R. GENOVESE.

COMBINATION DASHBOARD AND SHIELD FOR TRAMWAY CARS.

APPLICATION FILED MAY 25, 1908.

908,241.

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Fig. 1.

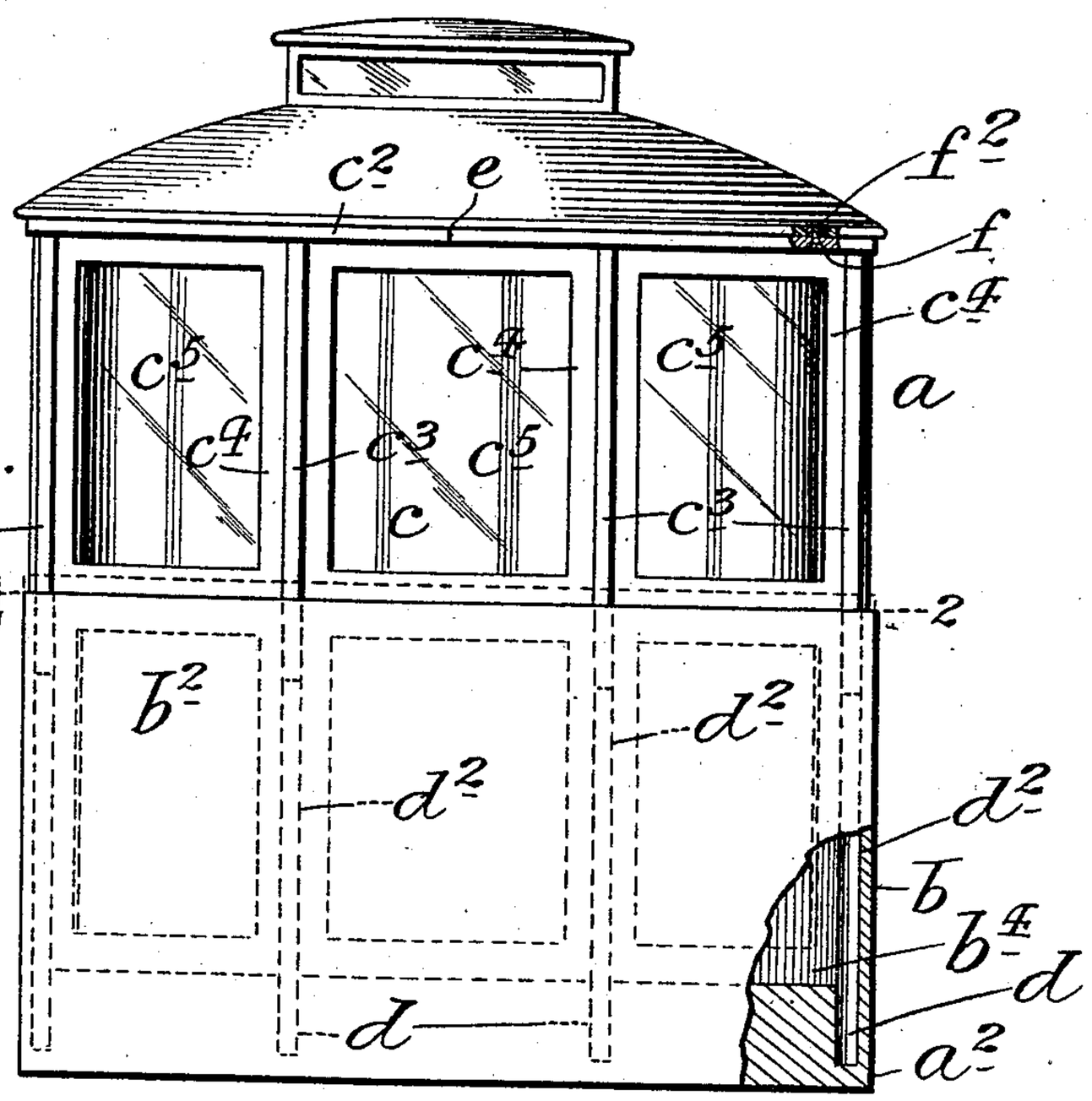
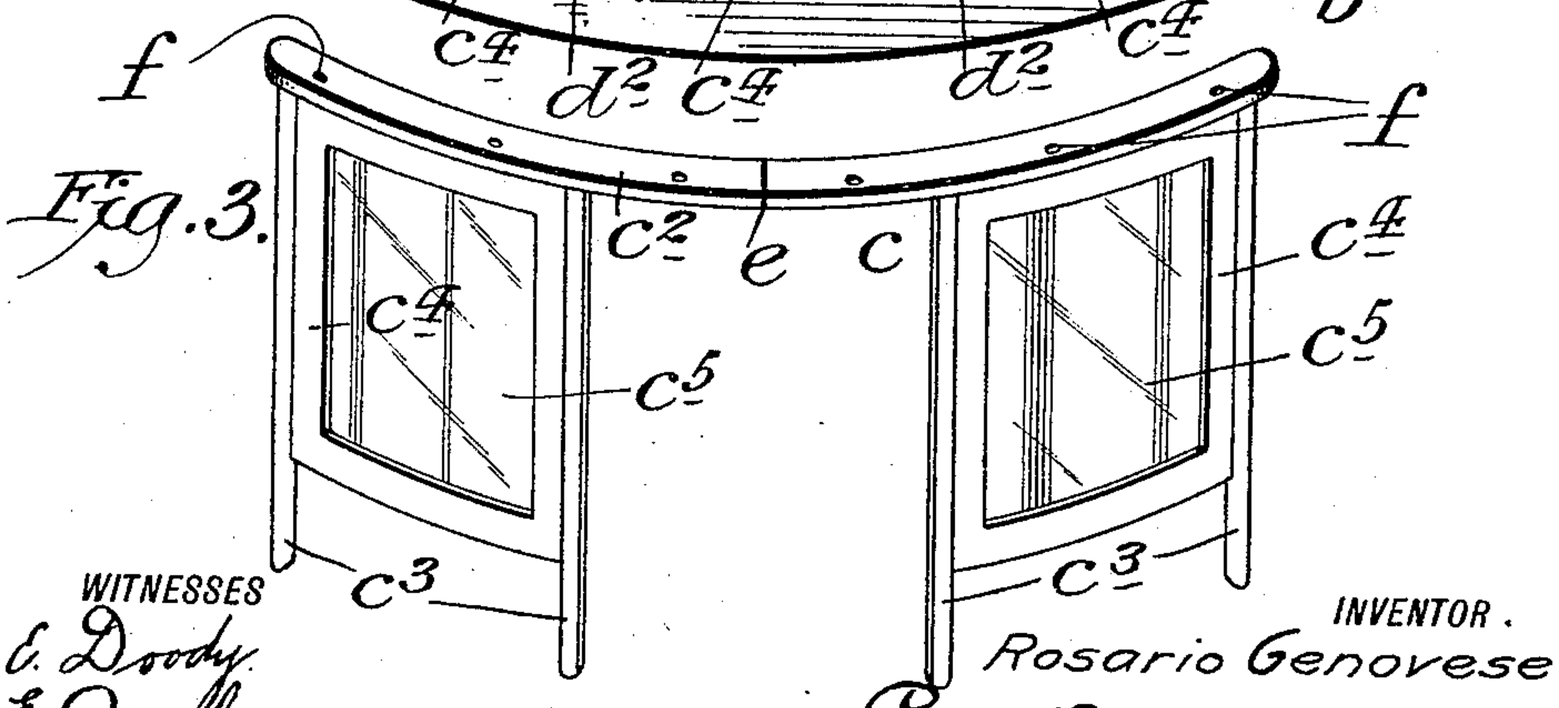


Fig. 2.

Fig. 3.



WITNESSES

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COMBINATION DASHBOARD AND SHIELD FOR TRAMWAY-CARS.

No. 908,241. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed May 25, 1908. Serial No. 434,766.

To all whom it may concern:

Be it known that I, ROSARIO GENOVESE, a citizen of the United States, and residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in a Combination Dashboard and Shield for Tramway-Cars, of which the following is a specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to tramway cars, and the object thereof is to provide an improved combination dashboard and shield for vehicles of this class which comprises a stationary bottom member of the form of an ordinary dashboard and a vertically movable member telescopically mounted in the stationary member, and which is adapted to be raised so as to close the space between the top of the stationary member and the top of the car, and thus form a shield for the motorman, the vertically movable member being composed of an open-work frame having transparent panels, one of which is movable independently of the frame in which it is mounted, and said vertically movable member being also preferably composed of separate parts so as to facilitate the operation of raising and lowering the same.

The invention is fully disclosed in the following specification, of which the accompanying drawing forms a part, in which the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which;—

Figure 1 is a front end view of a tramway car body provided with my improved combination dashboard and shield, part of the construction being broken away, Fig. 2 a horizontal section on the line 2—2 of Fig. 1, and;—Fig. 3 a perspective view of the vertically movable part of the combination dashboard and shield detached.

In the drawing forming part of this specification, I have shown a car body a, the ends of which are provided with the usual platforms a^2 only one of which is shown, and in the practice of my invention I provide a combination dashboard and shield comprising a stationary bottom member b which is of the usual form except that it is made double or composed of front and back walls b^2 and b^3 between which is a space or well b^4 which is of the same form as the dashboard, and in the space or well b^4 is placed a vertically movable sash frame c composed of a top member c^2 and suitably spaced vertically arranged and parallel sash holding bars c^3 between which are placed sashes c^4 having the usual glass or transparent panels c^5.

The vertical depth of the sashes c^4 is slightly greater than the space between the top of the stationary dashboard member b, and the top of the car and the sash holding bars c^3 are longer than the vertical depth of the sashes c^4 as clearly shown in Fig. 3, and when the vertically movable sash frame c is in its highest position the bottom portions of the sash holding bars c^3 are still well within the stationary part b^3 of the dashboard, and when the sash frame c is in its lowest position the lower ends of the sash holding bars c^3 enter sockets d in the platform a^2 of the car, said sockets consisting of continuations of guide channels d^2 in the front and back parts b^2 and b^3 of the stationary top frame member b.

The vertically movable sash frame member c of my improved combination dashboard and shield is also preferably composed of two parts, the top rail c^2 thereof being divided centrally as shown at e in Figs. 1 and 3, and with this construction the separate side portions of said frame may be easily raised one at a time, and the device may, in this way be much more easily manipulated than if said part was composed of a single frame.

The middle sash c^4 of the sash frame c is movable independently of said frame, and said frame may be raised independently of said sash, and in this way the central sash c^4 of the sash frame, when said frame is in its raised position may be lowered when desired into the stationary part b^3 of the combination dashboard and shield, or the central sash c^4 may be raised into the closed position when the sash device c is in its highest position as shown in Fig. 1.

The top rail c^2 of the sash frame c is wide enough to cover the stationary dashboard member b^3, and in the form of construction shown the said top rail c^2 is provided with screw holes f, and in practice the sash frame c or the separate parts thereof may be connected with the top of the car by screws as shown at f^2 in Fig. 1, or any other suitable means may be provided for holding the sash frame in its raised position.

It will also be apparent that any suitable means may be provided for holding the

middle sash c^4 in its raised position as shown in Fig. 1, and also for raising and lowering the said sash; and while I have shown and described the sash frame c as composed of a top rail c^2 and vertically arranged sash holding bars c^3 with sashes placed between said members, it will be apparent that my invention is not limited to this construction and various changes in and modifications of the construction herein shown and described may be made, within the scope of the appended claims, without departing from the spirit of my invention or sacrificing its advantages.

Having fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. A combination dashboard and shield for tramway cars comprising a stationary bottom member and a vertically movable member, said vertically movable member being adapted to be raised and secured between the stationary member and the top of the car, and said vertically movable member consisting of a sash frame provided with sashes one or more of which is vertically movable in said frame.

2. A combination dashboard and shield for tramway cars comprising a stationary bottom member and a vertically movable member telescopically mounted in the bottom member, said vertically movable member being adapted to be raised so as to close the space between the bottom member and the top of the car, and said vertically movable member consisting of a sash frame provided with sashes one or more of which is vertically movable in said frame.

In testimony that I claim the foregoing as my invention I have signed my name in presence of the subscribing witnesses this 23rd day of May, 1908.

ROSARIO GENOVESE.

Witnesses:

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M. E. DOODY.