

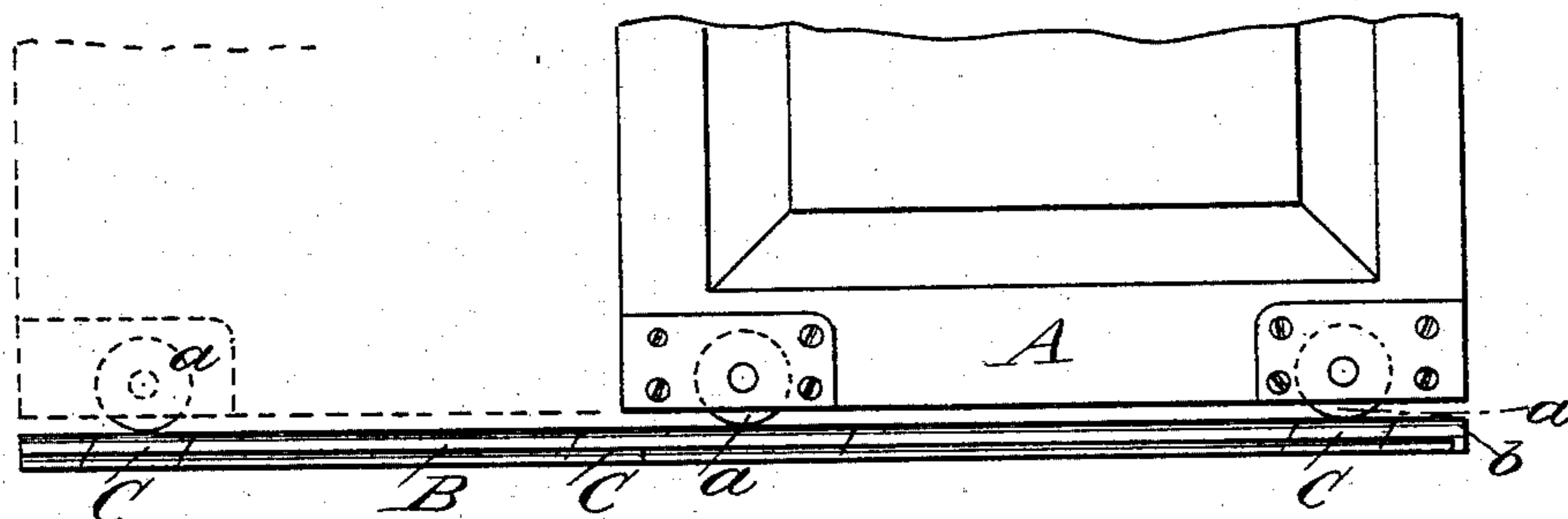
(No Model.)

W. SCARFFE.  
CAR DOOR TRACK.

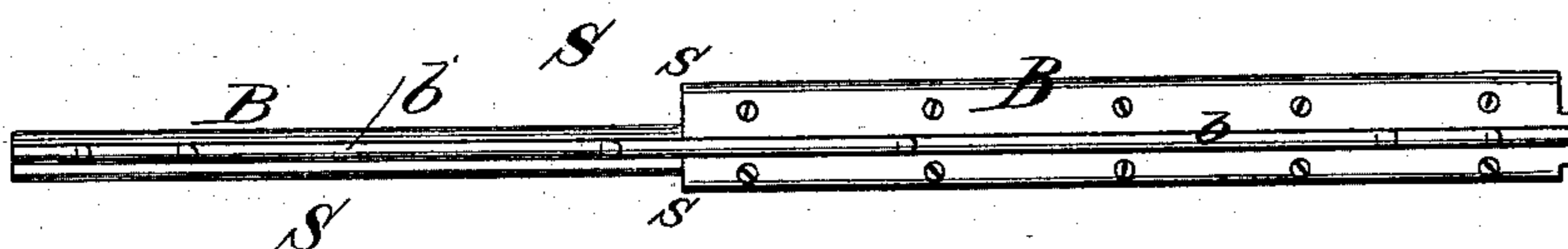
No. 283,151.

Patented Aug. 14, 1883.

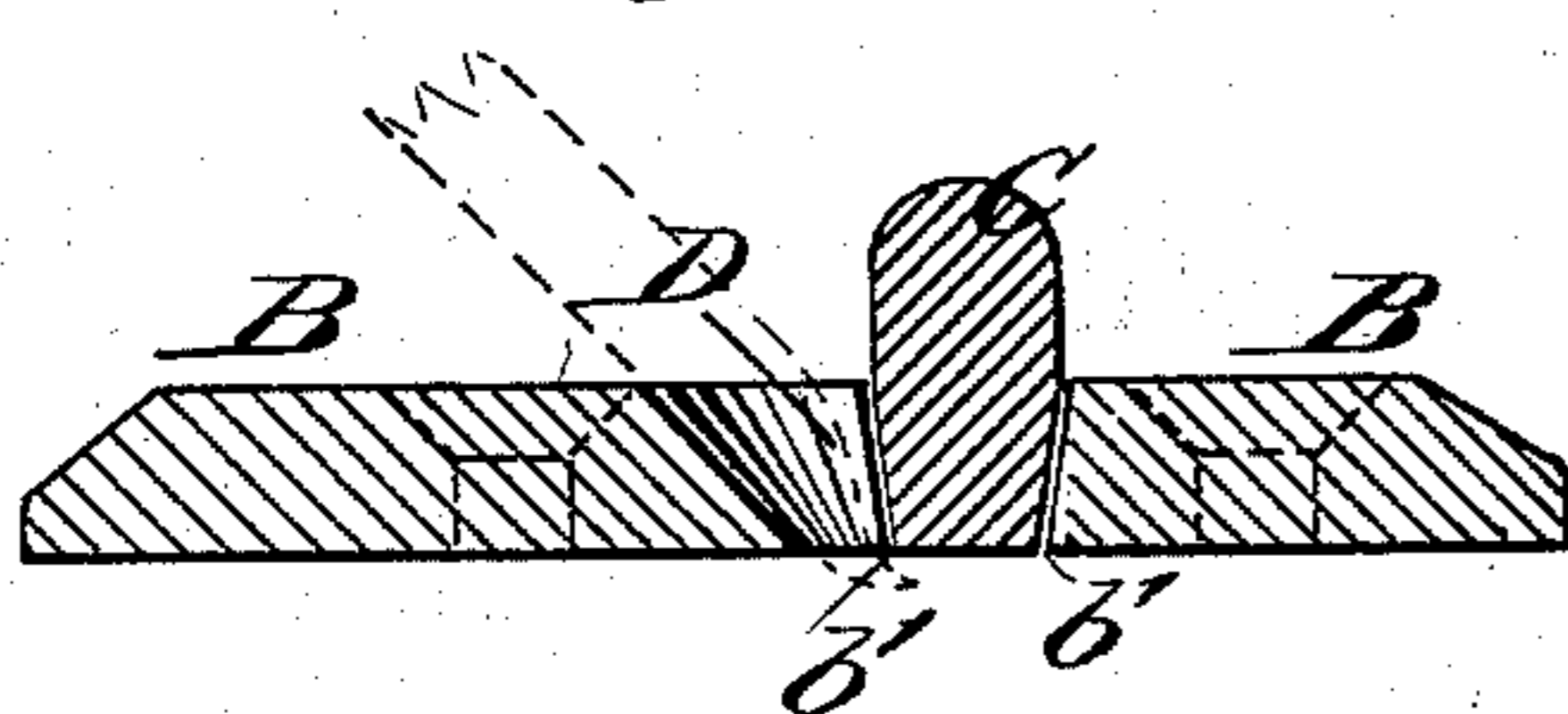
*Fig. 1.*



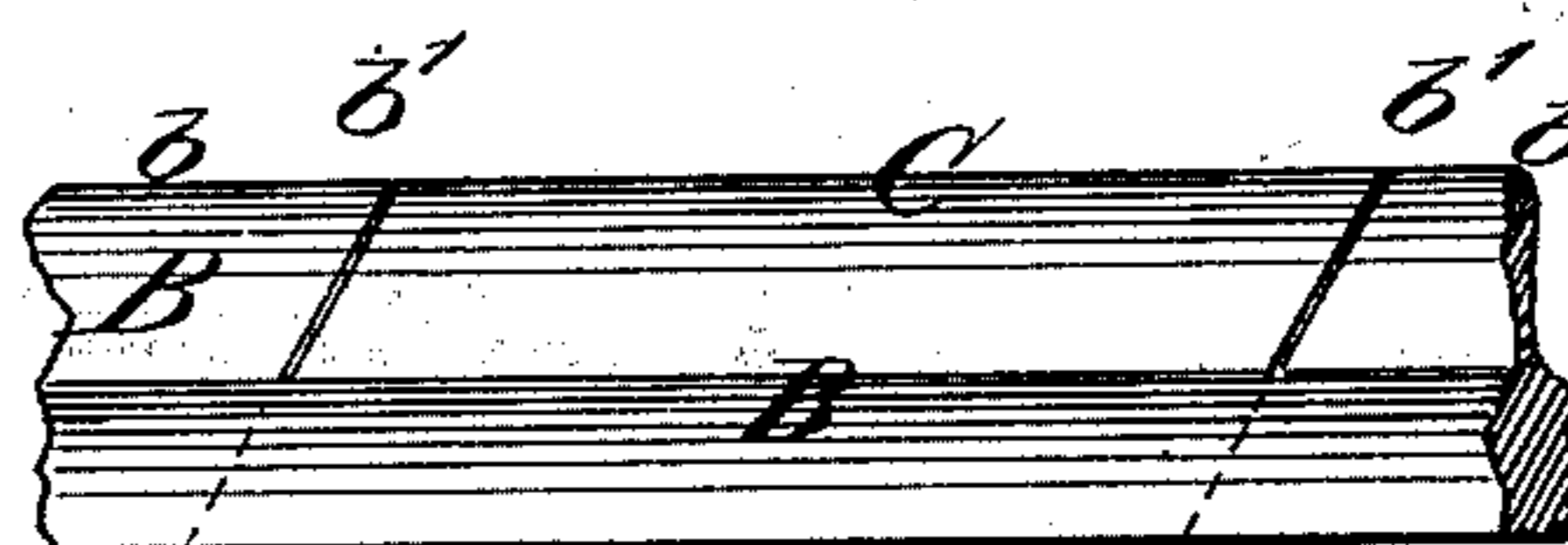
*Fig. 2.*



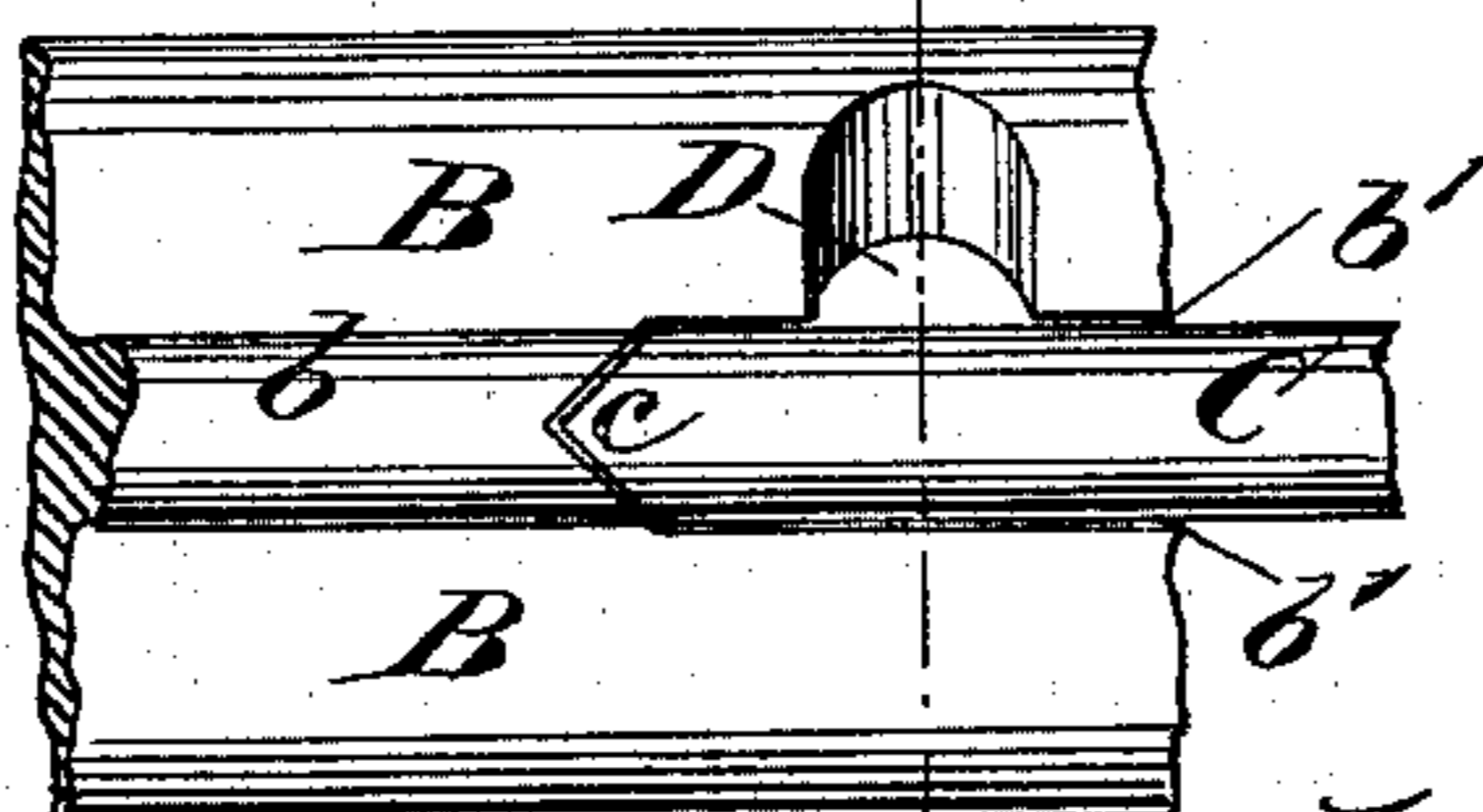
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

WILLIAM SCARFFE, OF BROOKLYN, NEW YORK.

## CAR-DOOR TRACK.

SPECIFICATION forming part of Letters Patent No. 283,151, dated August 14, 1883.

Application filed June 1, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM SCARFFE, a citizen of the United States, and a resident of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Car-Door Tracks, of which the following is a specification.

My invention relates to improvements in door-tracks, such as are used for sliding doors of steam-cars, railroad-cars, steamboats, &c., specially in all cases where the door is exposed to vibrations from the jolting and jarring of such cars or vessels.

In railroad-cars, especially horse-cars, the jolting motion of the car during travel causes the rollers by which the door is supported upon the track to wear deep cavities in the latter, which again disturbs the normal position of the door, and when the door is suddenly slid to close or open, the rollers, in leaving the said cavities, frequently get off the track, causing annoyance or waste of time to again replace the door on the track.

The object of my invention is to provide a simple means of overcoming said difficulty; and it consists in the construction and combination, with a door-track, of removable rail-pieces inserted in the track at the points where the rollers of the door most frequently rest—that is to say, in the position where the door is either fully closed or fully open—as will be hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a side elevation of a portion of a car-door and the rail or track which supports the same. Fig. 2 is a plan view of the track, the door being removed. Fig. 3 is an enlarged cross-section of the track and removable rail-piece, the section being taken on the line *xx* of Fig. 5. Fig. 4 is a side elevation of a portion of the track, showing one mode of inserting the rail-piece. Fig. 5 is a top view of a portion of the track and removable rail-piece, showing the most preferred manner of inserting and removing the latter.

Like letters of reference indicate like parts in the several figures.

A is the door, and *a* the usual rollers by which it is supported upon the rail or track. B is the track, and *b* the rail proper of the said

track. The rail and track *b* B are always cast together in one piece, which may be continuous through the width of the door-opening and the depth of the sheathing S, (see Fig. 2,) or made in two sections, joining each other at *s*. The doors of such cars being almost, without exception, always kept in a position either fully closed or fully open, there are three special places on which the rollers *a* of the car-door always rest, and by the jolting and jarring due to the motion of the car wear circular cavities in the rail, making necessary a tolerably frequent and expensive renewal of the door-track. Therefore to cheapen and facilitate the repair of such worn portions of the rail I form in the casting of the track, at each of the aforesaid three places where the wheels rest, a slot, *b'*, of suitable length, and of the width of the rail proper, *b*, and then cast separately short pieces C, suitable to fit in the said slots *b'*.

In order to increase the tendency of the piece C to be retained in the slot without extra fastening; its end edges and the corresponding ends of the slot may be cut on an inclination, as shown in Fig. 4; but I prefer to construct it, as shown in Figs. 3 and 5, by forming a straight and vertical V-joint, *c*, at the ends of the rail-piece C, and slightly tapering the sides, so that a downward pressure will tend to wedge it fast against the correspondingly-converging sides of the slot *b'*, as plainly shown in Fig. 3.

In order to facilitate the removal of the piece C when worn sufficiently to need being replaced by a new one, I provide in the casting of the track B, at one side of the slot *b'*, a notch or cavity, D, through which a hook or suitable prying-tool may be inserted (as indicated in dotted lines in Fig. 3) to reach the under side of the rail-piece C and raise it.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A slide-door track, B, provided with slots *b'*, in combination with removable rail-pieces C, fitting the said slots, substantially as and for the purpose set forth.

2. A slide-door track, B, provided with slots *b'*, having downward-converging sides, in combination with a removable rail-piece, C, having converging sides corresponding to those of the slot, for the purpose specified.

3. A slide-door track, B, provided with slots  
b', having vertical V-shaped ends and down-  
ward-converging sides, in combination with a  
removable rail-piece, C, having ends and sides  
5 shaped corresponding to the said slot, sub-  
stantially as and for the purpose set forth.

4. A slide-door track, B, provided with slots  
b', and a notch or cavity, D, adjoining the said  
slot, in combination with a removable rail-

piece, C, fitting into the said slot, substan- 10  
tially as and for the purpose set forth.

In testimony that I claim the foregoing as my  
invention I have signed my name, in presence  
of two witnesses, this 22d day of May, 1883.

WILLIAM SCARFFE.

Witnesses:

ROBT. W. MATTHEWS,

A. W. ALMQVIST.