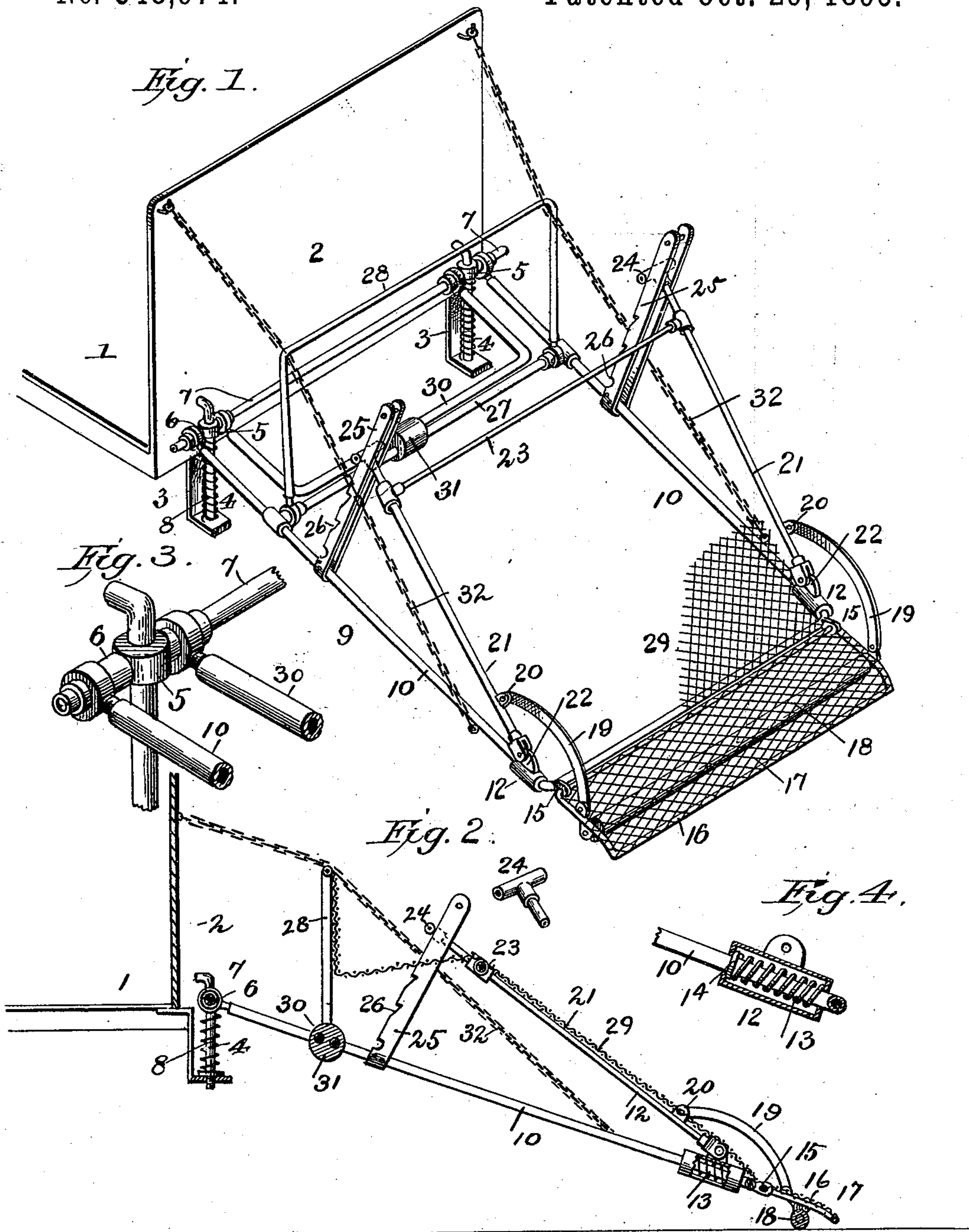


(No Model.)

G. L. FAVORITE.  
CAR FENDER.

No. 548,974.

Patented Oct. 29, 1895.



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# UNITED STATES PATENT OFFICE.

GEORGE L. FAVORITE, OF WASHINGTON, DISTRICT OF COLUMBIA.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 548,974, dated October 29, 1895.

Application filed May 28, 1895. Serial No. 550,956. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE L. FAVORITE, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Car-Fenders; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to fenders for electric, cable, and other street-cars; and its object is to provide an improved construction of the same, whereby the weight of a person caught by the fender will depress and lock the same and at the same time elevate the front hinged or pivoted extension thereof, which runs upon the rails, and prevent the person from falling from the fender onto the track.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of the dashboard of a street-car, showing my improved fender applied thereto. Fig. 2 is a central longitudinal section of the same. Fig. 3 is a detail perspective view showing the connection of the fender with the dashboard. Fig. 4 is a detail sectional view showing one of the sockets and springs at the front of the fender.

In the said drawings, the reference-numeral 1 designates the platform of a car, and 2 the dashboard, to which is secured, at each end, a hanger 3. The lower ends of these hangers are bent outward at right angles and are formed with apertures, through which pass vertical rods 4, the upper ends of which pass through collars 5 and have their extremities bent inward or toward the dashboard. To each of these collars is secured an outwardly-extending stud-shaft 6, and the collars are connected together by a transverse rod 7. Coiled springs 8 are interposed between the collars and the bent lower ends of the hangers.

Pivoted to the stud-shafts 6 is a forwardly-extending U-shaped frame 9, consisting of the longitudinal arms 10 and the transverse front arm. At the front ends of these arms 10 are

slidable sockets 12, provided with coiled springs 13, one end of which abuts against the front end of the socket, while the other abuts against a collar 14 on the arms 10. To the front cross-bar of said frame are secured lugs 15, to which is pivoted a curved rectangular frame 16, covered with netting or canvas 17 and provided on its under side with a transverse roller 18, which travels upon the track. Secured to each end of this frame or extension 16 are segment-arms 19, which are pivoted at their inner ends to lugs 20 on the arms 21, pivotally connected at their lower ends to lugs 22 on the sockets 12. Near their upper ends these arms are connected together by a transverse brace-rod 23, and at their inner ends are formed with lateral lugs or studs 24. The said arms work in brackets 25, secured to the arms 10, which on their inner sides or edges are formed with notches 26, with which the studs 24 are adapted to engage. Near their inner ends the arms 10 are provided with a transverse cross-bar 27, and also with an inverted-U-shaped frame 28. Netting or canvas 29 is secured to the front end of the frame 9 and extends up over the rod 23, to which it is secured, and from thence it is slackened and secured to the cross-bar of frame 28.

The numeral 30 designates a U-shaped or stiffening frame secured to the rod 7, and the transverse arm of the same is connected with the rod or bar 27 by a cylindrical coupling-block 31, through which said arm and bar or rod pass.

The numeral 32 designates chains secured to the arms 10 and to the upper end of the dashboard for holding the latter at the proper distance above the track.

While I have shown the hangers for supporting the inner ends of the arms 10 as secured to the dashboard, they may be secured to connections from the trucks, if desired.

The operation is as follows: When a person is struck by the pivoted extension at the front of the fender, he will be thrown onto the canvas or netting 29, when the arms 21 and rod 23 will be automatically depressed, and the studs 24, engaging with the notches in the brackets 25, will lock said arms and hold them in position. At the same time by means of the segments pivoted to said arms the hinged extension will be elevated, thus preventing



the person from falling back on the track. When a person is caught by the fender as above described, the arms 10 will yield somewhat by reason of the coiled springs 13, thus lessening the shock of the fall. The object of the series of notches in the brackets 21 is to insure the arms being locked when children or light-weight persons are caught by the fender.

10 The fender can readily be removed from one end of the car by slipping the collars 5 off of the hooked ends of the rods 4 and unhooking the chains 32 from the dashboard, and may then be placed at the opposite end of the car.

15 Having thus fully described my invention, what I claim is—

1. The combination with a car fender of a tilting extension pivoted to the front end of said fender and forming a continuation thereof, of, notched brackets secured to said fender, rods having cross pieces or lugs at their rear ends to engage said brackets and links or segments connected with said rods and to the extension, substantially as set forth.

25 2. The combination with the U-shaped frame adapted to be pivotally connected with a car, of the pivoted frame or extension covered with netting or canvas, and the segments pivoted thereto, of the sockets mounted on said frame, the arms connected thereto to which said segments are pivoted, the cross bar

near the upper ends of said arms, the lateral lugs, the notched brackets, the inverted U-shaped frame and the netting or canvas, substantially as described.

3. In a car fender the combination with the U-shaped frame adapted to be pivotally connected with a car, of the pivoted frame or extension covered with netting or canvas, and provided on its under side with a roller, the segments, the sockets slidable on the arms of the U-shaped frame, the coiled springs, the disks on the said arms, the arms pivoted to said sockets and to which the segments are pivoted, the cross bar, the lateral studs, the notched brackets, the inverted U-shaped frame, the chains and the netting or canvas secured to said U-shaped frames and cross bar, substantially as described.

4. The combination with a car, the hangers secured thereto, having their ends bent at right angles, the vertical rods, the collars, the coiled springs, and the stud shafts and connected rod, of the fender pivotally connected with said stud shafts, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE L. FAVORITE.

Witnesses:

BENJ. G. COWL,  
H. B. WILLSON.