

(No Model.)

E. B. GOELET.
CAR DOOR.

No. 400,562.

Patented Apr. 2, 1889.

Fig. 1.

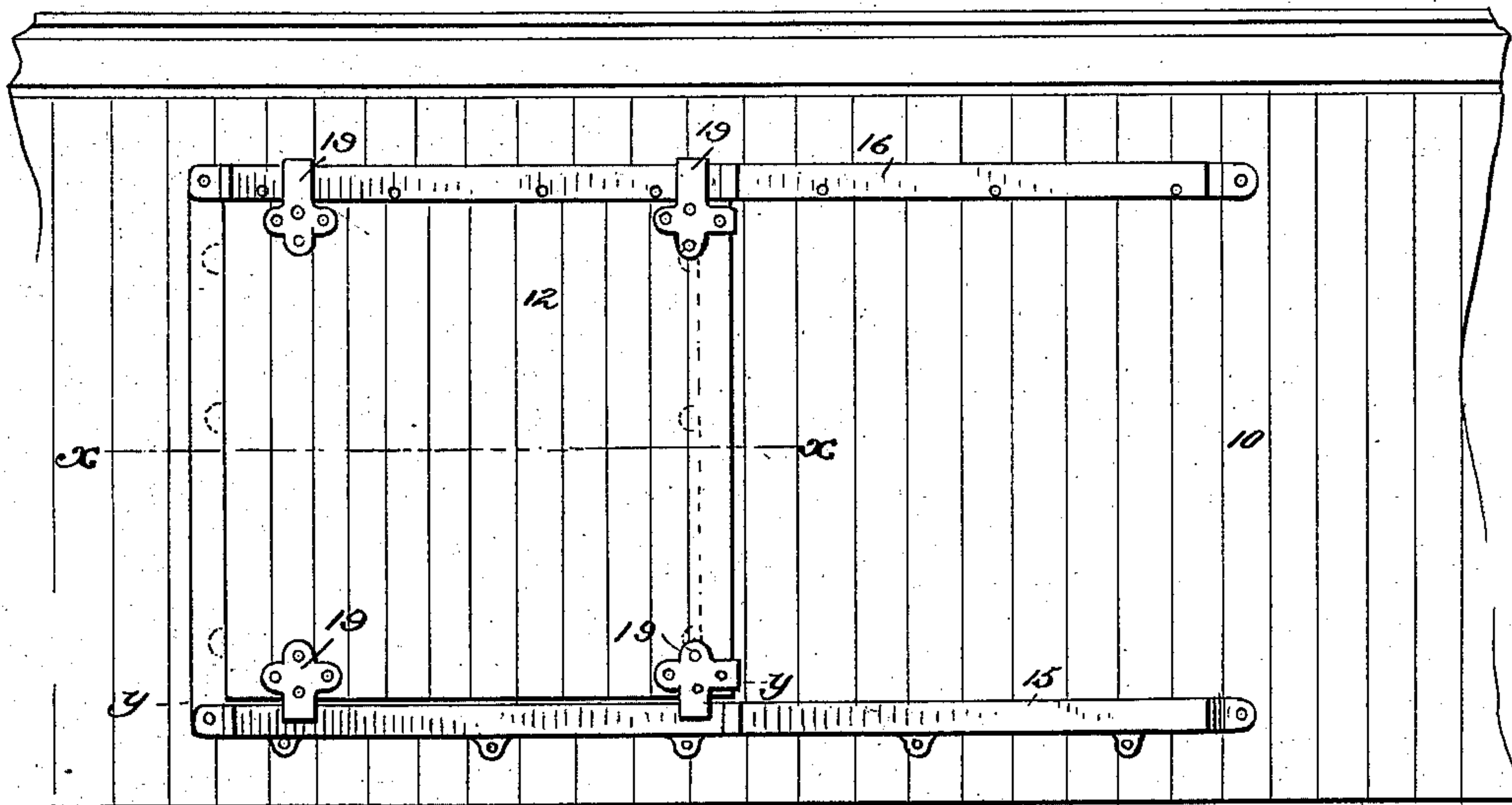


Fig. 2.

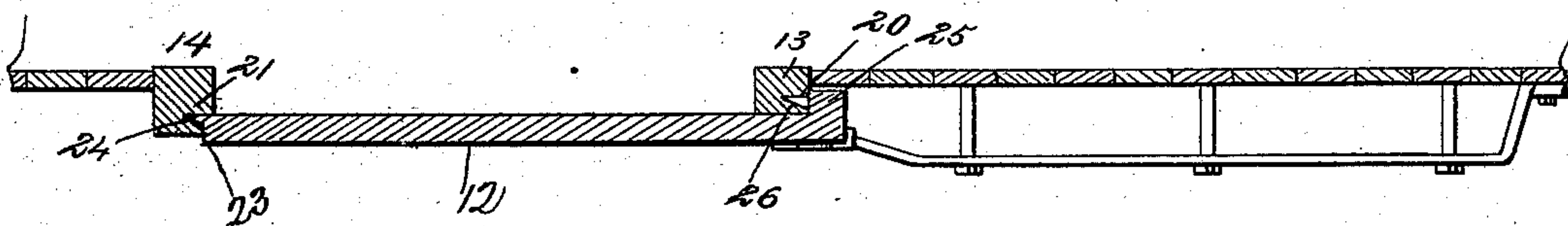


Fig. 3.

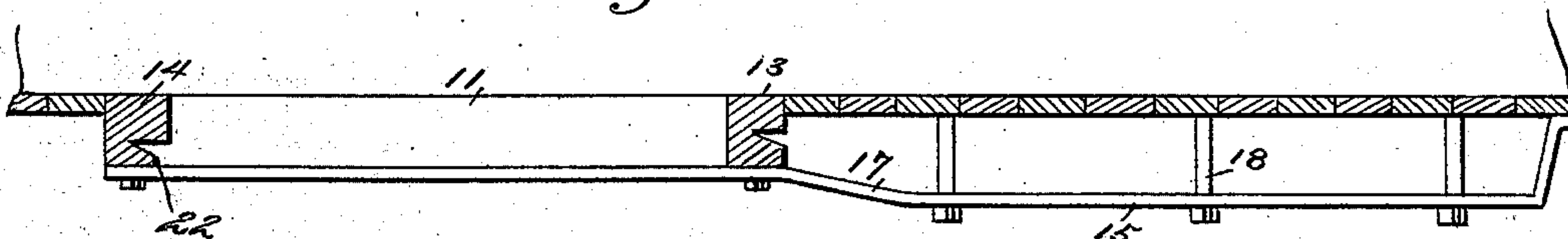
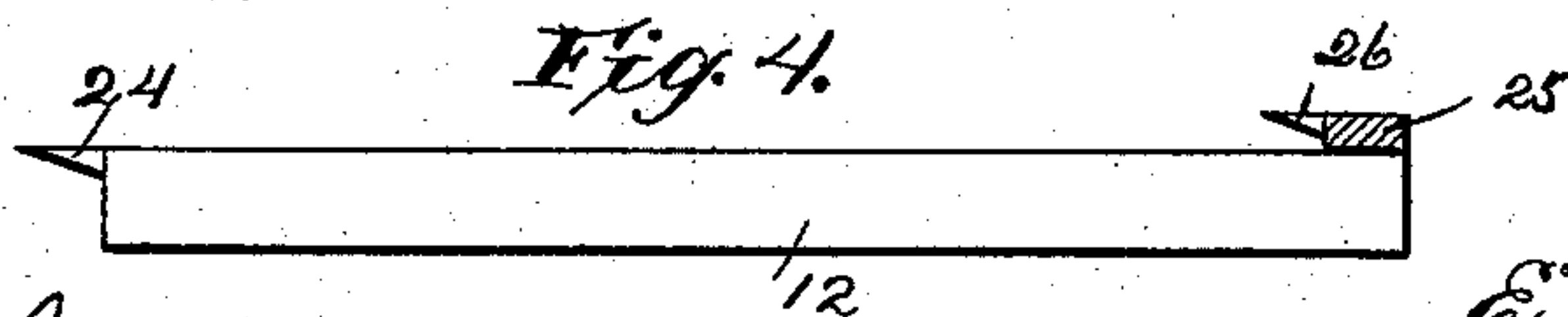


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

EDWARD B. GOELET, OF FORT WORTH, TEXAS.

CAR-DOOR.

SPECIFICATION forming part of Letters Patent No. 400,562, dated April 2, 1889.

Application filed July 6, 1888. Serial No. 279,169. (No model.)

To all whom it may concern:

Be it known that I, EDWARD B. GOELET, of Fort Worth, in the county of Tarrant and State of Texas, have invented a new and useful Improvement in Car-Doors, of which the following is a full, clear, and exact description.

The invention consists in the construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a front elevation of a portion of a car, illustrating the door as closed. Fig. 2 is a section on line *xx* of Fig. 1. Fig. 3 is a section on line *yy* of Fig. 1. Fig. 4 is a plan of the door and its cleats.

In carrying out the invention the car 10 is provided with the usual opening, 11, adapted to be closed by a sliding door, 12. At each side of the door-opening 11 perpendicular door-posts 13 and 14 are secured, and below and above the said opening 11 a rail or track, 15 and 16, is secured to the outer face of the car, respectively at the top and bottom of the opening, the said track extending also a distance at one side of the opening, as illustrated in Figs. 1, 2, and 3. The several tracks 15 and 16 are provided with an inclined surface, 17, commencing at the door-post 13, and extending outwardly from said door-post and merging into a horizontal line, whereby that portion of the track parallel with the outer face of the car is held a distance therefrom, as best shown in Figs. 2 and 3, being supported by two or more bolts, 18. By reason of the inclined surface 17 in the tracks, when the door is opened, it is carried a distance outward from the outer face of the car, and as the door is closed the said inclined surface causes the said door to fall more quickly and conveniently to place. The door 12 is supported upon said tracks 15 and 16 by the usual hangers, 19, or in any other approved or well-known manner.

As illustrated in Fig. 2, the door-post 13 is of less thickness than the post 14, the reduction in the post 13 commencing at a point im-

mediately above the lower track. The post 13 is provided in its outer face with a series of wedge-like or V-shaped apertures or recesses, 20, and the post 14 is provided with similar apertures, 21, upon the inner face. The post 14 upon the inner face is further provided with a perpendicular rabbet intersecting the several recesses 21, whereby a shoulder, 22, is formed, as best illustrated in Figs. 2 and 3. The door 12 is provided upon the edge adapted to abut the post 14 with a groove, 23, purposed to receive the shoulder or tongue 22 of said post, as best illustrated in Fig. 2, and the door 12 is likewise provided with a series of cleats, 24, which cleats are purposed to enter the several recesses 21 of said door-post 14. The opposite edge of the door is provided with a projection, 25, upon the inner face at right angles thereto, and upon which projection a series of cleats, 26, are formed, purposed to enter the several recesses 20 of the post 13. The projection 25 serves a double purpose—first as a means of carrying the cleats, and, second, by overlapping the post 13, as a weather-strip to prevent the possible entrance of rain or sparks. The shoulder or tongue 22 serves in the latter capacity at the opposite edge of the door.

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

1. The combination, with a car having a door-opening, top and bottom tracks, and perpendicular door-posts, one post provided with a series of recesses in its side next to the opening and the other having recesses in its outer side or side nearest the end of the car, of the door sliding on said tracks and having forwardly-projecting cleats on its front edge to enter the recesses in the first-named post, and provided on its inner side at its opposite end with cleats projecting toward its front edge to enter the recesses in second-named strip, substantially as set forth.

2. The combination, with the car having the door-opening, perpendicular post 14 at one side of the opening, provided on its side next to the opening with recesses 21, and having a vertical rabbet forming a shoulder, 22, at the outer corner of its recessed edge intersecting said recesses, the opposite post, 13, pro-

jecting beyond the side of the car and having
recesses 20 in its outer side, or side next to
the end of the car, of the car-door having a
vertical groove, 23, and forwardly-projecting
5 cleats 24 on its front edge, to engage the shoul-
der 22 and recesses 21, respectively, and pro-
vided on its opposite end on its inner side
with a perpendicular projection, 25, having
forwardly-projecting cleats 26 on its side

nearest the front edge of the door, to enter the 10
recesses 20, the said recesses and cleats being
wedge-shaped to force the door inwardly, sub-
stantially as set forth.

EDWARD B. GOELET.

Witnesses:

ED HESLEP,
W. E. PARDUE.