

(No Model.)

2 Sheets—Sheet 1.

W. W. PEAY.
STREET CAR FENDER.

No. 515,609.

Patented Feb. 27, 1894.

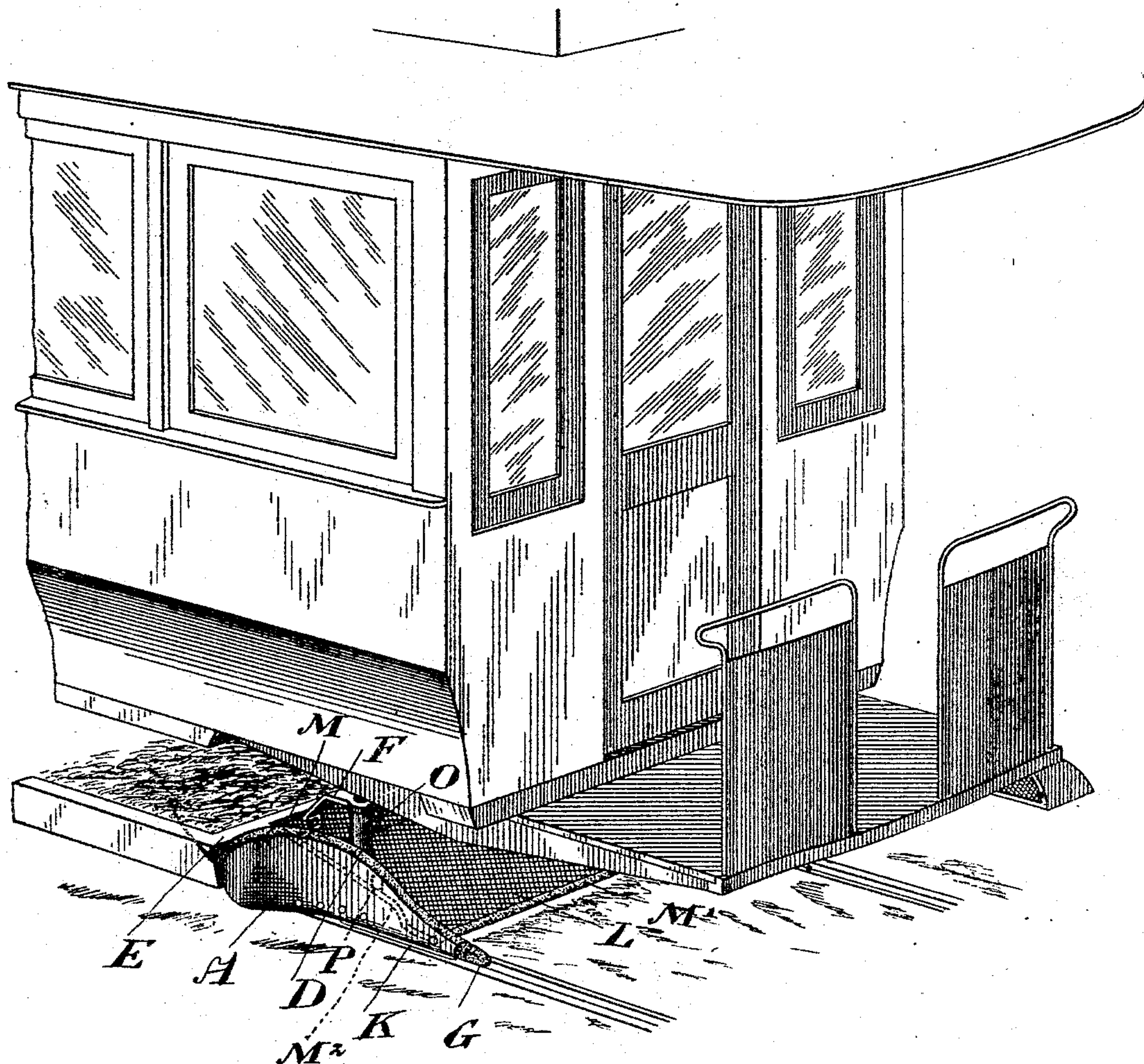


Fig. 1.

Witnesses

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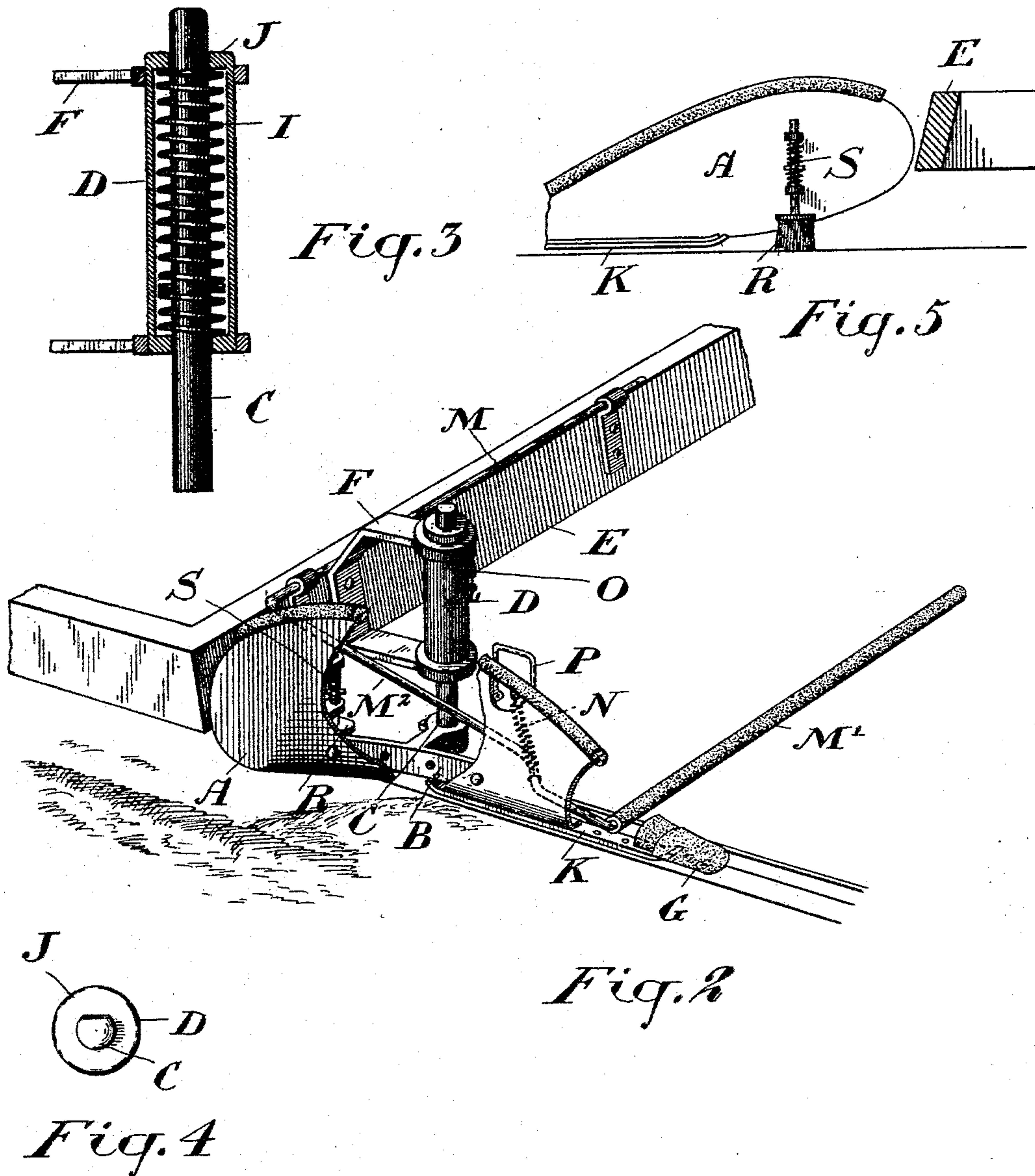
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UNITED STATES PATENT OFFICE.

WALTER W. PEAY, OF TORONTO, CANADA, ASSIGNOR TO JOHN HENRY BANES, OF SAME PLACE.

STREET-CAR FENDER.

SPECIFICATION forming part of Letters Patent No. 515,609, dated February 27, 1894.

Application filed May 6, 1893. Serial No. 473,231. (No model.)

To all whom it may concern:

Be it known that I, WALTER WORMLEY PEAY, of the city of Toronto, in the county of York and Province of Ontario, Canada, have invented a certain new and Improved Street-Car Fender, of which the following is a specification.

The object of the invention is to design a fender for street cars which will effectually remove any kind of movable obstruction which may get upon the track, and it consists of a mold-board shaped foot attached to the end of a vertical spring actuated spindle supported above and in proximity to each rail, a netting supported by a pivoted frame extending across the track and preferably connected to the mold-board shaped foot, substantially as hereinafter more particularly explained.

Figure 1, is a perspective end view of a street car provided with my fender. Fig. 2, is an enlarged perspective detail of my improved fender. Fig. 3, is an enlarged sectional view of the cylinder and spring which holds and actuates the spindle of the mold-board shaped foot. Fig. 4, is a detail of the top of the cylinder. Fig. 5, is a detail showing the method of connecting the brush.

In the drawings—A, is a mold-board shaped foot preferably made of metal and riveted at the bottom to the frame B, shaped substantially as shown in Fig. 2, and securely fastened to the bottom end of the spindle C. This spindle passes through the cylinder D, which is secured to the guard E, by the bracket F, as shown. Inside of the cylinder D, a spring I, is placed and is arranged to impart a spring tension upon the spindle C.

On reference to Fig. 4, it will be observed that the spindle C, is flattened slightly on one side, the top J, of the cylinder D, being similarly flattened to permit the passage of the said spindle C, through the said top, as indicated. Sufficient play between the flattened portion of the spindle C, and the flat side of the hole through the top J, is made to permit the spindle C, to revolve slightly to allow of a slight horizontal motion of the shoe A, at such times as the said motion may be advisable in the practical working of the foot.

In order to protect the bottom of the shoe

A, from wear, I place a steel shoe K, in order that the said shoe may remain in contact with the rail. On the end of this shoe K, I place a tip G, of rubber or other suitable material, and bind or cover the front and top of the foot A, with rubber or other soft material so as to soften the blow when the shoe strikes anything.

The mold-board shape of the foot A, is very important, as it not only raises the article to be removed, but acts as a pusher to remove it out of the way of the track.

L, is a netting carried by the frame M, the top rail of the said frame being pivoted on the guard E, as indicated, and the bottom rail M', covered with rubber or other soft material. The side rail M² of the frame M, is set so as to extend over the shoe K, the shape of the shoe A, being such that though permitting the frame M, to move freely vertically, a given distance, it prevents it being pressed down on the road or raised sufficiently high to allow the passage of any movable obstruction on the track. The front of the frame M, is supported by a spring N, connected to the shoe A, as indicated.

O, is a chain connected at one end to the cylinder D, and P, is a handle connected to the shoe A. When it is desired to raise the shoe entirely out of action, I grasp the handle P, and raise it till it can be hooked onto the chain O, which thus forms the necessary support to hold the shoe out of the way.

In addition to being an admirable street car fender, my device is also specially adapted as a snow plow for keeping the rails clear of ice. The form of mold-board A, removes the snow clear of the track and by providing a brush R, held to the mold board A, or other convenient part of the device so as to rest upon the rail, it effectually removes any ice, snow or dirt which may remain on the rail after the mold-board A, has passed over it.

A spring S, is arranged to impart a vertically longitudinal pressure on the brush and the brush K, is also held so that it will not be held too rigidly in place.

What I claim as my invention is—

1. A mold-board shaped foot attached to the end of a vertical spring actuated spindle

below the car in front of the wheel, in combination with a spring actuated brush on the rail behind the mold-board, said brush being actuated independent of the foot substantially as and for the purpose specified.

2. In a street car fender, a mold-board shaped foot attached to the end of a spring-actuated spindle, in combination with a brush arranged at the rear of said foot, a spindle connected to said brush, and a spring connection between said foot and spindle, substantially as described.

3. As an improved street car fender, two mold-board shaped feet, each one attached to the end of a vertical spring actuated spindle which is supported below the car close to the rail in front of the forward wheel, in combination with a netting extending across the

track between the fender, substantially as and for the purpose specified.

4. As an improved street car fender, a mold-board shaped foot A, connected to the end of the spindle C, connected by the frame B, to the guard E, a spring I, fitted into the cylinder D, and arranged to actuate the spindle C, a shoe K, having a soft tip G, fixed to its point, in combination with the pivoted frame M, carrying the netting L, below the car and a spring N, for connecting the netting to the shoe, substantially as and for the purpose specified.

Toronto, April 13, 1893.

WALTER W. PEAY.

In presence of—

A. M. NEFF,

J. EDW. MAYBEE.