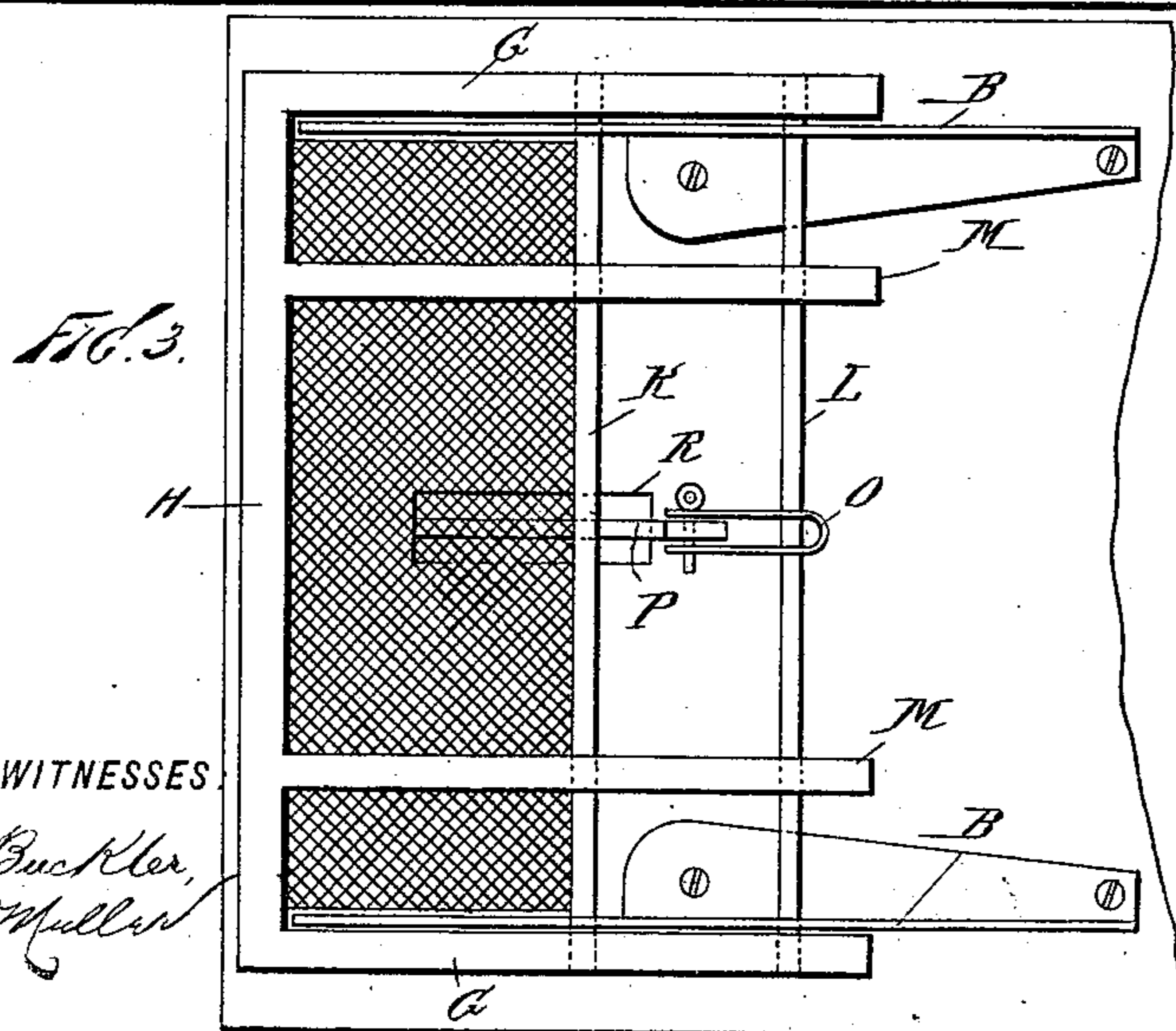
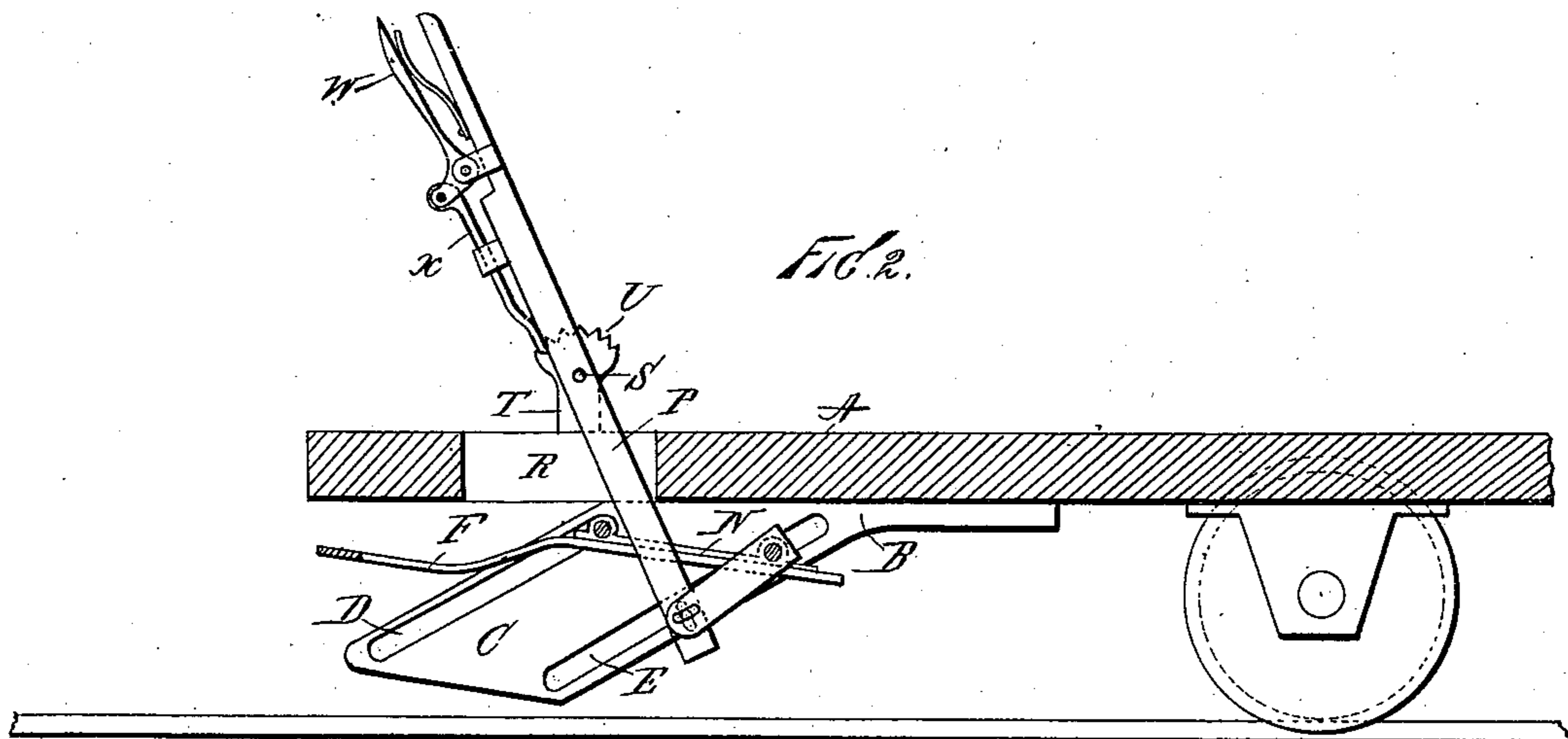
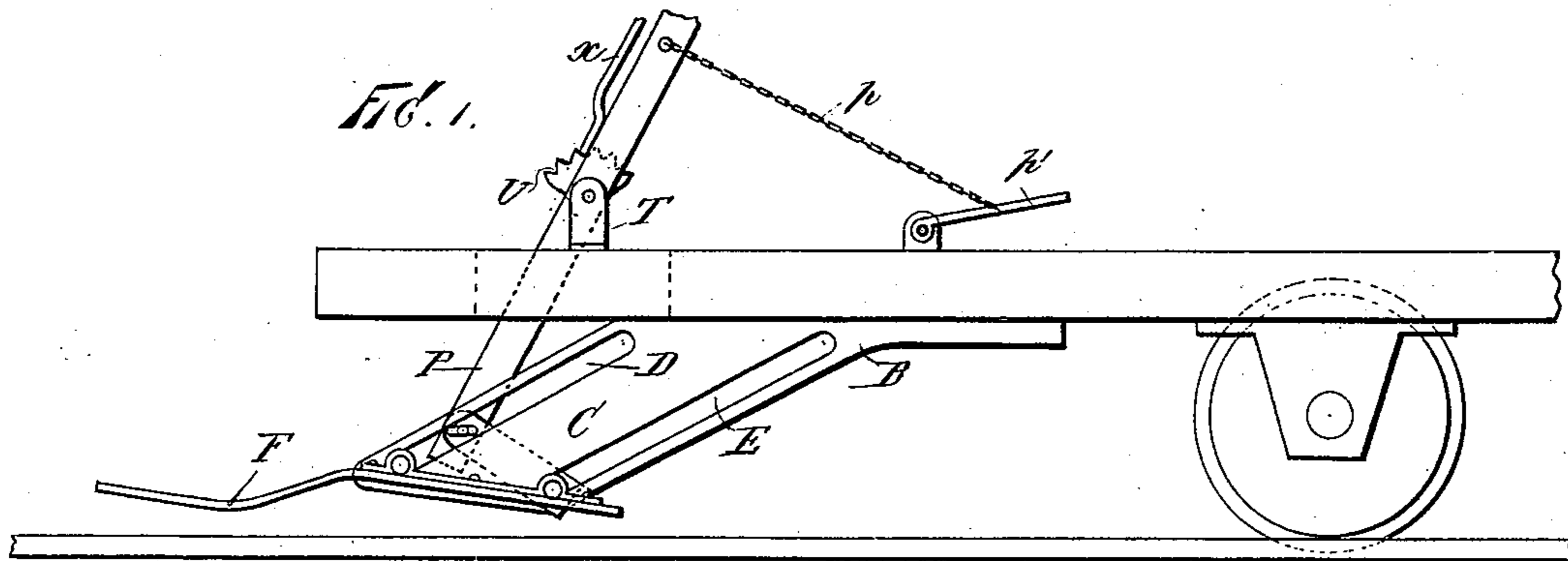


(No Model.)

F. PADBERG & C. HUMMEL.  
CAR FENDER.

No. 557,316.

Patented Mar. 31, 1896.



WITNESSES

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# UNITED STATES PATENT OFFICE.

FRANZ PADBERG AND CARL HUMMEL, OF NEW YORK, N. Y.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 557,316, dated March 31, 1896.

Application filed July 18, 1895. Serial No. 556,349. (No model.)

*To all whom it may concern:*

Be it known that we, FRANZ PADBERG and CARL HUMMEL, citizens of the United States, and residents of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Car Fenders or Guards, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to fenders for cars; and the object thereof is to provide an improved device of this class which may be easily connected with a tramway-car of the usual construction and which when constructed and applied as herein shown and described will prevent the serious or fatal results which frequently follow the striking of a person or object by the car when in motion.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a side elevation of the platform of a car provided with our improvement, showing also one of the trucks; Fig. 2, a similar view with the platform of the car and a portion of the fender in section, and Fig. 3 a bottom plan view.

In the practice of our invention we connect with the bottom of the platform A hangers B, which are projected forward and downward, as shown at C, and in each of which, near the front and rear sides, are formed inclined slots D and E, respectively.

Between the hangers B is mounted a fender-frame F, composed of side bars G, a front end bar H, and cross-rods K and L, the latter being arranged near the rear end of the side bars and the former near the middle thereof, and also forming a part of said frame are bars M, which extend from the front bar H backwardly and are connected with each of the cross-rods K and L.

The side bars of the fender-frame are preferably arranged at the outside of the hangers B, and the rods K and L are passed through the slots D and E and connected with the side bars of the frame by means of strips or plates N, which are secured thereon, and the body of the fender-frame, or that portion thereof between the forward frame-bar H and the

rod K, is composed of wire mesh or similar material.

Pivotaly connected with the rod L, near the middle thereof, is a yoke O, between the ends of the sides of which is pivoted an operating lever-bar P, which passes through a slot R in the platform of the car and is pivotaly connected at S with a standard T, provided with a segmental head U, having ratchet-teeth formed therein, and the upper end of the lever P is provided with a spring-operated crank-lever W, which is pivotaly connected therewith, and to one arm of which is secured a sliding bar X, which is adapted to operate in connection with the ratchet-teeth of the segmental head U.

Connected with the upper portion of the lever P is a chain *p*, one end of which is connected with a pivoted plate or bar *p'*, and the lever P may be operated by hand in the usual manner or by pressing the foot upon the plate or bar *p'*.

The operation will be readily understood from the foregoing description when taken in connection with the accompanying drawings.

The fender-frame is freely movable in the slots D and E of the hangers B and may be projected forward in the position shown in Fig. 1 by pulling backward on the upper end of the lever P, or it may be withdrawn beneath the car-platform and raised to the position shown in Fig. 2 by pushing forward on said lever, and in either operation the lever U must be operated to release the sliding bolt X from the ratchet-teeth in the segmental head U in the usual manner.

It will be understood, of course, that our improved fender may be applied to either end of a car, and when constructed and operated as described a person or object when struck by the fender will be received thereon and cannot pass beneath the car, and it will thus be seen that we accomplish the object of our invention by means of a device which is simple in construction and operation and one which is comparatively inexpensive.

It is evident that changes in the form, construction, combination, and arrangement of the various parts of our invention may be made without departing from the spirit thereof or sacrificing its advantages, and we therefore reserve the right to make such alterations

therein as fairly come within the scope of the invention.

Having fully described our invention, its construction and operation, we claim and desire to secure by Letters Patent—

1. The combination with the platform of a car, of hangers secured beneath the same and at each side thereof, and provided with parallel inclined slots, a fender-frame supported by said hangers and provided with rods which extend through said slots, and a lever pivotally connected with one of said rods, and extending upwardly through the platform of a car, whereby the fender-frame may be projected in front of the car or withdrawn beneath the platform, substantially as shown and described.

2. The combination with the platform of a car, of hangers secured beneath the same and at each side thereof, and provided with parallel inclined slots, a fender-frame supported by said hangers and provided with rods which extend through said slots, and a lever pivotally connected with one of said rods, and extending upwardly through the platform, whereby the fender-frame may be projected in front of the car or withdrawn beneath the platform, said lever being pivotally connected

with the rod of the fender-frame by means of a yoke, substantially as shown and described. 30

3. The combination with a car, of hangers beneath the platform and at each side thereof, said hangers being projected forwardly and downwardly, and provided with parallel slots, a fender-frame supported by said hangers, and adapted to slide in said slots, an operative lever connected with said fender-frame, and extending upward through the platform, a standard above the platform provided with a head having ratchet-teeth in the upper side thereof, and a crank-lever pivotally connected with the upper end of the operating-lever and provided with a sliding rod or bar adapted to operate in connection with said ratchet-teeth, substantially as shown and described. 45

In testimony that we claim the foregoing as our invention we have signed our names, in presence of two witnesses, this 17th day of July, 1895.

FRANZ PADBERG.  
CARL HUMMEL.

Witnesses:

L. M. MULLER,  
A. M. CUSACK.