

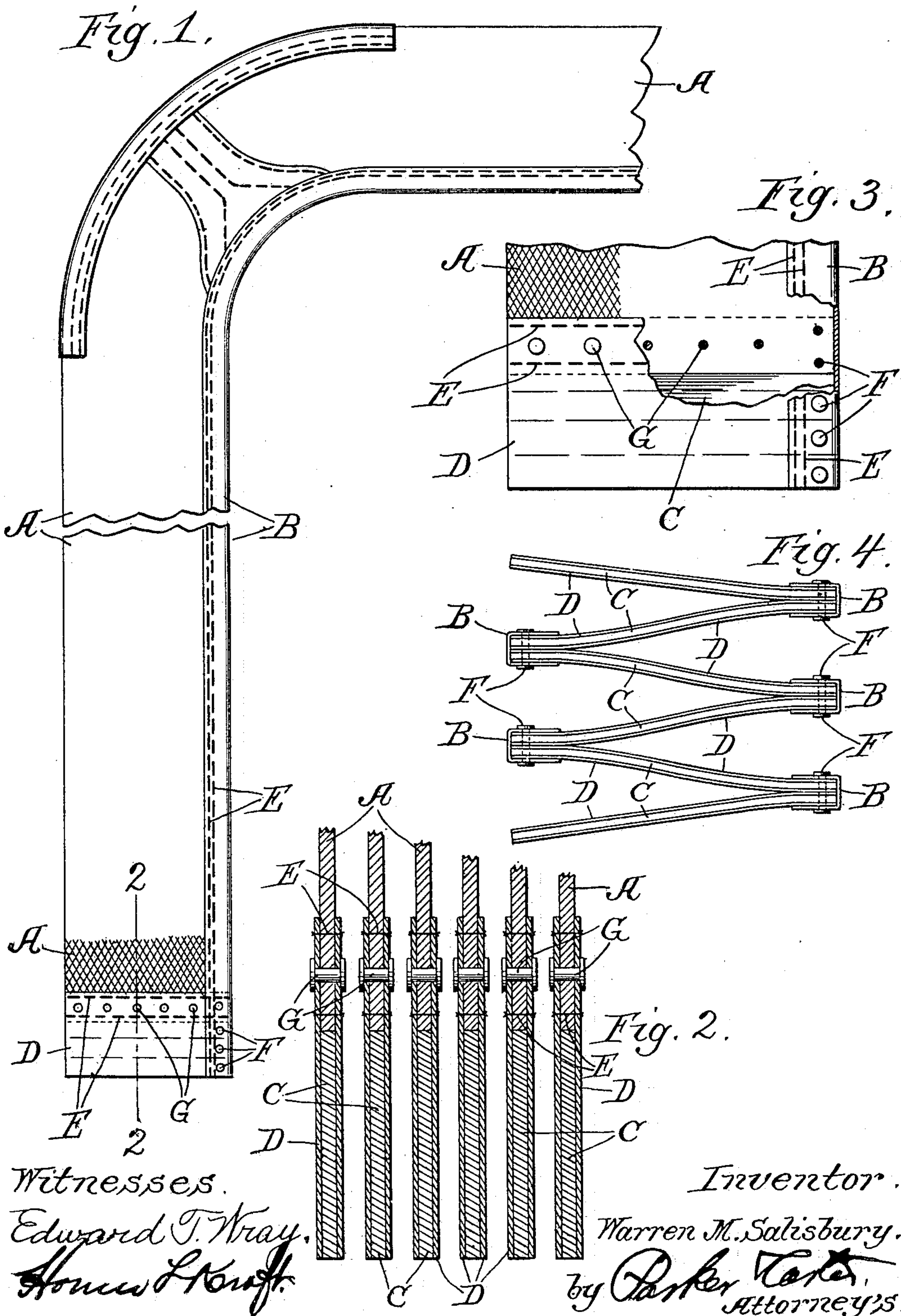
No. 758,697.

PATENTED MAY 3, 1904.

W. M. SALISBURY.  
DIAPHRAGM FOR CAR VESTIBULES OR THE LIKE.

APPLICATION FILED FEB. 29, 1904.

NO MODEL.





# UNITED STATES PATENT OFFICE.

WARREN M. SALISBURY, OF CHICAGO, ILLINOIS.

## DIAPHRAGM FOR CAR-VESTIBULES OR THE LIKE.

SPECIFICATION forming part of Letters Patent No. 758,697, dated May 3, 1904.

Application filed February 29, 1904. Serial No. 195,773. (No model.)

*To all whom it may concern:*

Be it known that I, WARREN M. SALISBURY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Diaphragms for Car-Vestibules or the Like, of which the following is a specification.

My invention relates to diaphragms for car-vestibules and the like, and particularly to means for permitting them to be trimmed so as to be of different lengths without leaving their lower ends unfinished.

One form of my invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a side elevation of a portion of the diaphragm; Fig. 2, a cross-section on the line 2 2 of Fig. 1; Fig. 3, an enlarged detail of one end of one section of the diaphragm with parts broken away, and Fig. 4 is an end view from below.

Like parts are indicated by the same letter in all the figures.

A A are strips of any desired material forming the vertical and top sections of the diaphragm. They may be connected in any desired manner at the corners.

B B are strips of edging—as, for example, of leather—to form the inner edges of these diaphragm-sections and to secure them together at their inner edges.

C is a piece of material, preferably rubber, having on its two sides short strips of belting or the like D D. The rubber of these end portions is somewhat shorter than the side pieces, as indicated in Fig. 3, so that when the end piece stands alone it presents at its upper edge a slot-like portion, the bottom of which is the upper edge of the rubber and the sides of which are the upper ends of the side pieces. Into one of these slots the diaphragm-section A is inserted. The edging B is then folded over the diaphragm-section, including such end piece, and here the parts are secured together. They may be fastened by the stitching E E or by the rivets F and G, or both. The rubber piece will be two or three inches long, though, of course, its length can vary at the will of the constructor. The edging, of course, need not extend beyond the diaphragm-section A, and

the extension, composed of the parts D and C, might be otherwise constructed—as, for example, the parts D D need not extend to the bottom of the part C, and under certain conditions, perhaps, one of the parts D could be omitted. The stiffening, such as the parts C, might be applied more directly to a lower extension of the section A.

The size, proportion, and particular arrangement of the several parts may be greatly varied without departing from the spirit of my invention, and I do not wish to be limited to any particular materials, as they can be varied to suit the requirements of any particular case.

In the use of diaphragms of this general character it is well-nigh impossible to have the diaphragm of proper length to suit the position in which it is to be used. This is due to various reasons not necessary here to be gone into; but the fact is that when a diaphragm is about to be applied to the car it is almost invariably found necessary to vary its length slightly. To allow for this, the practice is to have the diaphragms a little longer than is likely to be necessary. The workman applying them then cuts them off. He removes enough material to give the diaphragm the exact desired length. This leaves the diaphragm with a frayed lower edge. Moreover, the diaphragm at its lower edge should have some kind of binding or stiffening, and if this be put on it is likely to be cut off in the process of thus shortening the diaphragm. With my improvement the rubber end is long enough to suit all ordinary conditions, and the user can cut off much or little, and so long as he does not remove the whole of the rubber the lower end of the diaphragm will be provided with a stiffening and will be in a finished condition and not liable to be frayed. He may cut, for example, if rivets be used at any one of the points indicated by the dotted lines between the rivets. If rivets are not used, the stitching should be such as not to easily unravel.

I claim—

1. A diaphragm for car-vestibules or the like comprising a series of diaphragm-sections, a series of end pieces, one for each section, and a series of binding-strips which

unite two adjacent sections and end pieces along their edges.

2. In a diaphragm for car-vestibules or the like, the combination of a series of diaphragm-sections with end pieces, each of which comprises a central portion and two side portions which extend up over the side of the diaphragm-section, and means for securing them together.

10 3. A diaphragm for car-vestibules or the like comprising a series of diaphragm-sections, a series of end pieces, one for each section, a series of binding-strips which unite two adjacent sections and end pieces along

their edges, and edging-strips to secure the diaphragm-sections and end pieces together in pairs. 15

4. In a diaphragm for car-vestibules or the like, the combination of a series of diaphragm-sections with end extensions of a stiffening material, said extensions of a length to permit sections to be cut off, and means for securing the several diaphragm-sections together in pairs. 20

WARREN M. SALISBURY.

Witnesses:

HOMER L. KRAFT,

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