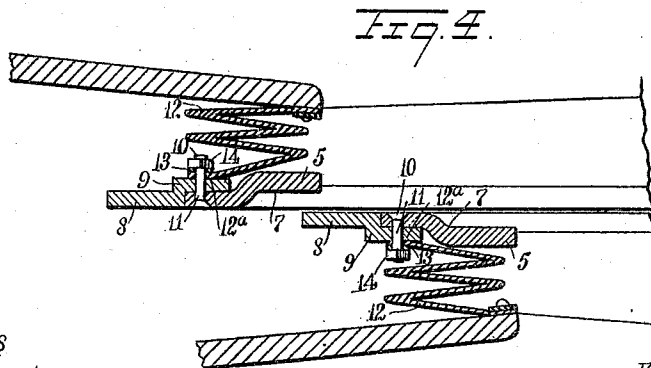
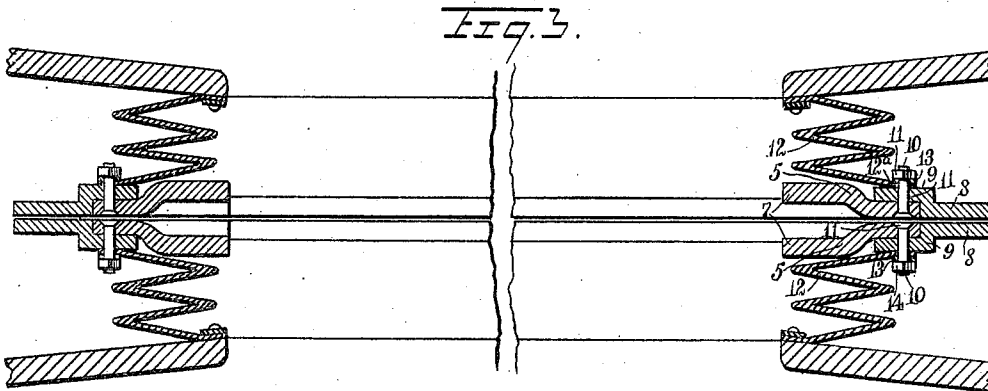
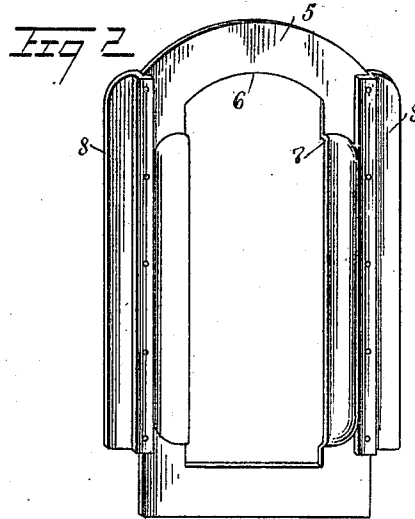
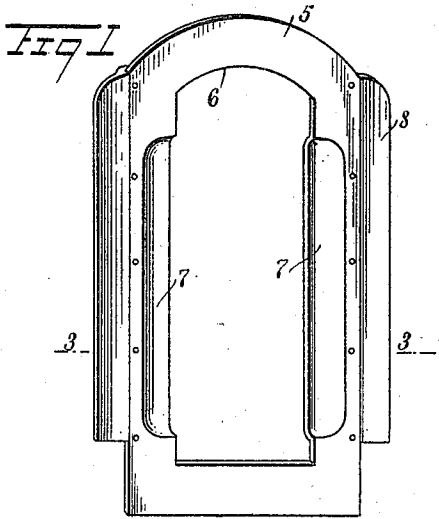


V. LABADIE.
ATTACHMENT FOR DIAPHRAGM FACE PLATES.
APPLICATION FILED NOV. 23, 1910.

986,182.

Patented Mar. 7, 1911.



WITNESSES

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VICTOR LABADIE, OF DALLAS, TEXAS.

ATTACHMENT FOR DIAPHRAGM FACE-PLATES.

986,182.

Specification of Letters Patent.

Patented Mar. 7, 1911.

Application filed November 23, 1910. Serial No. 593,326.

To all whom it may concern:

Be it known that I, VICTOR LABADIE, a citizen of the United States, and a resident of Dallas, in the county of Dallas and State of Texas, have invented a new and Improved Attachment for Diaphragm Face-Plates, of which the following is a full, clear, and exact description.

My invention relates to attachments for diaphragm face plates used on vestibuled passenger cars, and it has for its object to provide auxiliary wings which have set-off portions, and are secured to the rear faces at the outer edges of face plates such as are now in use to close any opening caused by the lateral movement of one of the face plates relatively to the other when rounding a curve.

Still other objects of the invention will be disclosed in the following complete specification, in which the preferred form of my invention is described.

In the drawings similar characters of reference refer to similar parts in all the views, in which—

Figure 1 is a front or outside elevation of a face plate provided with my attachment; Fig. 2 is a rear view of the face plate shown in Fig. 1; Fig. 3 is an enlarged cross sectional view through the face plate provided with my attachment, the sectional view being taken on the line 3—3 of Fig. 1; and Fig. 4 is a view similar to that shown in Fig. 3, but with one of the face plates moved laterally relatively to the other to correspond with the movements of the face plates relatively to each other when a train is turning a curve.

My invention is shown in the drawings in use with the chafing irons described in my Patent numbered 908,282, dated December 29, 1908.

By referring to the drawings it will be seen that the face plate is of the well-known rectangular form with a central opening 6, the face plate having recessed portions 7 such as are described in my said United States patent, these recessed portions 7 on one of the face plates being normally disposed opposite the recessed portions 7 on the face plates on the next car. Auxiliary wings 8 are provided, these auxiliary wings 8 having set-off portions 9, which are disposed against the rear face of the face plates at their outer edges. Bolts 10 are disposed

through orifices 11 in the sides of the face plates, these bolts 10 being also disposed through orifices in the said set-off portions 9 of the auxiliary wings 8, through orifices in the outer edges of the diaphragm 12, and through orifices in binder strips 13, which are disposed against the diaphragm at 12^a. Nuts 14 are provided which engage the bolts 10, and press the set-off portions 9 of the auxiliary wings 8 and the edges of the diaphragm 12 between the sides of the face plate 5 and the binder strips 13. It will be seen that the auxiliary wings extend outwardly from each outer side of the face plates and that it is, therefore, impossible for a passenger to insert his fingers through the opening between the inner edge of one face plate and the outer edge of the opposing face plate, when one or both face plates are moved laterally relatively to each other a considerable distance so that the side of one face plate entirely passes the other.

When the curtain which is now generally used to cover face plates on adjoining cars is dispensed with and my recessed face plate described in Patent numbered 908,282 is used, it is possible that a passenger may be injured by the insertion of his fingers, hand or arm in the dangerous opening which may exist when the face plates pass each other laterally when the train rounds a curve or takes a switch; but with the improvement set forth in this application the sides of the face plates are extended laterally, thereby eliminating the possibility of the creation of the dangerous opening when the face plates are moved laterally as stated above. When a train is taking a switch or rounding a curve passengers who are standing on the platform or who may be passing through the vestibule aisle are apt to thrust their fingers, hands or arms through the dangerous opening referred to, but with my attachment the possibility of the creation of this dangerous opening is entirely done away with.

It should be understood that the auxiliary wings may be mounted on my recessed diaphragm face plate now in use, or on any other face plate, without altering their construction in any way.

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

1. In combination with a face plate, an auxiliary wing having a set-off inner ter-

minal adapted to be disposed against the rear of the face plate at its outer edge, and be secured thereto.

5 2. A face plate, an auxiliary wing having a set-off inner terminal disposed against the rear of the face plate at its outer edge, a diaphragm having an edge disposed against the set-off portion of the auxiliary wing, and means for securing the three members
10 together.

3. A face plate, an auxiliary wing having a set-off inner terminal disposed against the rear of the face plate at its outer edge, a

diaphragm having an edge disposed against the set-off portion of the auxiliary wing, a 15 binder strip disposed against the diaphragm, and bolts for holding the four members together.

In testimony whereof I have signed my name to this specification in the presence of 20 two subscribing witnesses.

VICTOR LABADIE.

Witnesses:

J. G. MEAD,

D. G. WEBSTER.

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