G. M. BRILL.

Car-Platform.

No. 167,385. Patented Sept. 7, 1875.

Fig. 1.

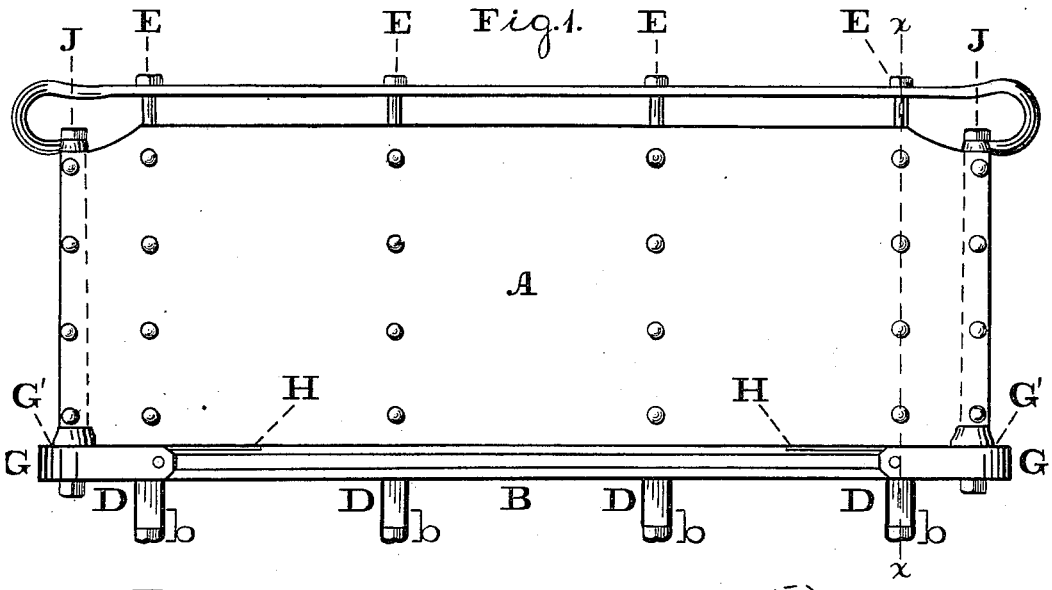


Fig. 2.

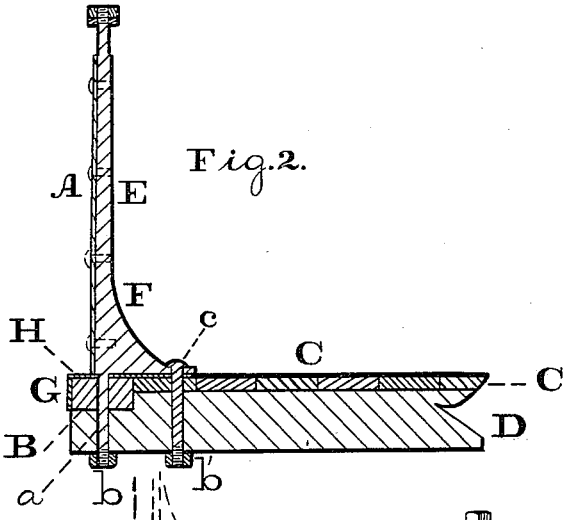


Fig. 4.

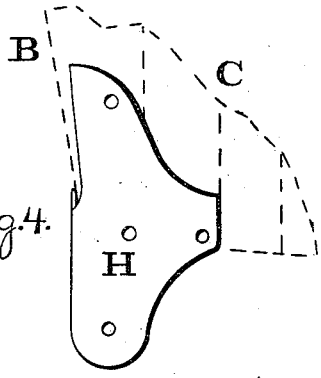


Fig. 5.

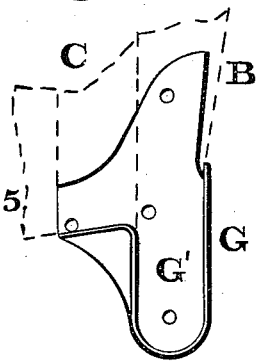


Fig. 6.

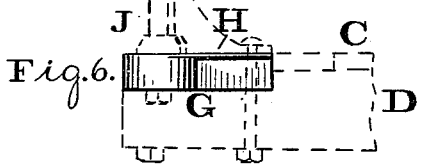
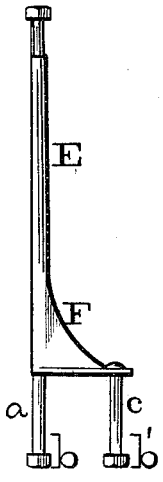


Fig. 3.



Witnesses:

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Atty.

UNITED STATES PATENT OFFICE.

GEORGE M. BRILL, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CAR-PLATFORMS.

Specification forming part of Letters Patent No. **167,385**, dated September 7, 1875; application filed July 9, 1875.

To all whom it may concern:

Be it known that I, GEORGE M. BRILL, of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Platforms of Cars; and I do hereby declare the following to be a clear and exact description of the nature thereof, sufficient to enable others skilled in the art to which my invention appertains to fully understand, make, and use the same, reference being had to the accompanying drawings making part of this specification, in which—

Figure 1 is a front view of the platform embodying my invention. Fig. 2 is a vertical section in line *x x*, Fig. 1. Fig. 3 is a side view of one of the stanchions. Fig. 4 is a plan view of one of the corner appliances. Fig. 5 is a bottom view thereof. Fig. 6 is a side view thereof.

Similar letters of reference indicate corresponding parts in the several figures.

My invention relates to improvements in street-cars, whereby the corners of the platforms are enabled to withstand blows and shocks to which they are liable, and the dasher is greatly strengthened.

The invention consists in a metallic sheath for the nose or corner of the platform-rail, and an upper brace-plate formed with the sheath and bolted to the knee of the platform. It also consists in forming the dasher-stanchions with brackets, which are bolted to the rail and knees.

Referring to the drawings, A represents the dashers, B the rails, C the floors, and D the knees, of the platforms of cars, which parts may be of well-known form and construction. E represents stanchions, to which are bolted the dashers A, and which have their lower ends *a* pass through the rails B and knees, and fitted with tightening-nuts *b*. With the lower parts of the stanchions E there are formed brackets F, which project inwardly, and are adapted to rest on the rails B. Bolts *c* are passed through said brackets F, the rails B, and knees D, and are tightened by means of nuts *b'* bearing against the knees. G represents metallic sheath, each of which is of form corresponding to that of the nose G', or projecting corner of the rail B adjacent to the dasher A, and said sheath encircles continuously the back, side, and front of said nose, so that the face thereof is inclosed by the sheath. Cast with the sheath is a brace-plate, H, which is located at the upper end of the sheath, and rests on the nose of the rail and the adjacent portions thereof, and also on the floor of the platform, with the dasher above the plate. The corner standards J of the dasher pass through the plates H and the noses G' of the rails, and are bolted under the latter.

The adjacent stanchions E pass through the upper plates H, the rail B, and knees D, and are secured under the latter by the nuts *b*, which thus brace the stanchions and the dasher, and connect the stanchions, upper plates, rails, and knees. The flanges of said stanchions rest on the upper plates H, and the bolts *c* thereof pass through the plates H, the floor C, and knees D, (see Fig. 2,) and nuts *b'* are fitted on the bolts for firmly connecting the brackets, plates, floor, and knees.

It will be seen that the projecting or exposed noses of the rail are incased in metallic sheaths, so as to be greatly strengthened and adapted to resist blows and shocks, and the upper plates cast with the sheaths serve to strengthen the sheaths and form mediums for firmly connecting the floor, rail, and knees at points where they are liable to be weak, and thus the corners of the platforms render reliable service and endure the rough usage to which they are subjected.

The stanchions firmly brace the dasher, and the brackets increase the strength of the stanchions, at the same time affording means for additional bolting of the stanchions to the rail and knees.

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

1. The metallic sheaths G, encircling the fronts, sides, and backs of the noses of the platform-rail B, substantially as and for the purpose set forth.

2. The brace-plate H, formed with the encircling sheath G, substantially as and for the purpose set forth.

3. The stanchions E, in combination with the bracket F, formed therewith, and operating substantially as and for the purpose set forth.

GEO. M. BRILL.

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