

No. 791,742.

PATENTED JUNE 6, 1905.

H. F. VOGEL.
STREET CAR.

APPLICATION FILED FEB. 8, 1905.

Fig. I.

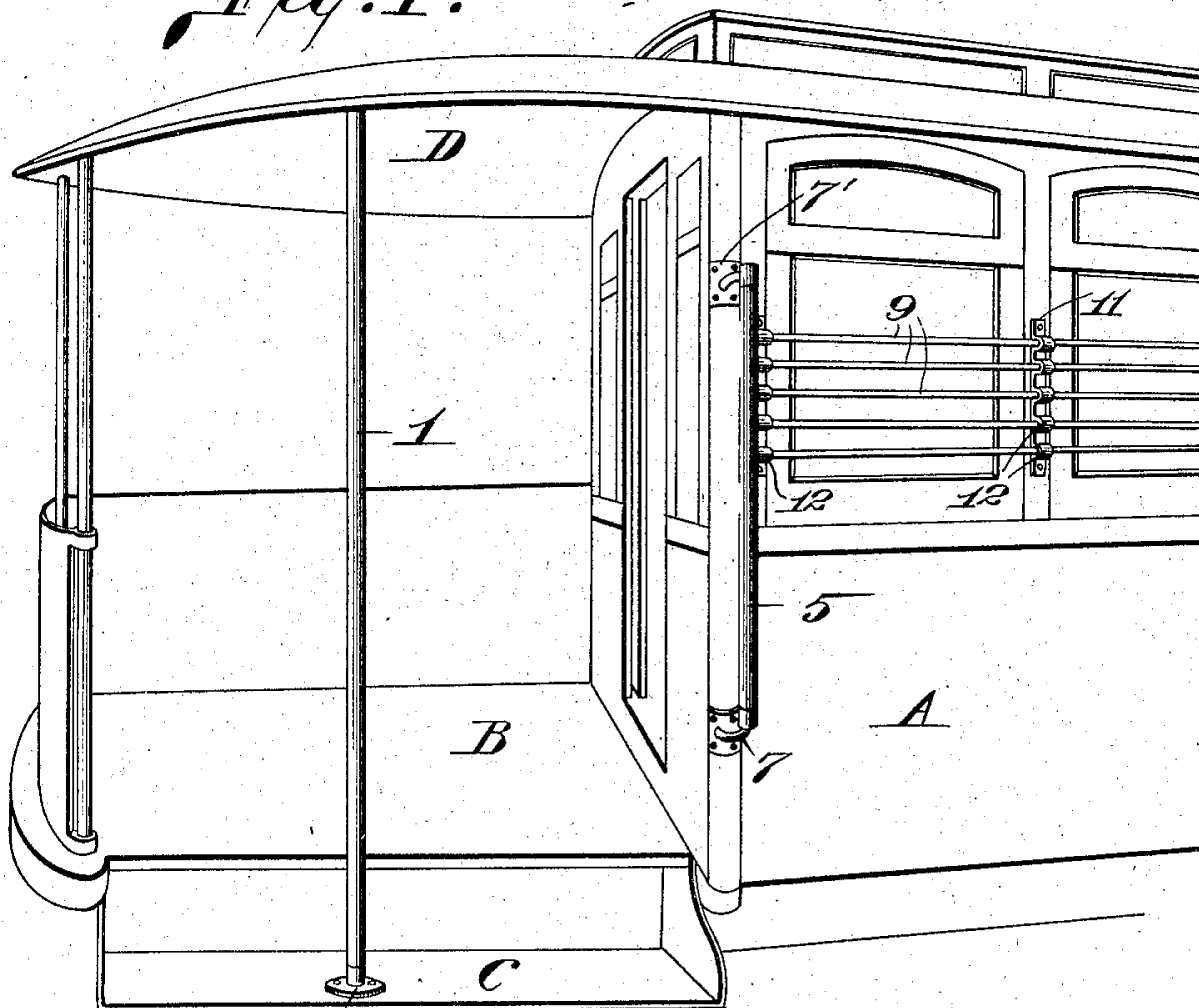


Fig. II.

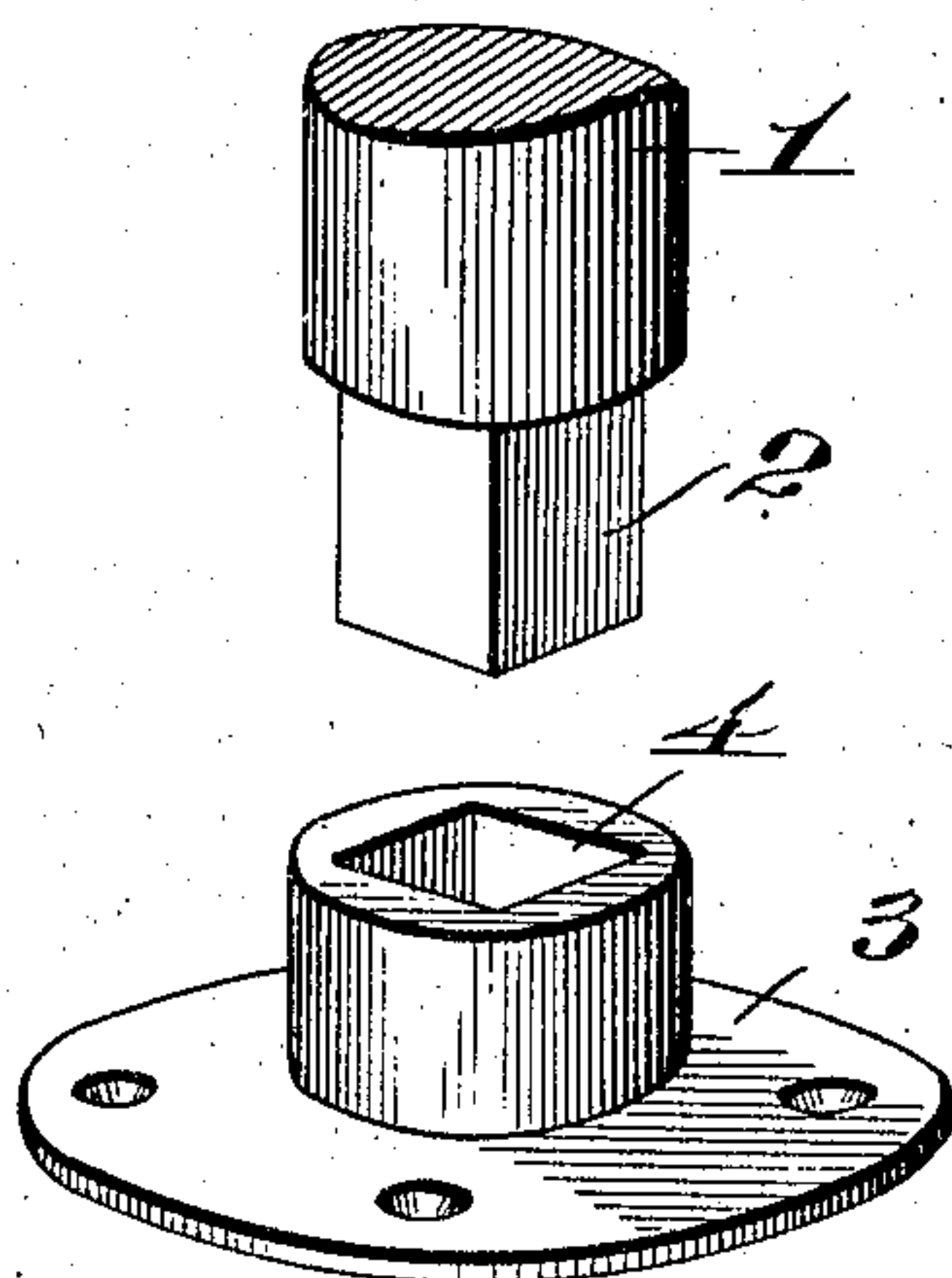


Fig. III.

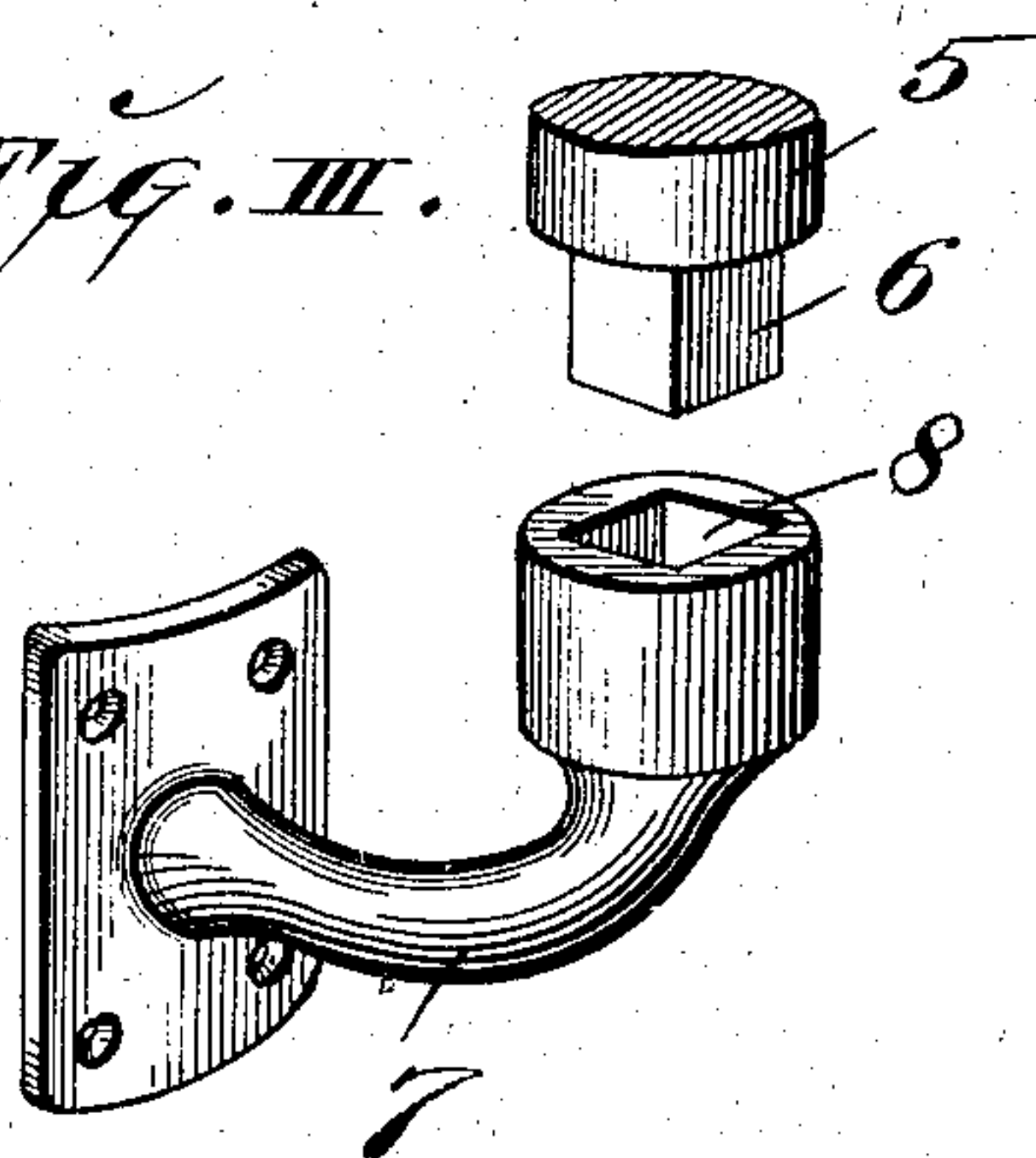
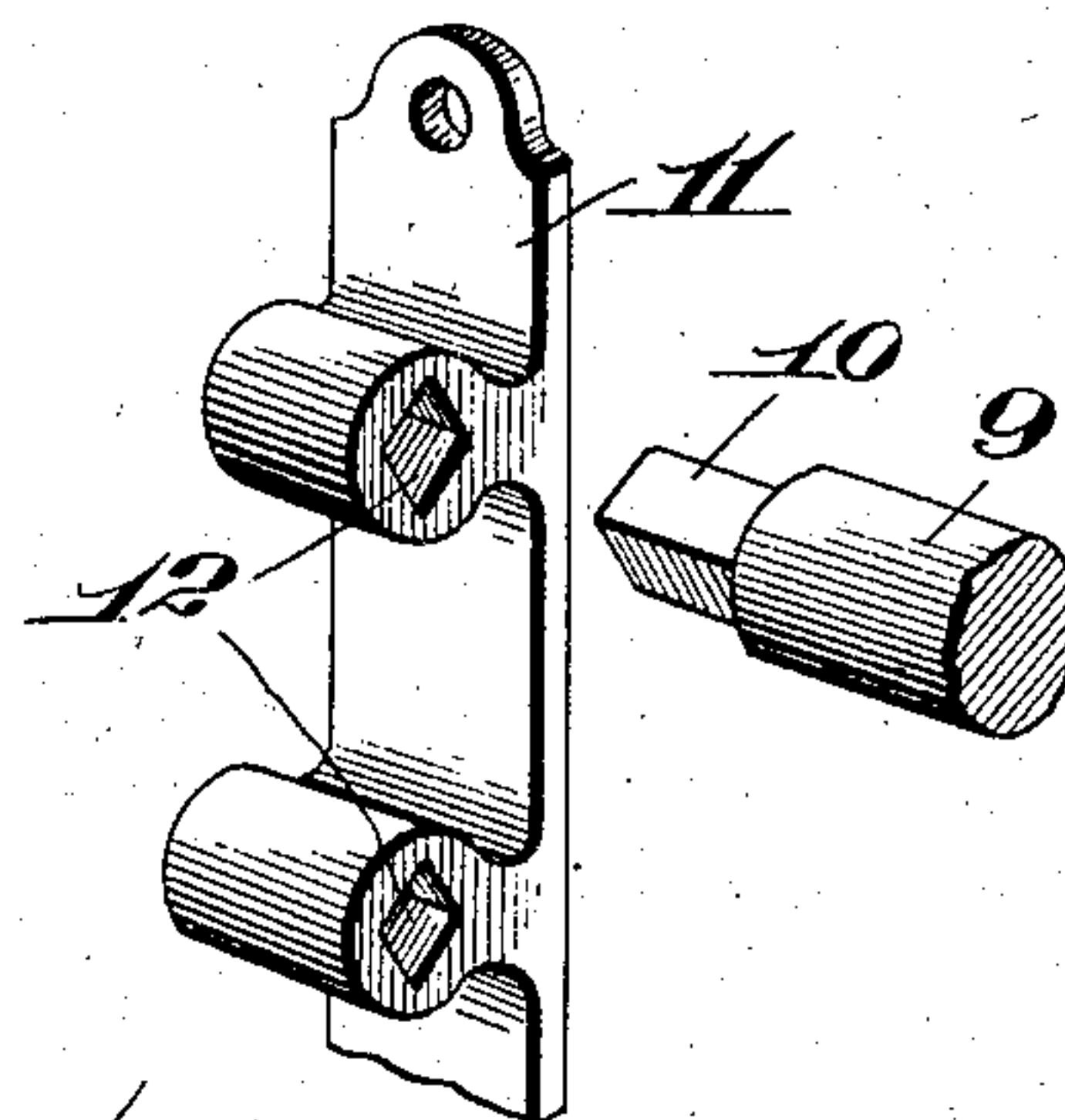


Fig. IV.



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UNITED STATES PATENT OFFICE.

HENRY F. VOGEL, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 791,742, dated June 6, 1905.

Application filed February 8, 1905. Serial No. 244,743.

To all whom it may concern:

Be it known that I, HENRY F. VOGEL, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Street-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to an improved construction of the socket members utilized in various parts of a street-car whereby the parts entering into said socket members and which are commonly handled by passengers are held from rotation instead of being permitted to turn, as in the instance of socket members having circular seats, as they have been heretofore made.

It has been a common source of accident upon street-cars that when the hand-rods, particularly of such cars, are grasped by a passenger in entering or leaving a car they turn in the hand, thereby causing the passenger to be thrown off his or her balance, with a consequent result of being thrown to the ground, especially if the car is in motion. By my improvement these parts are firmly held in the socket members and the objectionable feature referred to is entirely eliminated.

Figure I is a perspective view of one end of a street-car equipped with the usual vertical platform hand-rod, corner hand-rod, and window guard-rods. Fig. II is an enlarged perspective view of the lower socket member of the platform hand-rod and the lower end of the platform hand-rod in separated condition and constructed in accordance with my improvement. Fig. III is an enlarged perspective view of the lower socket member of the corner hand-rod and the lower end of said hand-rod in separated condition and constructed in accordance with my improvement. Fig. IV is an enlarged perspective view of a portion of one of the end socket members of the window guard-rods and one end of one of the guard-rods shown separated

therefrom made in accordance with my improvement.

A designates the body of a street-car; B, a car-platform; C, a step, and D the platform-hood.

1 designates a platform hand-rod the upper end of which is mounted in a socket member beneath the platform-hood D. The lower end of this hand-rod has a non-circular tenon 2.

3 is a socket member seated upon and secured to the step C and provided with a non-circular seat or socket 4 of a shape corresponding to that of the tenon 2 to receive said tenon. When the tenon of the hand-rod 1 is seated in this socket member, the hand-rod is held firmly from rotation, and therefore is prevented from turning in the hand of a person grasping it, as will be readily understood.

5 designates a corner hand-rod that is provided at its lower end with a tenon 6.

7 is a socket member or bracket secured to the corner of the car and having a non-circular seat or socket 8, that receives the hand-rod tenon 6. By thus uniting the hand-rod with said socket member the rod is prevented from turning in the hand of a person grasping it, while it is supported by said socket member and by an upper socket member 7', the socket of which may be of non-circular or circular shape, as preferred.

9 designates window guard-rods each provided at its end with non-circular tenons 10.

11 is a socket member provided with non-circular seats or sockets 12, that are adapted to receive the non-circular tenons 10 of the guard-rods to hold them from turning after they are mounted in the socket members in the usual manner.

I claim as my invention—

1. The combination with the hand-rods utilized upon a street-car, of socket members by which said rods are received and which are provided with non-circular seats; said rods having non-circular tenons at their ends to enter said seats, substantially as set forth.
2. The combination of street-car hand-rods

having non-circular tenons at their ends and socket members having non-circular seats to receive said tenons, substantially as set forth.

3. The combination of street-car hand-rods
5 having non-circular tenons at their ends, and socket members having seats corresponding in shape to the shape of the tenons and adapt-

ed to receive the tenons and prevent turning of the hand-rods, substantially as set forth.

H. F. VOGEL.

In presence of-

ARTHUR DIEKMANN,
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