(No Model.)

J. J. FEELY.

CAR FENDER.

No. 539,508. Patented May 21, 1895.

Fig. 1.

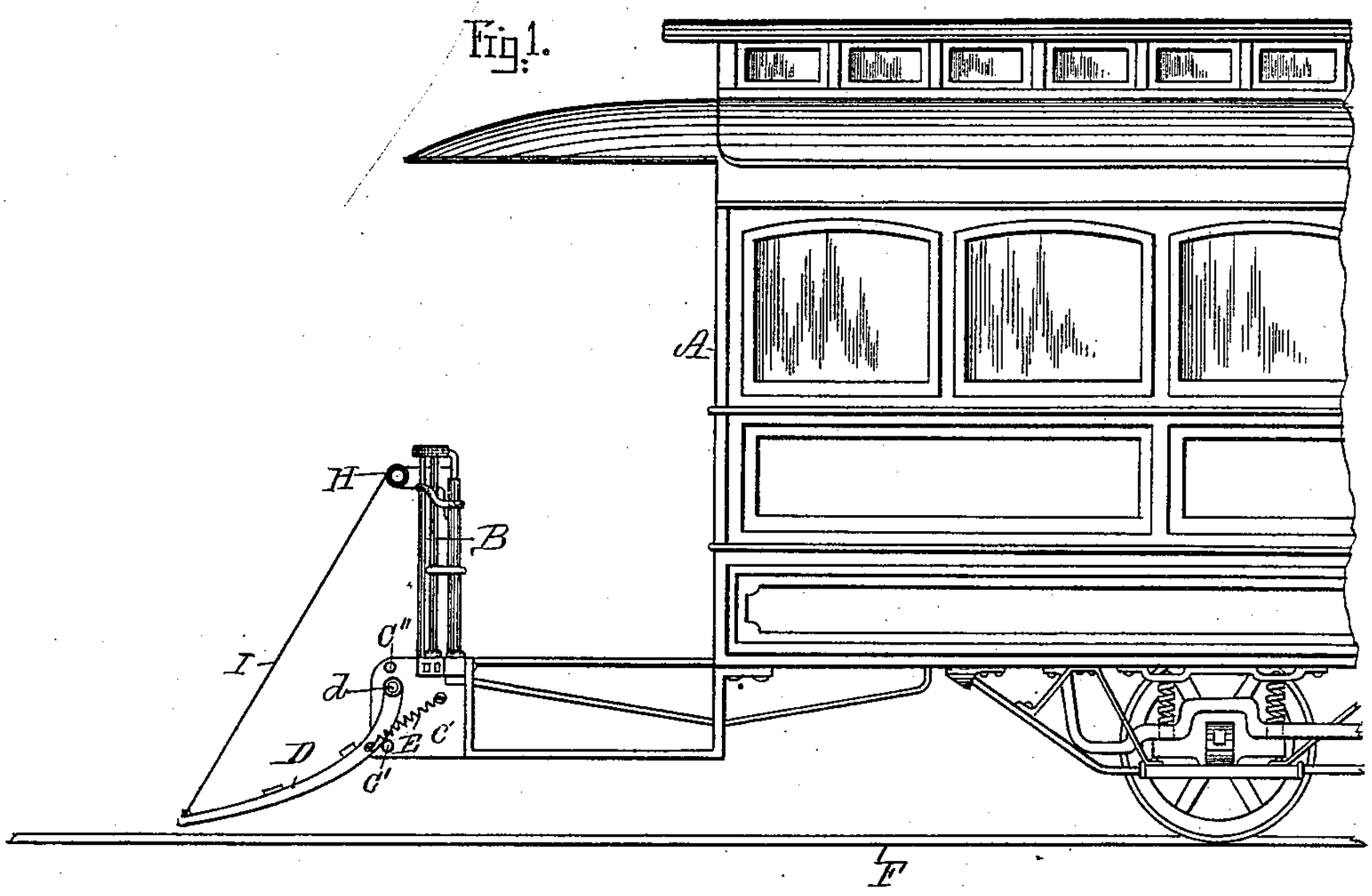


Fig. 2.

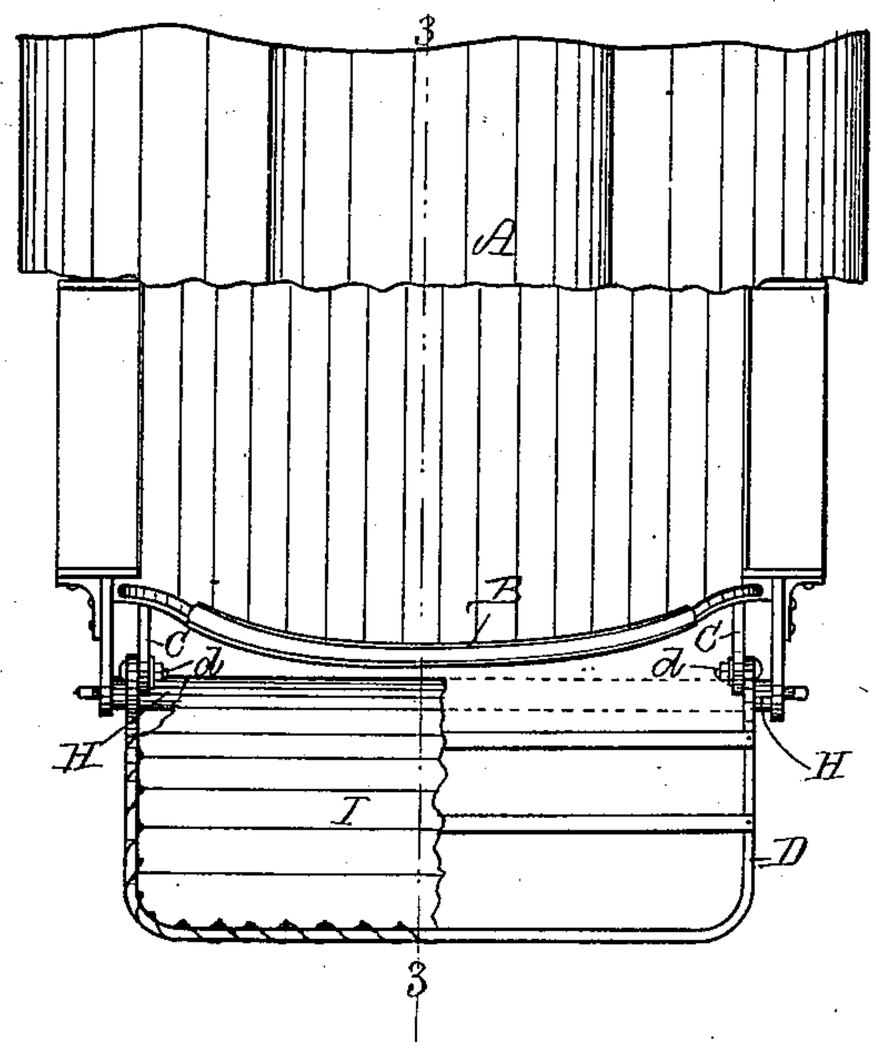
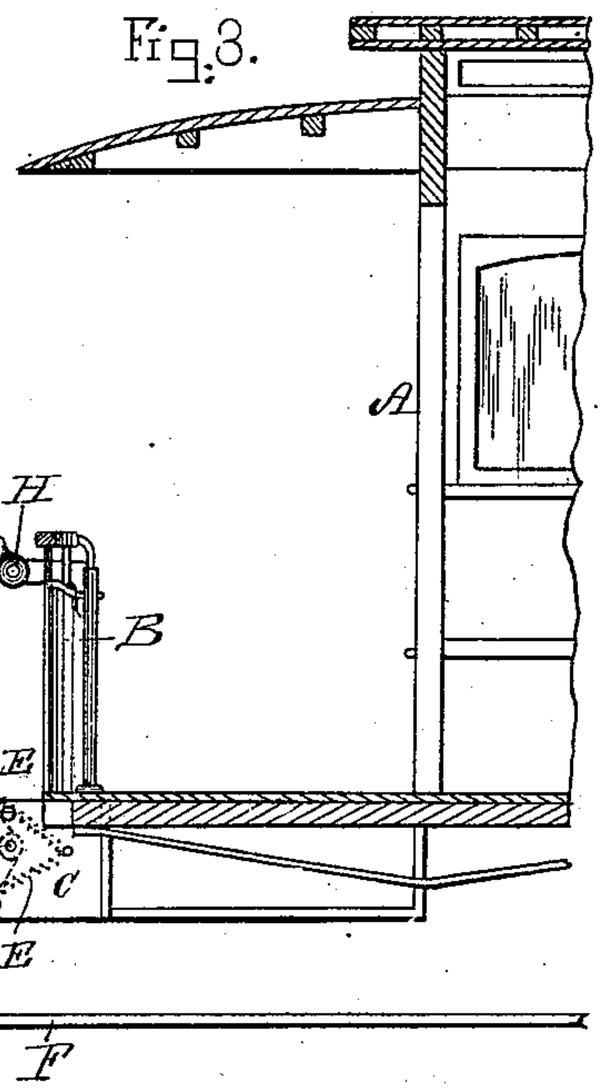


Fig. 3.



Witnesses.

Laurits N. Koller.

Samuel J. Craddock.

Inventor.

Joseph J. Feely

by Albert Andrews

his atty.

UNITED STATES PATENT OFFICE.

JOSEPH J. FEELY, OF WALPOLE, MASSACHUSETTS.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 539,508, dated May 21, 1895.

Application filed November 9, 1894. Serial No. 528,270. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH J. FEELY, a citizen of the United States, and a resident of Walpole, in the county of Norfolk and State of Massachusetts, have invented new and useful Improvements in Car-Fenders, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in car fenders for cable, electric or other motor propelled cars, and it has for its object to prevent serious injury to persons or animals coming in contact with the car when in motion, and it is carried out as follows, reference being had to the accompanying drawings, wherein—

Figure 1 represents a side elevation of the invention. Fig. 2 represents a top plan view thereof, and Fig. 3 represents a central longitudinal section on the line 3 3 shown in Fig. 2.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

In the drawings, A represents the front end of the car frame or platform having a dasher B as usual.

To the front end of the car frame A are secured suitable brackets C, C in which is pivoted at *d*, *d* the fender frame D as shown. The said fender frame is normally held in its lower working position as shown in the drawings by the influence of springs E, E the ends of which are secured respectively to the brackets C, C and fender frame D at points below the fulcra *d*, *d* on which the frame D is hung as shown in Figs. 1 and 3.

C′, C′ are stop projections on the brackets C, C for the purpose of holding the front end of the fender frame D.

C″, C″, are stop projections on the brackets C, C, for the purpose of limiting the upward swinging motion of the frame D as represented in dotted lines in Fig. 3.

B represents the dasher at the front end of the car as usual, and to its upper end, or to a separate frame if so desired, are secured suitable brackets or bearings in which is journaled a spring actuated roller H, constructed in a manner like the well known spring curtain rollers, and to such roller is attached one end of a flexible web, sheet or apron I, which may be made of any suitable or desirable material said apron having its lower end secured to the forward end of the fender frame D as shown in the drawings.

When the fender is not needed for use, the frame D is swung upward around its fulcra to the position shown in dotted lines in Fig. 3, and while swinging it to such inoperative position the apron I is caused to be automatically wound upon the roller H, by the influence of its spring. The fender frame is retained in such raised position by the influence of the springs E, E, the outer ends of which are moved beyond the fulcra on which the fender frame is hung as fully shown in the dotted lines in Fig. 3.

If a person or object is struck by the fender, the blow will be received on the yielding flexible apron I which will thereby be caused to bulge inward at the same time as the fender frame will be caused to swing more or less upward on its fulcra, thus forming as it were a sack or pocket in which the person or object is received until the car can be stopped, and the person or object removed from the fender.

This my invention is very simple in construction, very effective in its operation and it can easily and at a very slight expense be applied to motor cars of any size, shape or design.

Having thus fully described the nature, construction, and operation of my invention, I wish to secure by Letters Patent and claim—

A car-fender D pivoted to the end of the car body combined with springs E, E, connected to said fender and car-body below the pivotal connection of said fender when the fender is in its normal position, stops for limiting the downward motion of the fender relative to the track, and a flexible sheet or apron attached to the front end of the fender and to a spring actuated roller arranged at or near the front end of the dasher substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 26th day of October, A. D. 1894.

JOSEPH J. FEELY.

Witnesses:
ALBAN ANDRÉN,
LAURITS N. MÜLLER.