(No Model.) 2 Sheets—Sheet 1.

L. PFINGST.

FENDER FOR STREET CARS.

No. 494,689. Patented Apr. 4, 1893.

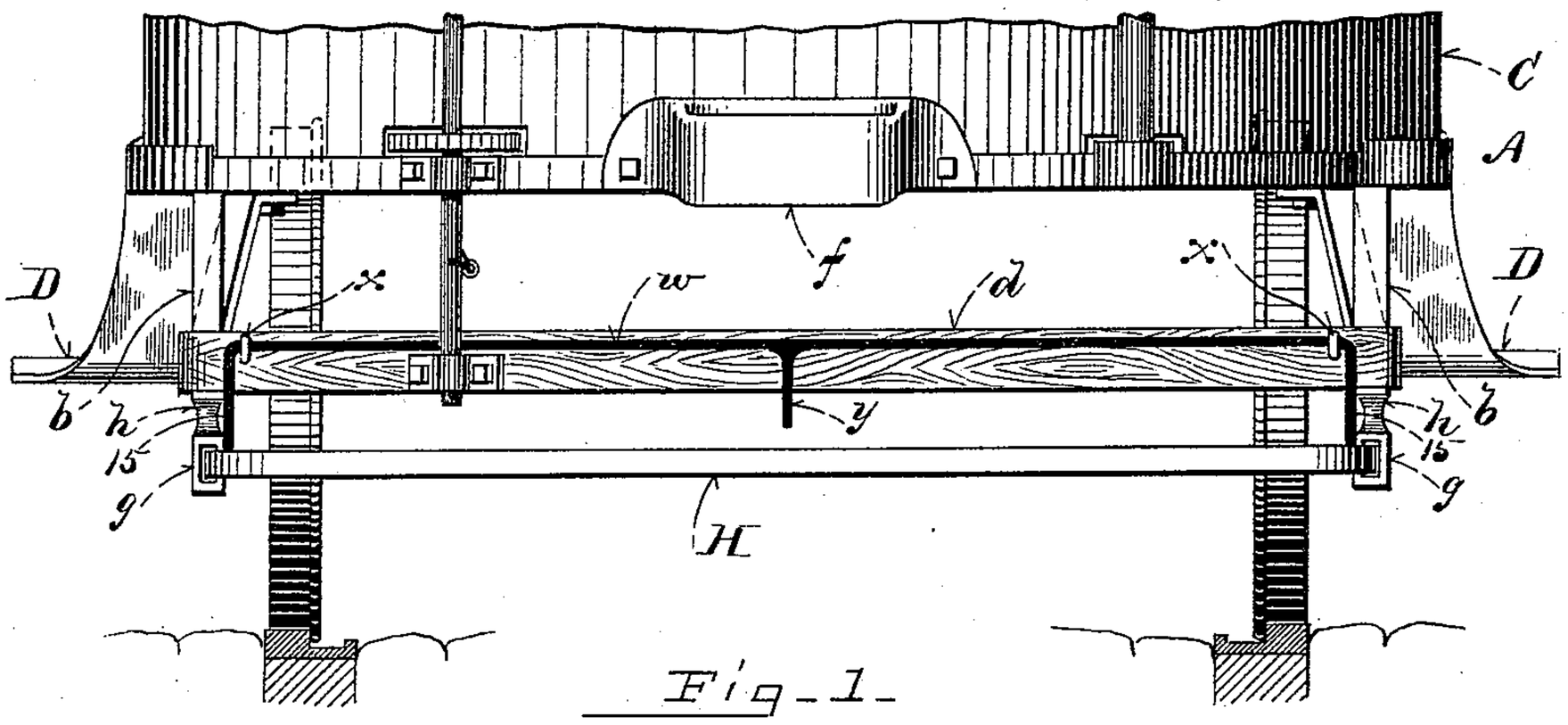

Fig. 1.

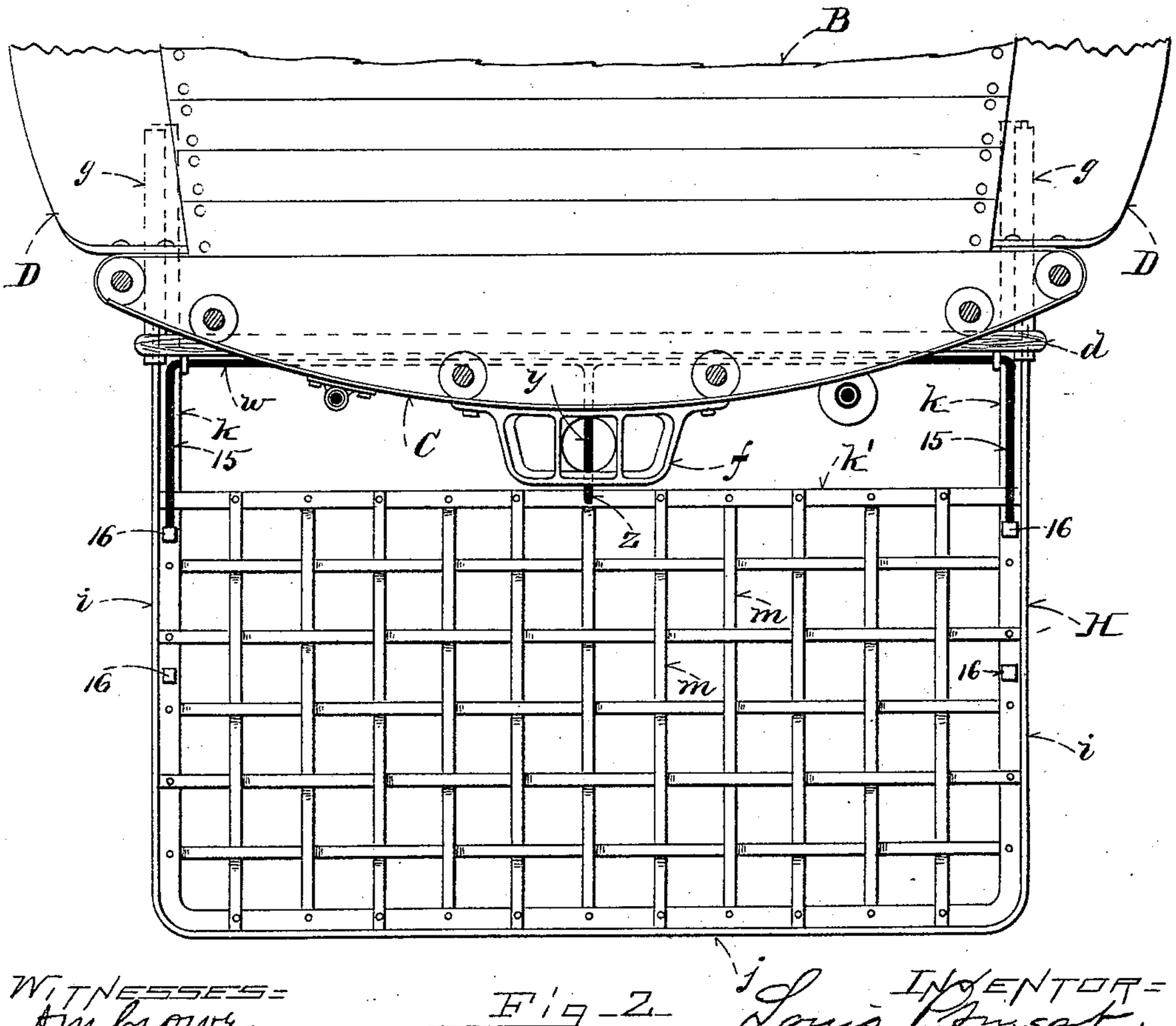

Fig. 2.

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(No Model.) 2 Sheets—Sheet 2.

L. PFINGST.

FENDER FOR STREET CARS.

No. 494,689. Patented Apr. 4, 1893.

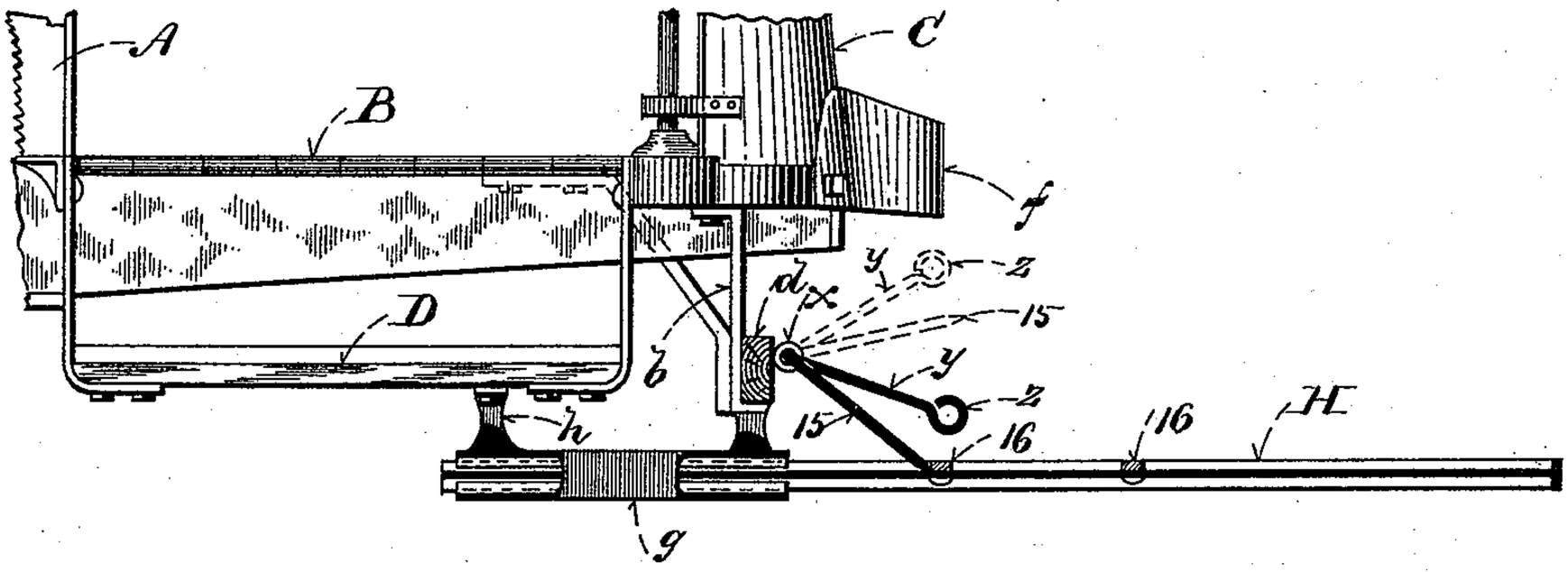

Fig. 3.

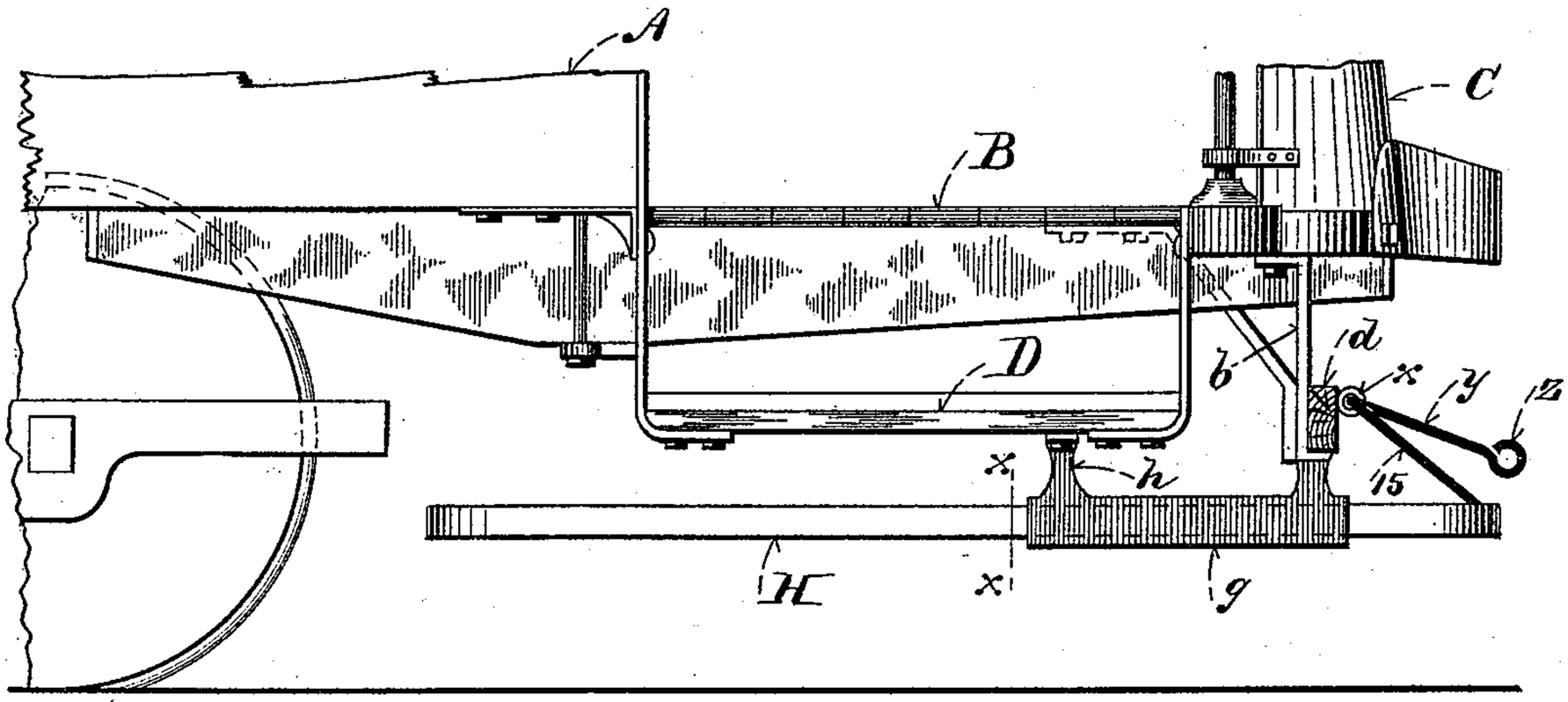

Fig. 4.

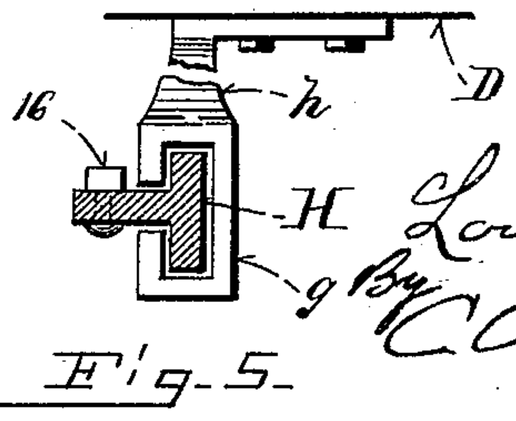

Fig. 5.

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UNITED STATES PATENT OFFICE.

LOUIS PFINGST, OF BOSTON, MASSACHUSETTS.

FENDER FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 494,689, dated April 4, 1893.

Application filed May 2, 1892. Serial No. 431,463. (No model.)

To all whom it may concern:

Be it known that I, LOUIS PFINGST, of Boston, in the county of Suffolk, State of Massachusetts, have invented certain new and useful Improvements in Fenders for Street-Cars, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an end elevation of a street car provided with my improved fender; Fig. 2 a top plan view showing the fender extended in front of the dasher or in position for use; Fig. 3 a longitudinal section of the same; Fig. 4 a side elevation showing the fender housed; and Fig. 5 a section on line, *x*, *x* in Fig. 4.

Like letters and numerals of reference indicate corresponding parts in the different figures of the drawings.

My invention relates especially to an adjustable car fender which is adapted for use with electrically propelled street-cars; and it consists in certain novel features hereinafter fully set forth and claimed, the object being to produce a simpler, cheaper and more effective device of this character than is now in ordinary use.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation:

In the drawings, A represents the body of the car, B, the platform, C, the dasher and D the steps, these parts being all of the ordinary construction and arrangement. Supported by hangers, *b*, pendant from the platform, B, below the dasher, C, there is the usual transversely arranged draw-bar support or guard, *d*. The bunter, *f*, projects centrally from the platform. Integrally with each hanger, *b*, I form a bracket, *g*, which projects rearwardly and has an arm, *h*, secured to the under side of the step. The horizontal portions of these brackets form ways in which the side-bars of the fender, H, are fitted to slide.

The fender comprises a rectangular platform constructed of a frame of T-iron comprising an end bar, *j*, and side-bars, *i*, said side-bars being elongated at, *k*, and fitted to slide longitudinally and horizontally in the ways, *g*. A tie-rod, *k'*, connects the side-bars, *i*, and the platform proper is constructed of interlaced iron straps, *m*, best shown in Fig. 2, secured to said frame. The platform may be moved in its ways to project in front of the dasher as shown in Figs. 2 and 3, or housed under the platform as shown in Fig. 4, the ways, *g*, being of sufficient length to sustain the platform in a horizontal position. On the guide-bar, *d*, a rod, *w*, is pivoted in eyes, *x*. Said rod is provided centrally with an arm or handle, *y*, whereby it may be manipulated from the platform by means of a cord or chain, an eye, *z*, being formed in the outer end of said handle to receive said chain. Each end of the rod, *w*, is bent at right angles forming stop-arms, 15, which will engage lugs or projections, 16, on the side bars, *i*, of the platform frame. When the platform has been projected in manner described the arms, 15, engaging said lugs lock said platform against being accidentally forced inward under the car should a projection meet its front cross-bar, *j*. Ordinary gravity dogs may be pivoted on the hangers, *b*, with their points normally in engagement with the platform side-bars instead of employing the arms, 15.

In the use of my improvement, a fender constructed as described is mounted in each end of the car. At the rear end of said car the fender is housed and at the front end the motor-man or driver projects the platform into the position shown in Figs. 2 and 3, said platform being locked by the stop-arms, 15. The platform is designed to remain thus projected during the entire trip of the car. Should there be an obstruction on the track as, for example, a person standing thereon, the front frame-bar, *j*, will engage such obstruction which, being upset by the blow thereon, will be tilted and fall onto the screening, *m*. Said platform being rigidly sustained in a horizontal position will receive and support the person preventing them from being carried under the car and being injured. Any suitable mechanical means may be employed for projecting the platform should the same be too heavy to readily move by hand.

The method of fastening the platform de-

scribed may be substituted by any suitable catch which will prevent the platform being accidentally housed when struck by the obstruction may be employed.

Having thus explained my invention, what I claim is—

1. A car-fender comprising a platform fitted to slide in ways longitudinally of the car and be projected beyond the car-dasher, substantially as described.

2. In a car-fender the combination with ways supported from the car-body below the car platform, of a platform fitted to be moved in said ways and mechanism for locking said platform when projected beyond the car-dasher, substantially as set forth.

3. A car fender comprising a horizontally arranged platform fitted to slide in ways longitudinally of the car and be projected beyond the car-dasher, substantially as described.

4. In a car-fender the combination of ways supported from the car body, with a horizontally arranged platform fitted to slide in said ways longitudinally of the car and mechanism for locking said platform when projected beyond the car-dasher, substantially as described.

5. A car-fender comprising a rectangular frame arranged horizontally and fitted to slide longitudinally of the car below its platform, and a netting on said frame, substantially as described.

6. The combination of the car provided with the ways, *g*, with the rectangular platform, H, having elongated side-bars, *k*, fitted to slide in said ways, substantially as described.

7. The combination of a car provided with horizontal ways under its platform; a movable platform fitted to slide in said ways longitudinally of the car; and a dog for locking said movable platform when projected beyond the car platform, substantially as described.

LOUIS PFINGST.

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