

(No Model.)

H. F. HEUER.
RAILWAY CAR.

No. 446,449.

Patented Feb. 17, 1891.

Fig. 1.

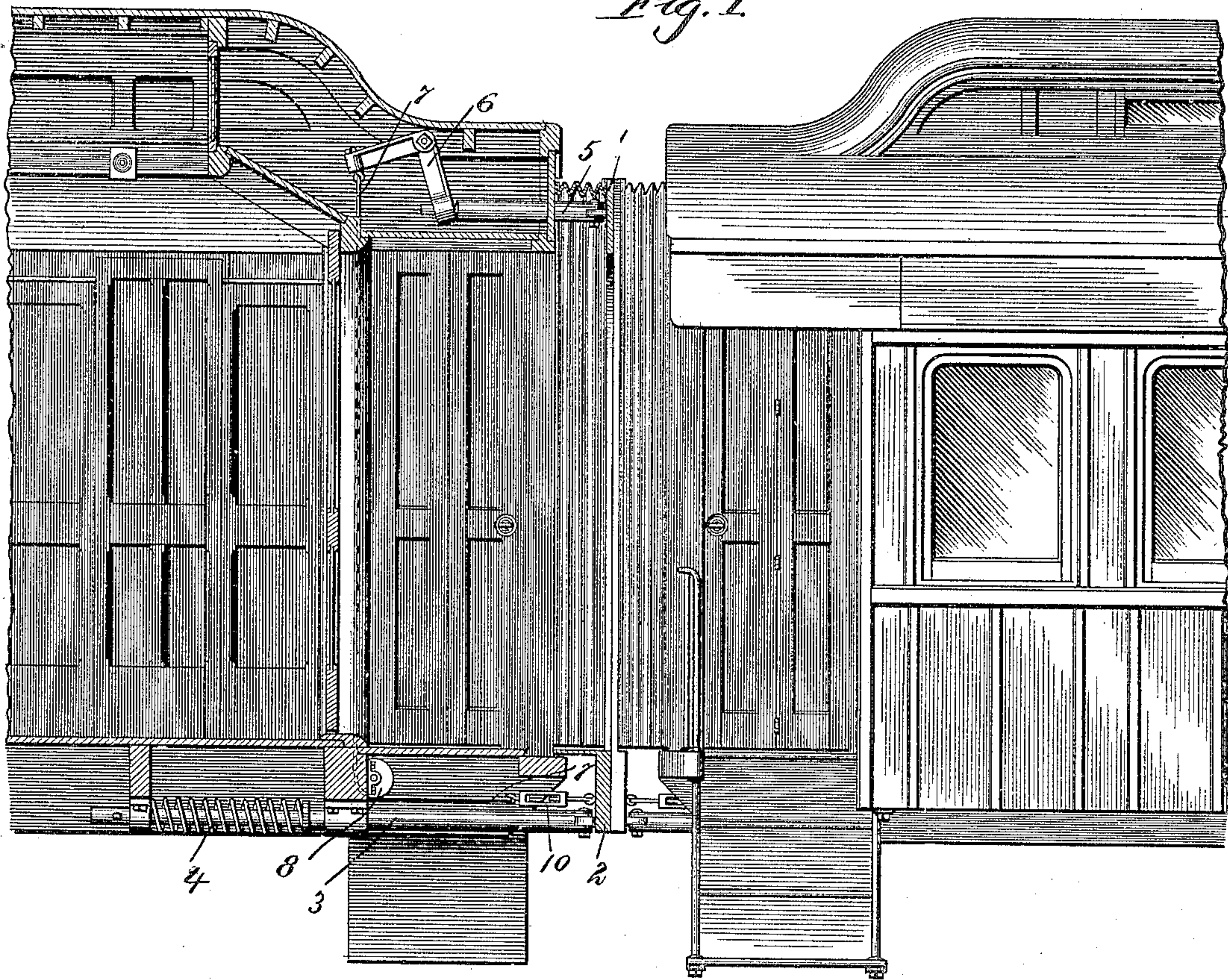


Fig. 2.

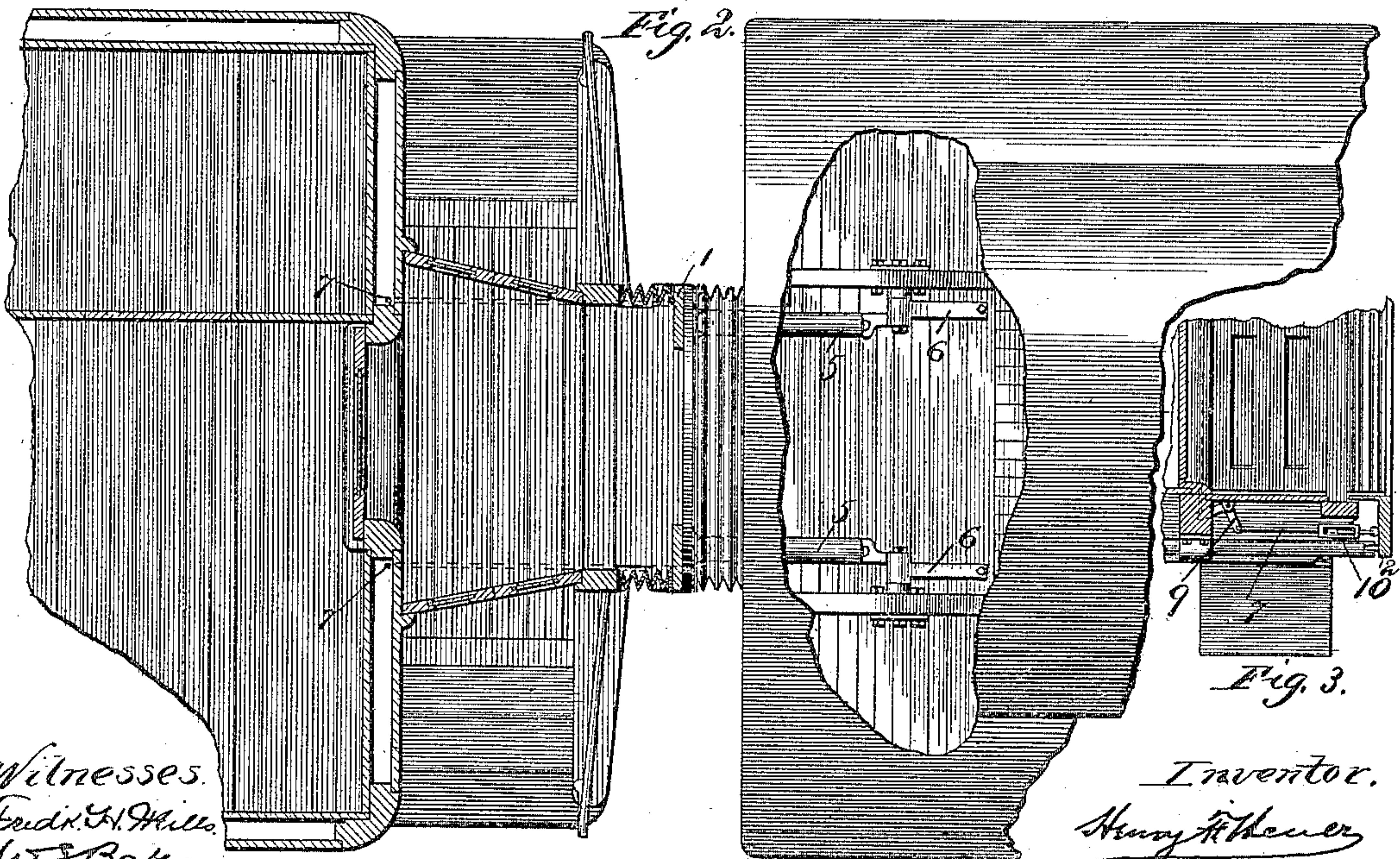


Fig. 3.

Witnesses.
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HENRY F. HEUER, OF CHICAGO, ILLINOIS.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 446,449, dated February 17, 1891.

Application filed September 22, 1890. Serial No. 365,788. (No model.)

To all whom it may concern:

Be it known that I, HENRY F. HEUER, of Chicago, Illinois, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

My invention relates more particularly to vestibules of railway-cars; and it consists in connecting the tops and bottoms of the meeting plates in such manner that any force exerted upon the top of the plate tending to move it inward toward the car-body will be transmitted to the bottom of the plate and have the same effect on it.

In the accompanying drawings I have illustrated my invention. Figure 1 shows a side view of the adjacent ends of two cars coupled, one being in elevation and one in section. Fig. 2 is a top and plan view of same. Fig. 3 is a modification.

1 is the top of a meeting plate.

2 is the bottom of the same plate.

3 is a bar pivotally connected to the bottom of the plate and provided with spring 4 to force the plate outward.

5 are bars pivotally connected to the top of the meeting plate, one at each side, and extending inward toward the car-body.

6 are bell-cranks pivoted to the car-body, one at each side, in position to engage the bars 5. The bars 5 bear against one arm of the bell-crank, and may be provided with a

tongue entering a slot in the end of the crank-arm, as shown. The opposite arm of each bell-crank is connected by a cord 7 with the bottom 2 of the meeting plate. The cord passes over a pulley 8 at the point where it changes its direction. Instead of the cord, rods may be used, and instead of the pulley a bell-crank 9 may be used. (See Fig. 3.) A turn-buckle 10 may be applied at a convenient point to the cord or rods for purposes of adjustment.

In operation, if the top of the meeting plate be moved in or toward the car it will operate through bell-crank 6 and cord 7 and move the bottom 2 in toward the car. The two sides of the plate are independent of each other and permit the cars going around curves, &c.

I claim—

1. The combination of the meeting plate 1, the bars 5, the bell-crank 6, and the cord and pulley 7 8 or their described equivalents, substantially as set forth.

2. The combination of the meeting plate, the bar 5, the bell-crank 6, the cord and pulley or their described equivalents, and the turn-buckle 10, substantially as set forth.

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Witnesses:

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