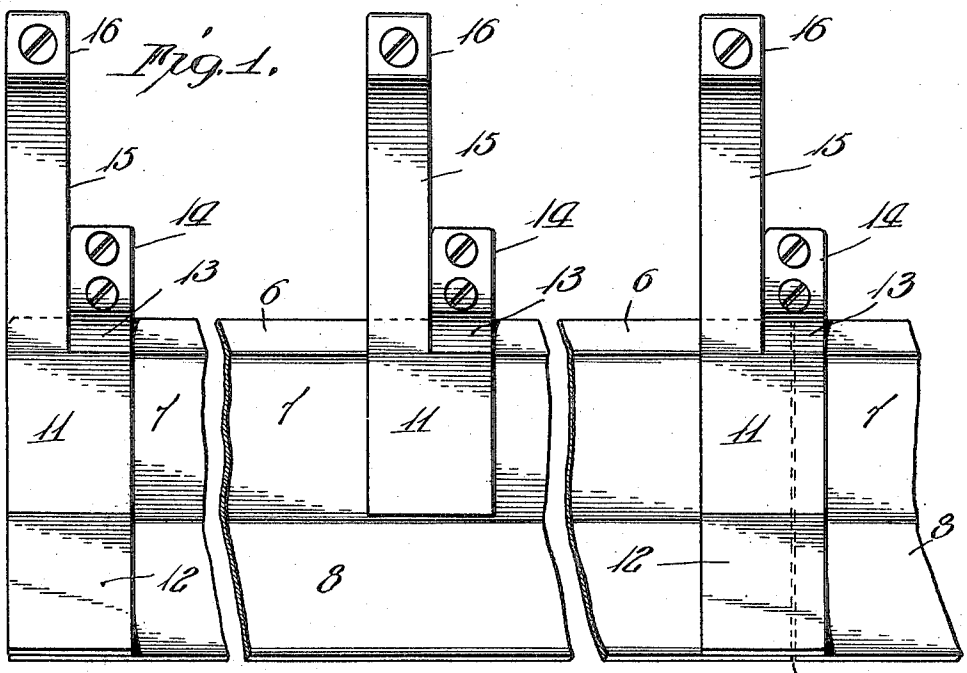


Fig. 2.

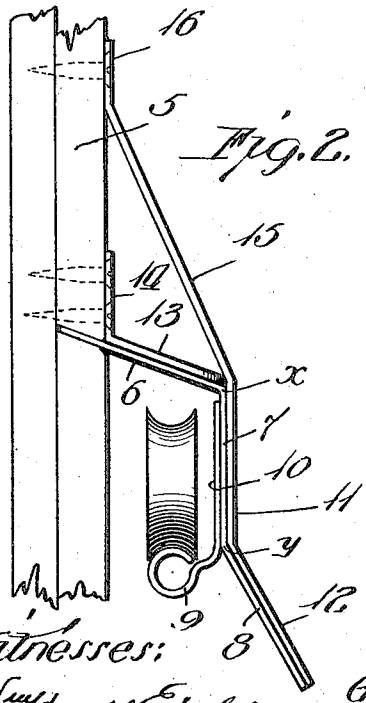
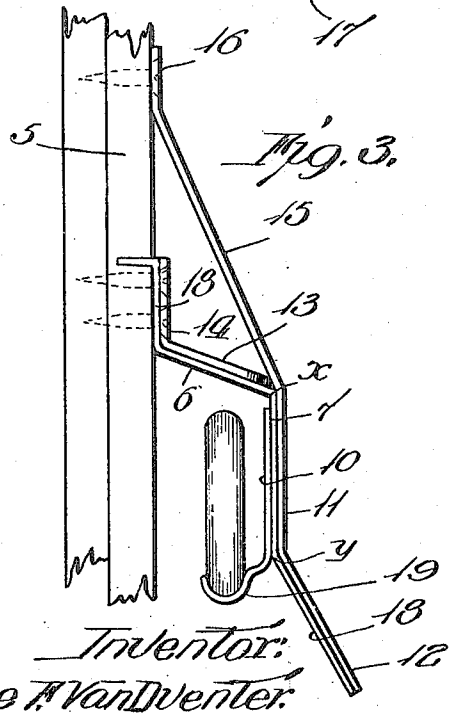


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

GEORGE F. VAN DVENTER, OF AURORA, ILLINOIS.

TROLLEY-TRACK AND HOOD.

1,161,271. Specification of Letters Patent. Patented Nov. 23, 1915.

Application filed December 11, 1914. Serial No. 876,754.

To all whom it may concern:

Be it known that I, GEORGE F. VAN DVENTER, a citizen of the United States, and a resident of Aurora, in the county of Kane and State of Illinois, have invented certain new and useful Improvements in Trolley-Tracks and Hoods, of which the following is a specification.

My invention relates to improvements in trolley tracks and hoods and more particularly to tracks of the type for use in connection with barn or stable doors, and the like.

The primary object of my invention is to improve the form, construction and manner of erecting the supporting track for door-hangers of horizontally slidable doors.

Another object is the provision of a one-piece track or trolley adapted to form a runway for a door-hanger that may be mounted therein.

Still another object is to provide a hood for said track that will effectively exclude the atmospheric elements from the top of the door and at the same time provide a suitable means whereby the rain or sleet may be shed from the hood a distance from the door and the hanger elements.

Still another object is the provision of a suitable bracket or brace for the track and hood that is adapted to coöperate with the same and form an effective support for said track and hood.

Other objects are to construct a track and hood that are neat and attractive in appearance, easy to install, economical to manufacture, and effective in performing the functions for which it is designed.

These and other objects I prefer to accomplish by the means and in the manner hereinafter fully described and as more particularly pointed out in the claims, reference being had to the accompanying drawings forming a part of this specification, in which—

Figure 1 is a longitudinal front elevation of several sections of my improved trolley track and hood. Fig. 2 is an end elevation thereof. Fig. 3 is a view similar to Fig. 2 of a slightly modified construction of my improved trolley track and hood.

Referring to the drawings, similar reference characters indicate the same parts throughout the various figures.

In the drawings 5 represents the wall or outer sheathing of a building or other structure to which my improved trolley track and hood is adapted to be secured. Where it is convenient to do so I prefer to insert the upper longitudinal edge of the hood between the meeting edges of two strips of sheathing as shown in Fig. 2 of the drawings, where neither desirable nor convenient, I bend the upper longitudinal edge of the hood upwardly to form a flange that fits flat against the sheathing as shown in Fig. 3 of the drawings.

The hood preferably comprises a longitudinally elongated strip of sheet metal bent longitudinally at the points X and *y* to form a substantially Z-shaped structure in cross section. As shown this hood comprises a slanting or incline roof portion 6 that projects slightly downwardly a suitable distance away from the wall of the building to which it is secured to bend *x* where it drops in a vertical direction to form an outer wall or protecting plate 7. From the lower edge of wall 7 the hood is deflected outwardly and downwardly to provide a shed or eaves 8, the lower edge of which is in a horizontal plane below the horizontal plane of the track 9. This track 9 preferably comprises an elongated strip of sheet metal 10 of substantially the same length as said hood member and is preferably secured in any suitable manner, by rivets, welding, or otherwise, to the inner surface of the vertical wall 7. In order to impart additional rigidity to the structure I prefer to make this portion 10 of the track member of substantially the same height as the height of wall 7 and then bend its lower edge inwardly to form a track 9 that is disposed in a plane substantially midway between the wall member 7 of the hood and the sheathing 5 of the building.

Suitable brackets or retaining straps are secured at desirable intervals to the outer surface of the hood and said straps comprise strips of sheet metal having their lower portions bent to conform with the contour of the outer surface of the hood, that is, they have a vertical portion 11 and an outward inclined portion 12 that are respectively secured to the wall 7 and the shed 8. The upper portions of said strips are slitted longitudinally to provide a bifurcated upper portion one of the arms 13 of which is bent down flat against the roof 6 of the hood and is provided with an upturned or flanged edge 14 that is bolted or

otherwise secured to the sheathing of the building, above the roof, while the other arm 15 of said strip is bent upwardly to form braces or stays the upper ends 16 of which are deflected slightly upwardly parallel with and are secured to said sheathing 5 above arms 13 by bolts or otherwise.

As shown in Fig. 1 the intermediate straps may be made shorter than the end straps by removing the lower portion 12 thereof so that they will terminate at or adjacent the bend *y* of the hood. In this figure it will also be seen that I prefer to cover the joint 17 between two lengths of track and hood with a full length brace or strap and dispose said strap so that the joint will lie beneath the central area of arm 13 thereby sealing said joint.

In the modification of my track and hood that is disclosed in Fig. 3 of the drawings the upper inner edge of roof member 6 does not enter the sheathing directly but is provided with a longitudinal flange 18 that is bent laterally upwardly so as to lie flat against the exterior of the wall of the structure for a short distance, and then inserted into the sheathing at substantially right angles thereto to which it is secured. The bolts or other securing means are adapted to pass through both members.

For the purpose of illustrating the scope of applicability of my track and hood I have shown a convex track 9 secured to the hood in Fig. 2 of the drawings and a concave track 19 secured to this part in Fig. 3 of said drawings, from which it will be obvious to others skilled in the art, that a double inverted U-shaped track or other types may be used as well. I also desire it understood that various other modifications and refinements of my invention are possible without materially departing from the spirit of my invention. I therefore wish it understood that all such modifications or refinements are contemplated within the scope of my invention as expressed in the following claims.

Having described my invention, what I claim as new and desire to secure by Letters Patent is:

1. A device of the kind described comprising a single piece of metal having a downwardly and outwardly inclined top wall, the portion thereof extending along its upper edge adapted to be recessed in the wall of the structure with which it is connected, a vertically disposed front wall, and a downwardly extending eaves inclined outwardly from the lower edge of said vertical wall, in combination with a bracing strap consisting of a bifurcated metal strip secured to the vertical wall, one of the bifurcated arms of which fits over the top wall and is secured to the supporting structure, and the other bifurcated arm of which extends from the outer wall and is secured to the supporting structure at a point above said first mentioned arm.

2. A device of the class described comprising a single piece of metal having a downwardly and outwardly inclined top wall, the portion thereof extending along its upper edge adapted to be recessed in the wall of the structure with which it is connected, a vertically disposed front wall, and a downwardly extending eaves inclined outwardly from the lower edge of said vertical wall, and a track-member secured to and projecting inwardly from said vertical wall, in combination with a bracing strap consisting of a bifurcated metal strip secured to the vertical wall, one of the bifurcated arms of which fits over the top wall and is secured to the supporting structure, and the other bifurcated end of which extends from the outer wall to and is secured to the supporting structure at a point above said first mentioned arm.

In testimony whereof I have hereunto set my name in the presence of two witnesses.

GEORGE F. VAN DVENTER.

Witnesses:
HARVEY GUNSUL,
OLNY C. ALLEN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."