

(No Model.)

J. STEPHENSON.

TRAM CAR DASH CAP.

No. 378,476.

Patented Feb. 28, 1888.

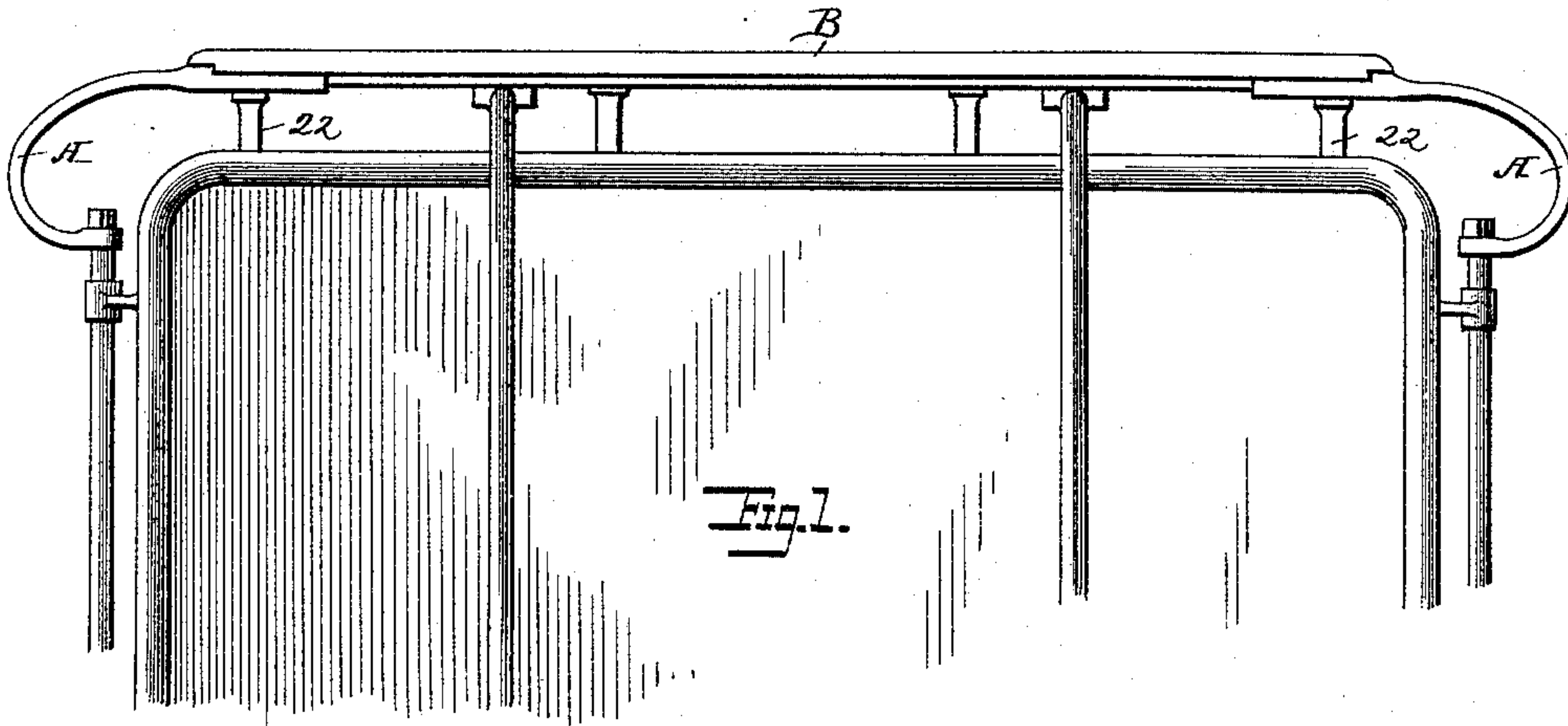


Fig. 2.

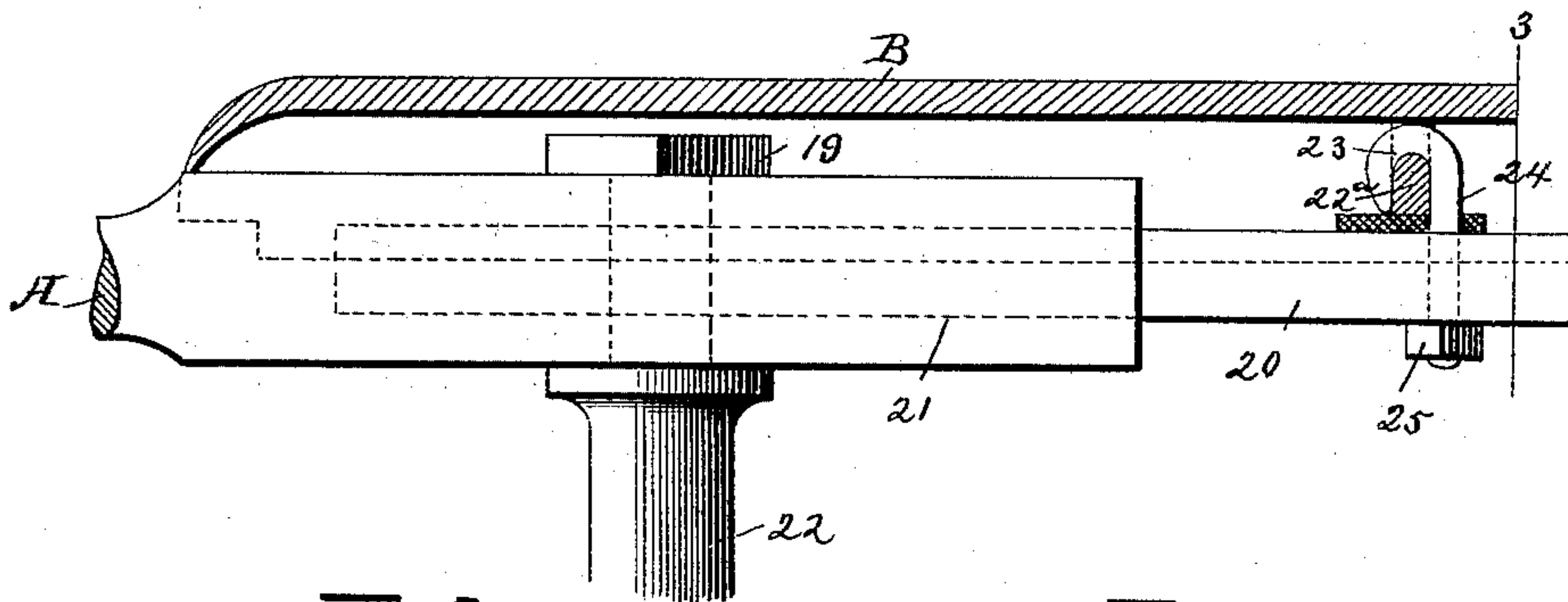


Fig. 3.

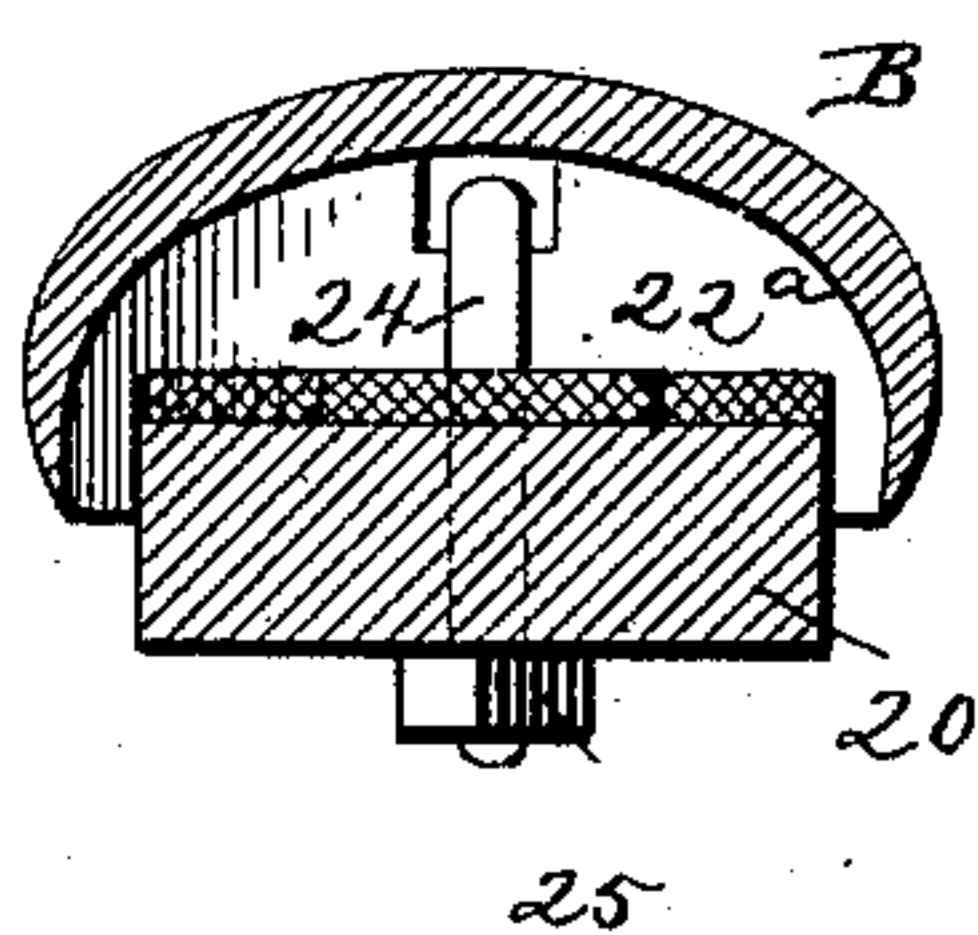
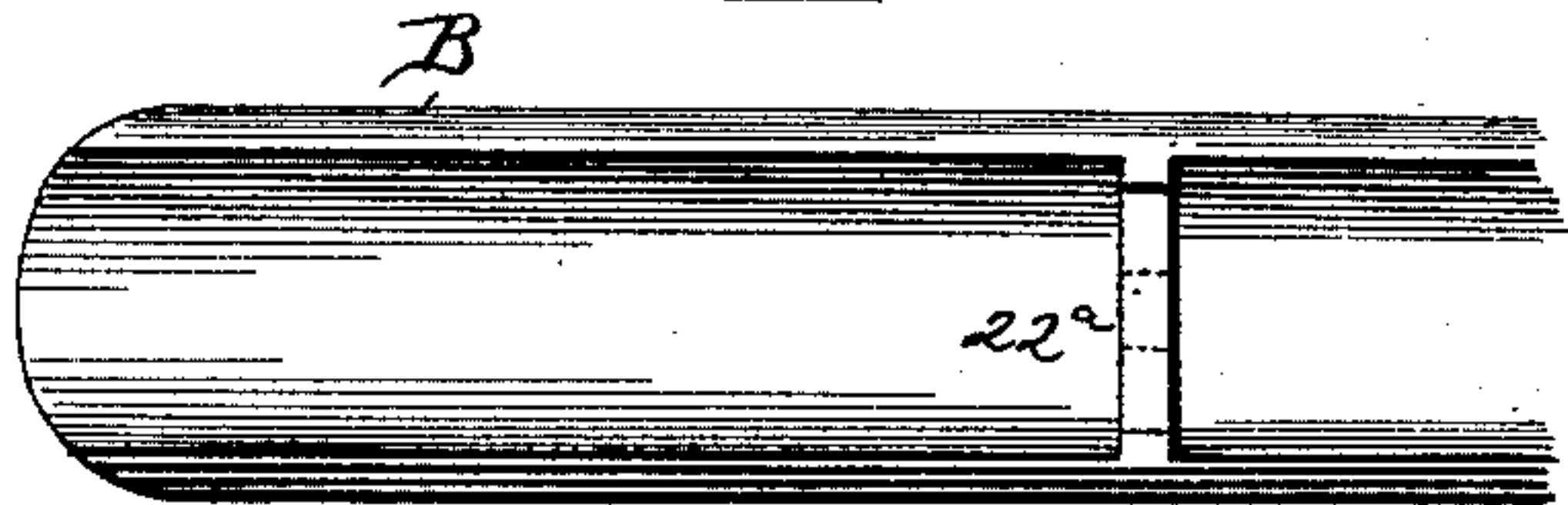


Fig. 4.



Attest:

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UNITED STATES PATENT OFFICE.

JOHN STEPHENSON, OF NEW YORK, N. Y.

TRAM-CAR DASH-CAP.

SPECIFICATION forming part of Letters Patent No. 378,476, dated February 28, 1888.

Application filed July 21, 1887. Serial No. 244,916. (No model.)

To all whom it may concern:

Be it known that I, JOHN STEPHENSON, a citizen of the United States, residing in the city, county, and State of New York, have invented certain new and useful Improvements in Tram-Car Dash-Caps, of which the following is a specification.

The present invention is illustrated in the accompanying drawings, in which—

10 Figure 1 is a front elevation of a dash-board provided with the improved dash-cap. Fig. 2 is an enlarged elevation of a portion of one end of the dash-rail, the dash-cap being in section. Fig. 3 is a cross-section of the
15 same, taken on the line 3 3 of Fig. 2. Fig. 4 is a view of the under side of a portion of the dash-cap.

The dash-rails of tram-cars until recent years have been of iron without covering, except paint, which soon perished, and the naked
20 iron rusted and soiled clothing of passengers, to prevent which some rails were galvanized; but this did not find favor because of rough and unfinished appearance.

25 For several years the dash-rails were capped with hard wood, which proved acceptable for a time; but liability to fracture by contact and marred by gnawing of horses, together with the higher style of finish of tram-cars lately
30 come into vogue called for more durable and elegant dash-rail caps. These requirements are provided by my invention, as follows:

I make the dash-rail 20 of iron, as usual, except omitting the handles A. Each end of
35 the dash-rail enters a socket or mortise, 21, in the handle, made of another metal, preferably of bronze, and for greater security the dash-pillar 22 passes up through the socket, including the dash-rail end. This combina-
40 tion secures the necessary strength and safety. On top of the dash-rail 20 and between the two handles A, I put a smoothly-molded cap-rail, B, of semi-elliptical forms, overspreading the dash-rail, which is partly embedded in
45 the cap, as in Fig. 3. The ends of the cap extend over and cover the dash-pillar nuts 19, which are covered by the cap terminating beyond the nuts and finishing in harmony with the handles, making them apparently a con-
50 tinuation of the cap.

To secure the cap B on its dash-rail 20 and preserve a perfectly smooth surface, I make within the shell of the cap cross-bars 22, re-

ceiving the hook-heads 23 of bolts 24, which pass down through the dash-rail, and are tight- 55 ened by screw-nuts 25 beneath. The bars also form chairs, into which the dash-rail is fitted and prevented from displacement. The caps may be secured from beneath the dash-rail by screws passing upward and tapped into the 60 cross-bars; but I prefer the hook-bolts.

I claim—

1. A tram-car having its dash-rail covered with a different metal, preferably the same as the dash-handles, with which the cap joins at 65 each end, overlapping on their top side and grasping the two vertical sides, as and for the purpose described.

2. A tram-car with its platform dash-rail covered with a shell of bronze or other metal 70 secured in position by screws from beneath and through the iron dash-rail and into the metal cap, as and for the purpose described.

3. A tram-car with its platform dash-rail covered with a shell of bronze or other metal, 75 the shell having cross-bars uniting the two sides of the shell, and the bars fitted to the dash-rail and secured by bolts hooking over or into the bars and passing down through the dash-rail and fastened with screw-nuts 80 beneath, as and for the purpose described.

4. A tram-car with usual iron dash-rail capped with bronze or other metal having unbroken or unperforated surface, and its ends, in conjunction with handles of similar metal, 85 united to dash-rail by tenon-and-socket joint, fastened together by the head of the dash-pillar passing through tenon and socket and secured by a nut above the dash-rail covered by the dash-rail cap, as and for the purpose 90 described.

5. A tram-car dash-rail capped with bronze or other metal corresponding with the dash-handles, the ends of the cap fitted to the top and sides of the handle-socket, preventing dis- 95 placement and so harmonizing in finish with the handles as to give the dash-cap and dash-handles appearance of oneness, as and for the purpose described.

In testimony whereof I have signed my name 100 to this specification in the presence of two subscribing witnesses.

JOHN STEPHENSON.

Witnesses:

S. A. STEPHENSON,

JOHN A. TACKABERRY.