

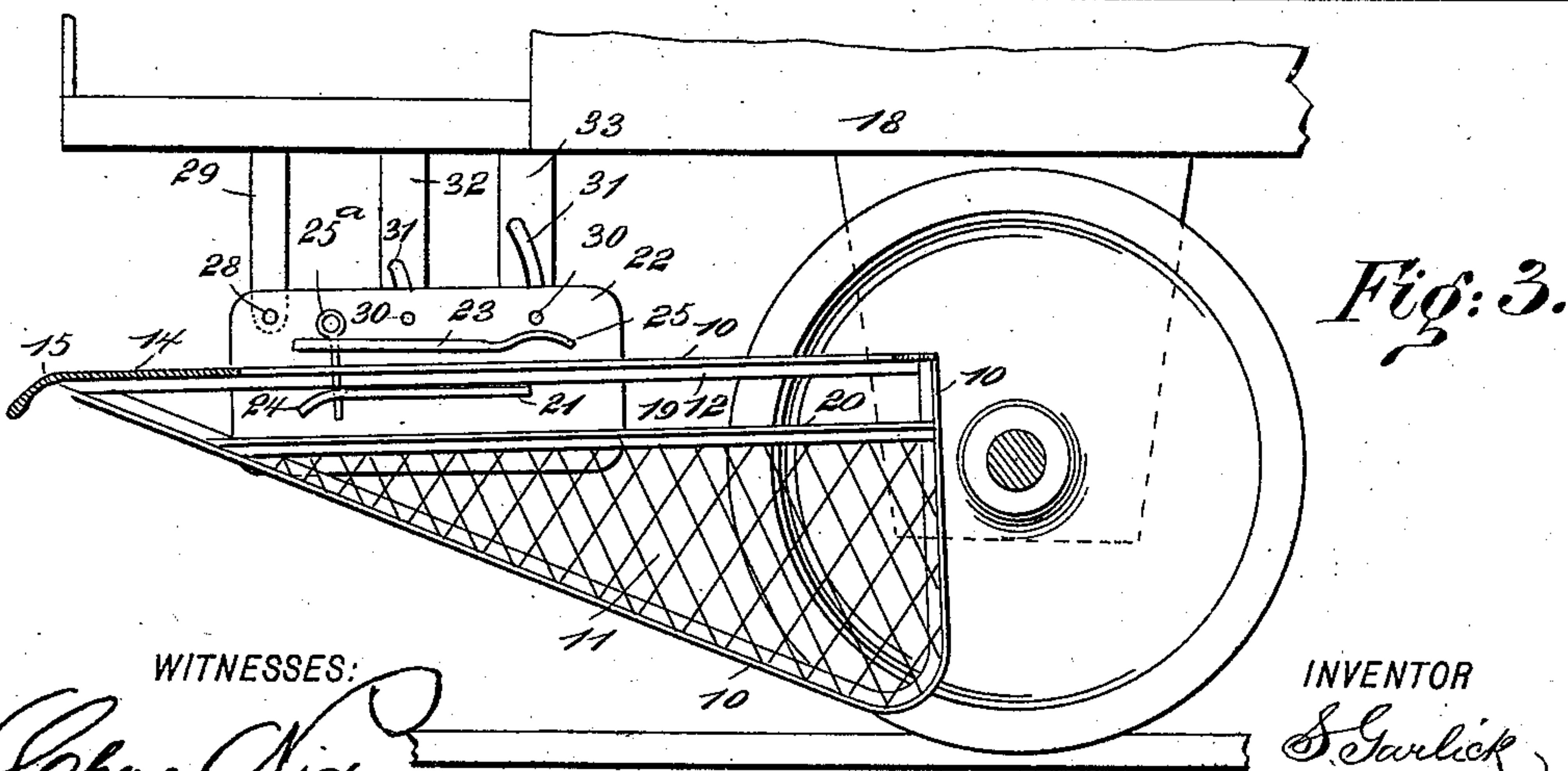
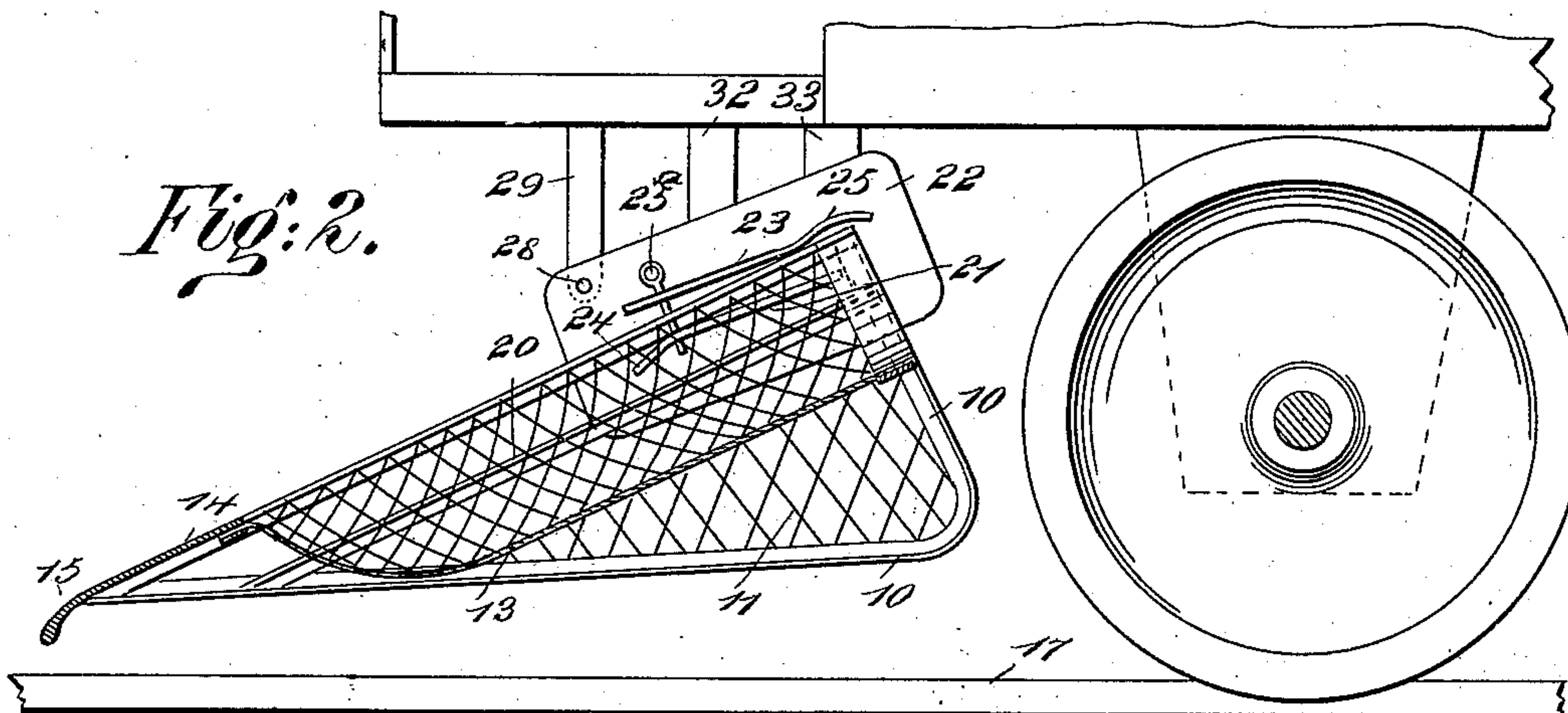
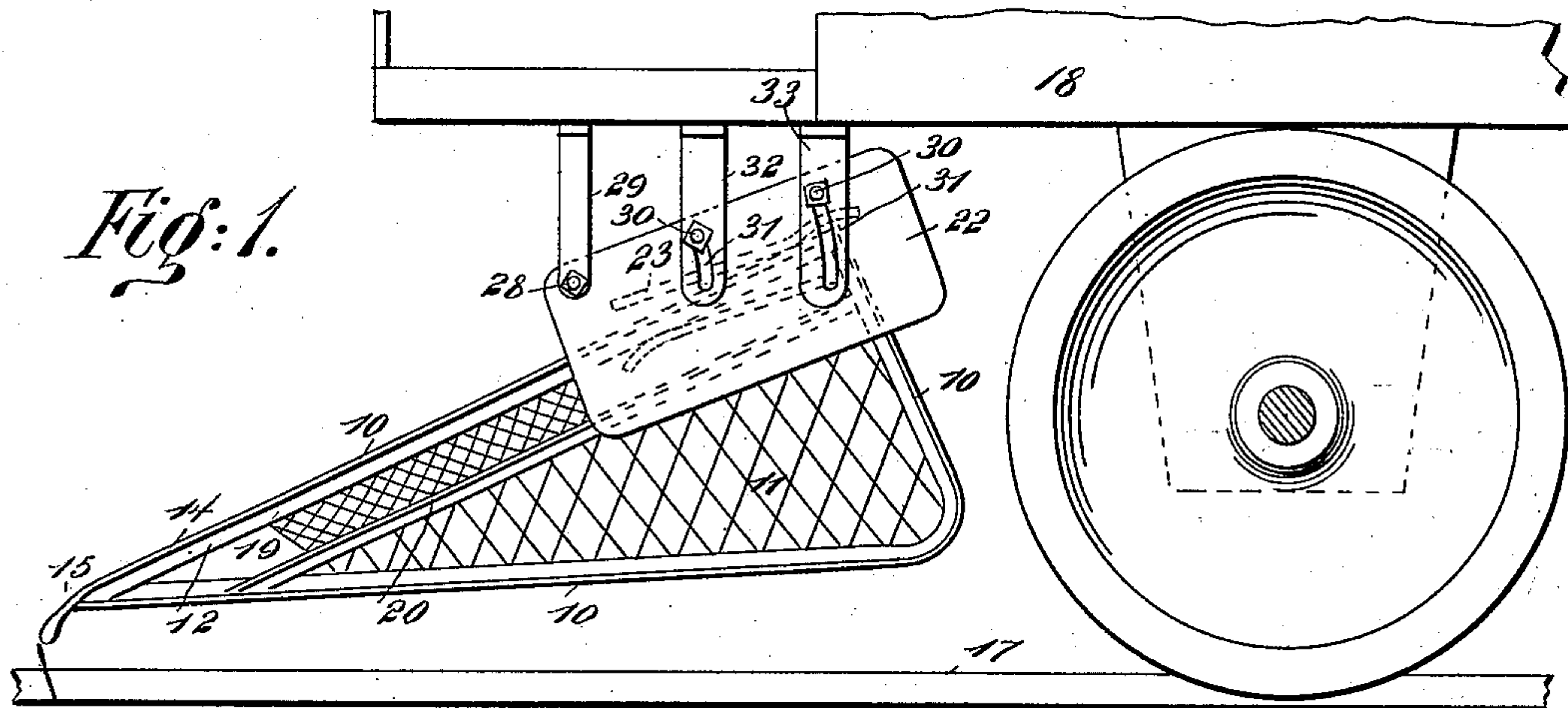
(No Model.)

2 Sheets—Sheet 1.

S. GARLICK.
CAR FENDER.

No. 543,239.

Patented July 23, 1895.



WITNESSES:

Chas. Aida
H. J. Hutchinson

INVENTOR

S. Garlick

BY

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ATTORNEYS.

(No Model.)

2 Sheets—Sheet 2.

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Fig: 4.

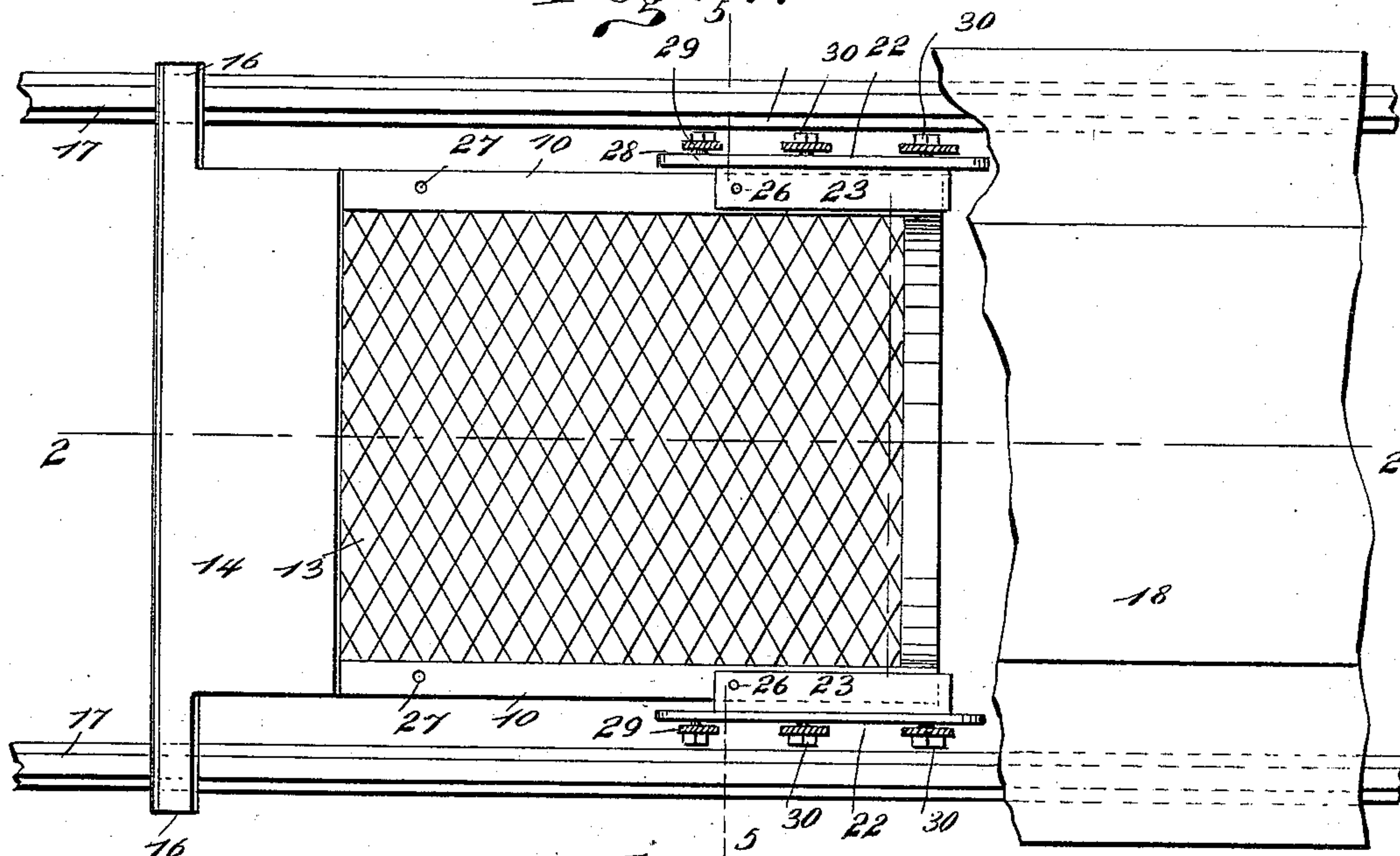
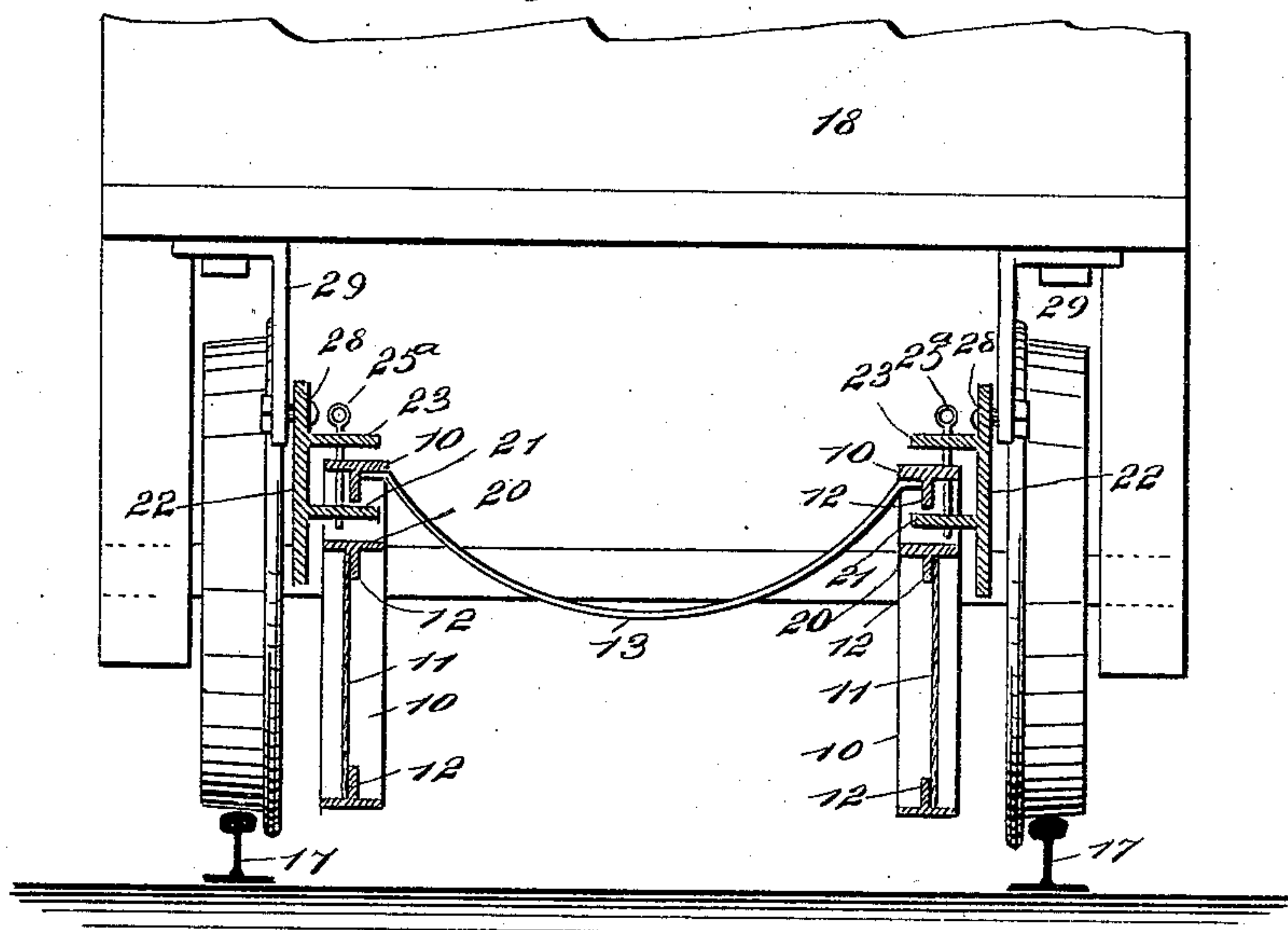


Fig: 5.



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UNITED STATES PATENT OFFICE.

SAUL GARLICK, OF BROOKLYN, NEW YORK.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 543,239, dated July 23, 1895.

Application filed October 29, 1894. Serial No. 527,186. (No model.)

To all whom it may concern:

Be it known that I, SAUL GARLICK, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Car-Fender, of which the following is a full, clear, and exact description.

My invention relates to improvements in car-fenders such as are supported on cars to serve as guards to prevent the cars from running over people on the track; and the object of my invention is to produce a very simple and comparatively inexpensive car-fender, which may be easily adjusted on the car so as to project forward at the right angle to catch, without injury, any person with whom it may come in contact; also to produce a fender which, when not in use, may be pushed beneath the car and held up out of the way, and in general to produce a substantial car-fender which is practical and fills the necessary requirements of efficiency and adjustability.

To these ends my invention consists of certain features of construction and combinations of parts, which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of my car-fender as applied to a car and pulled forward ready for use. Fig. 2 is a longitudinal section on the line 2 2 of Fig. 4 of the car-fender as applied to a car and in position for use. Fig. 3 is a view similar to Fig. 2, but with the fender pushed back out of the way. Fig. 4 is a sectional plan of the car-fender; and Fig. 5 is a cross-section on the line 5 5 of Fig. 4.

The car-fender is provided with similar side frames 10, which are of triangular shape with the points of the triangles forward, and these frames 10 are covered with a suitable netting 11, and are preferably made of flat metal, having an inner longitudinal rib 12, this construction rendering the frame strong and light. The side frames are connected by a bagging net-work or sack 13, which is adapted to catch a person tripped by the fender, and in front of the sack or netting 13 is an apron 14, which extends the full width of the fender, and which, at its front edge, is bent downward slightly, as shown at 15, so as to come in close

contact with the ground, and this projecting extremity of the apron is sufficiently springy to prevent it from injuring a person whom it strikes; and as a further safeguard, the edge is rounded, and may, if desired, be provided with any suitable cushion. The apron has laterally-projecting ends 16, (see Fig. 4,) which overlap the rails 17 of the track so as to throw off any obstruction, and the car 18, which carries the fender, runs on these rails in the usual way.

The side frames 10 of the fender are provided with longitudinal slots 19 near the top, beneath which slots are brace bars or rods 20, and the slots receive the lower guide-flanges 21 on the hanger plates or brackets 22, which are supported on opposite sides of the car beneath the platform, as presently described, and above the top of each frame 10 and secured to the bracket-plate 22 is a second guide-flange 23, which prevents the jumping of the fender, the flanges 21 and 23 on each side of the fender clasping the upper rail of the frame 10, as shown clearly in Fig. 3, but the flanges are far enough apart to permit the easy longitudinal sliding of the frame.

The flanges 21 are curved downward at their front ends, as shown at 24 in Fig. 3, so that the fender may readily swing into the inclined position shown in Figs. 1 and 2, and the flanges 23 are at their rear ends curved, as shown at 25, to receive the rear corners of the frame 10 and so steady the fender in its forward position. The fender is held forward or backward by pins 25^a, which extend through holes 26 (see Fig. 4) in the flanges 23 and through holes 27 in the top rails of the frames 10.

The bracket or hanging plates 22 are preferably oblong, though not necessarily so, and near their upper front corners they are pivoted, as shown at 28, to hanger-arms 29, which depend from the car 18, while near their centers and rear ends the bracket-plates are provided with pins 30, which move in curved guide-slots 31 in the guide-arms 32 and 32^a, which hang down from the car. It will thus be seen that the hanger-plates 22 oscillate up and down with the movement of the fender, so that the latter may be very easily adjusted.

When the fender is to be used the pins 25^a are pulled out and it is drawn forward to the

position shown in Figs. 1 and 2, this being facilitated by the protruding ends 16 of the apron 14, which ends serve as handles. When the fender is drawn forward it slides between the flanges 21 and 23 and the hangers or bracket-plates 22 tilt to the position shown in Figs. 1 and 2 and the pins 25 are inserted in the flanges and in the top rails of the frames 10, thus fastening the fender, and if the fender strikes a person it trips him and deposits him in the net or sack 13, which is sufficiently baggy to prevent him from bouncing out and he is thus held in safety till the car can be stopped.

When the fender is on the rear end of the car, the pins 25^a are pulled out and the fender pushed back beneath the car, as shown in Fig. 3, when it drops to the position there shown, the plates or hangers 22 being in a horizontal position, and the fender is fastened by reinserting the pins 25^a.

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

1. In a car fender, the combination of rocking hangers mounted under the car, and a fender slidingly mounted in said hangers and adapted when slid in opposite directions to rock said hangers, whereby the fender is supported in different positions, substantially as set forth.

2. In a car fender, the combination of rocking hangers pivoted at their forward ends under the car, a fender slidingly mounted in the hangers and adapted when slid in opposite directions to rock the hangers, whereby the fender is supported in different positions, and

means for locking the fender in its different positions, substantially as set forth.

3. The combination with the car, of the oscillating hanger plates hung beneath the car and provided with inwardly-projecting guide flanges, and a fender having side frames to slide between the guide flanges, and a connecting sack or net, substantially as described.

4. The combination, with the car, of the hanger plates suspended thereon, the inwardly-projecting guide flanges on the hanger plates, and the fender comprising longitudinally slotted side frames, their slots receiving the lower guide flanges of the hanger plates, a sack or net connecting the side frames, and a cross apron overlapping the front ends of the side frames, substantially as described.

5. In a car fender, the combination of rocking hangers pivoted at their forward ends to the car, a fender slidingly mounted in the hangers and adapted when slid in opposite directions to rock the hangers, whereby the fender is supported in different positions and means for locking the fender to said hangers, substantially as set forth.

6. The combination, with the car, of the hanger arms secured thereto, the hanger plates pivoted at their front ends to the said arms, the slotted guide arms arranged behind the hanger arms, the guide pins secured to the hanger plates and entering the slotted arms, and the fender slidably supported on the hanger plates, substantially as described.

SAUL GARLICK.

Witnesses:

ISAAC PINNER,
ROSE KOSEN.