

(No Model.)

D. AMBROSE.
CAR FENDER.

No. 560,055.

Patented May 12, 1896.

FIG. 1.

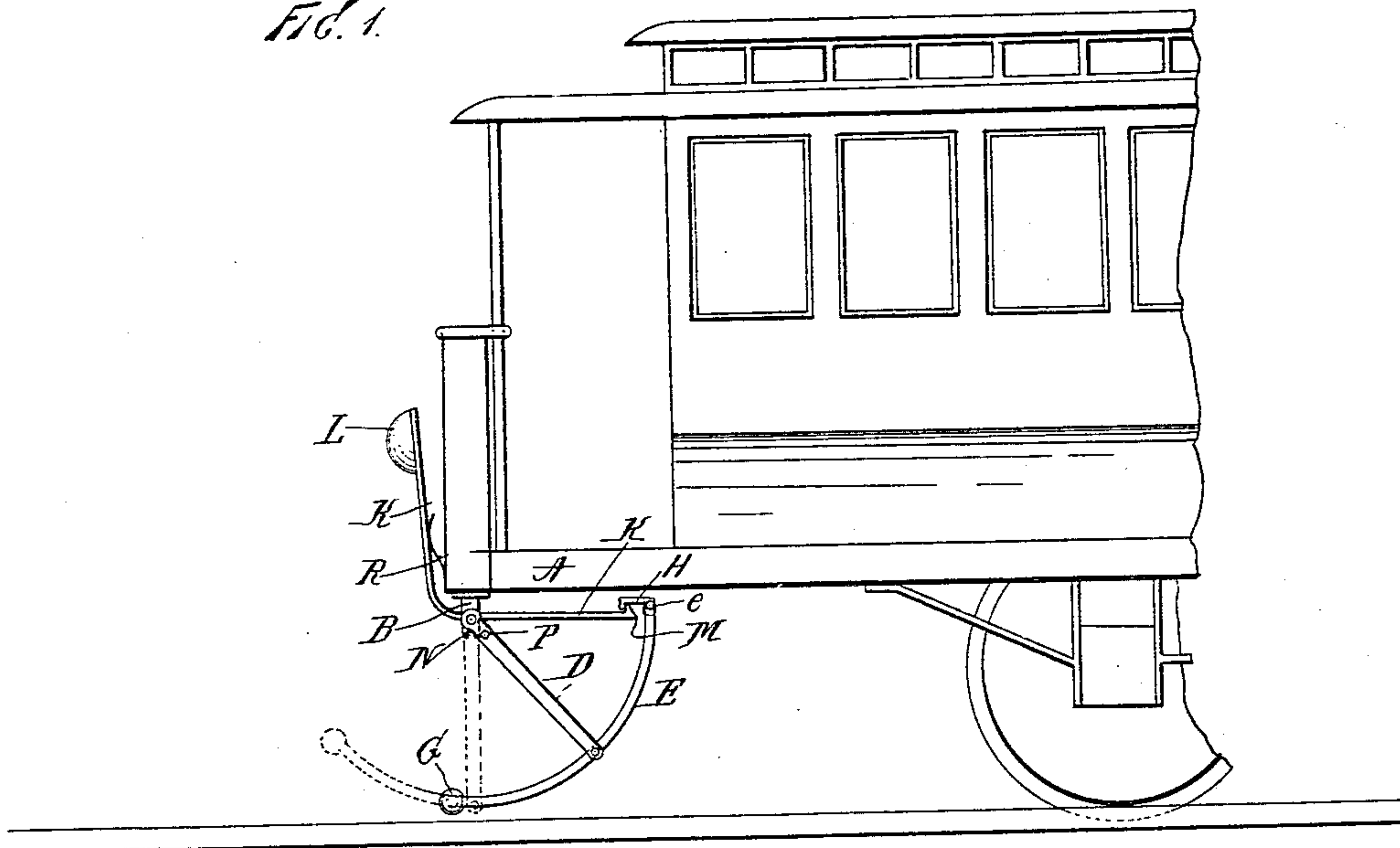
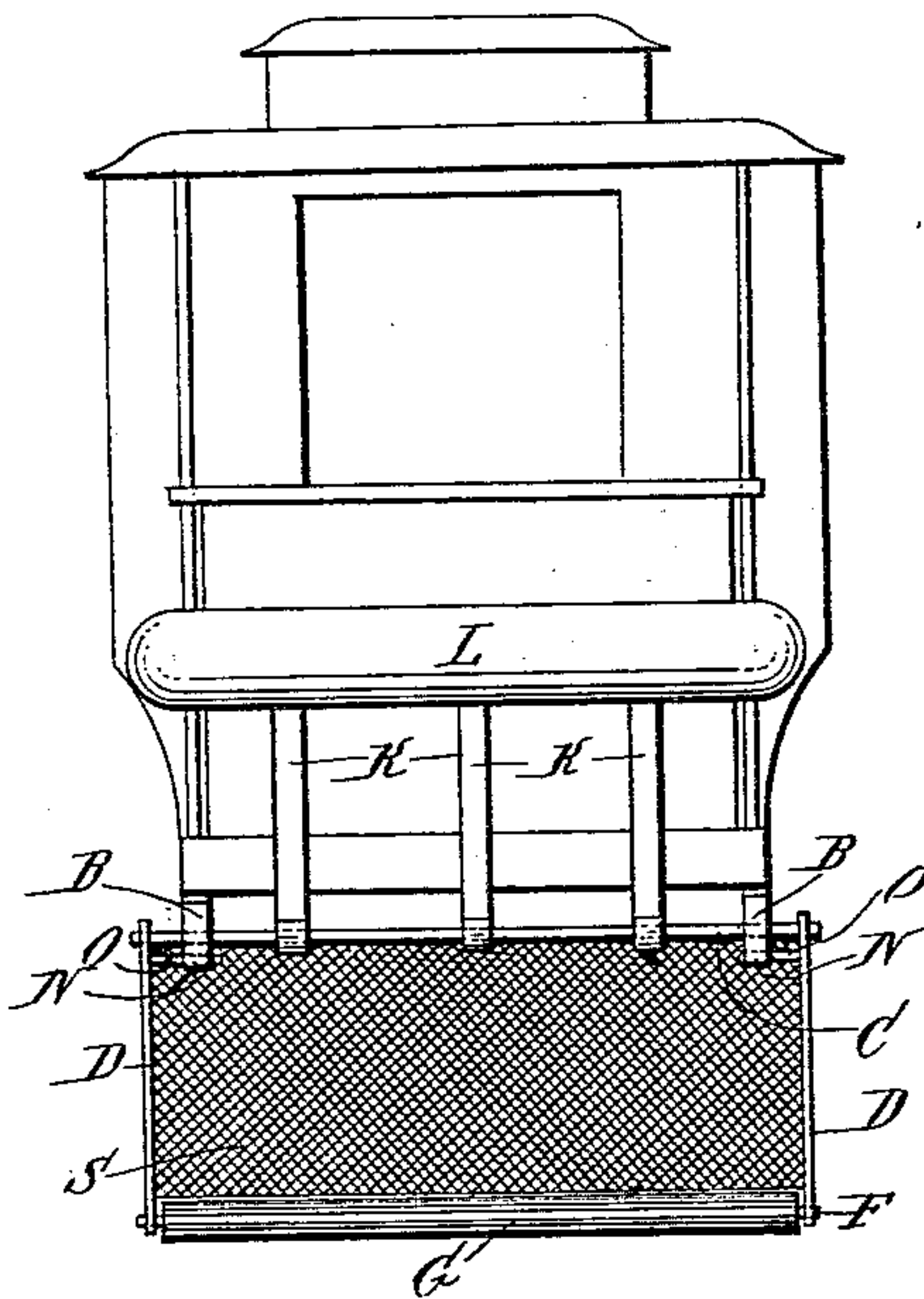


FIG. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 560,055, dated May 12, 1896.

Application filed August 1, 1895. Serial No. 557,817. (No model.)

To all whom it may concern:

Be it known that I, DAVID AMBROSE, a citizen of the United States, and a resident 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 car fenders or guards; and the object thereof is to provide a device of this class which may be readily connected with a tramway-car of the ordinary construction; and it involves a swinging fender or guard which is pivotally connected with the car and which is simple in construction and effective in operation, and which when in use will prevent the serious and sometimes fatal results which follow the striking of a person or object by a 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 one end of a car provided with my improved fender or guard, and Fig. 2 an end view thereof.

In the practice of my invention I secure below the platform A, at each side of the forward end thereof, hangers B, in the lower ends of which is mounted a rod or shaft C. Pivottally connected with the outer ends of said rod or shaft are bars D, to the lower ends of which are secured the segmental side bars E of my improved fender-frame. These side bars E are connected at the front ends by means of a rod F, on which is mounted a roller G, of rubber or similar material, and the inner ends thereof are connected by a transverse rod e, on which are mounted inwardly-directed hooks or projections H.

Mounted on the rod or shaft C are a plurality of angular bars K, to the upper ends of which is secured a transverse buffer L, and the lower ends of which are bent inwardly and provided at their ends with upwardly-directed hooks or projections M, and which are adapted to operate in connection with projections or hooks H, which are connected with the rod e of the fender-frame.

The hangers B are provided with downwardly-directed extensions N and the bars D with pins O, which project from the upper inner sides thereof and are adapted to operate in connection with said downwardly-directed extensions N to prevent the fender from swinging too far forward, and I also connect with the ends of the rod or shaft C and with said bars D springs P, which are also designed to prevent too great movement of the fender or guard, and between the upright portion of the bars K and the dashboard of the car or the forward end of the platform are arranged or secured springs R, which are adapted to hold said bars K and the buffer L in the normal position, or that shown in Fig. 1, and the body of the fender or guard frame is composed of wire mesh or similar material s, as shown in Fig. 2.

The operation will be readily understood from the foregoing description when taken in connection with the accompanying drawings. The fender or guard is normally supported in the position shown in full lines in Fig. 1 by means of the upwardly-directed hooks or projections on the inner end of the ends of the bars K, which operate in connection with the inwardly-directed hooks which are mounted on the rod e. If a person or object should be struck by the roller G, said person or object would be received upon the fender or guard frame or upon the wire-mesh body thereof, as will be readily understood, and the passage of such person or object under the car would be prevented. If said person or object should also be struck by the buffer L, the connection between the bars K and the inner upper side of the fender or guard frame would be broken or released, and the fender or guard frame would swing forward, so as to receive such person or object thereon, as before described, and said fender or guard frame would constitute a cradle or support for such person or object. In either event the passage of a person or object beneath the car would be prevented and the serious and sometimes fatal results which follow such accidents would be avoided.

It will thus be seen that I accomplish the object of my invention by means of a device which is simple in construction and operation and one which is comparatively inex-

pensive and which can readily be attached to a tramway-car without altering the construction thereof.

It is evident that changes in and modifications of the construction described may be made without departing from the spirit of my invention or sacrificing its advantages, and I therefore reserve the right to make all such alterations therein as fairly come within the scope of the invention.

Having fully described my invention, I claim and desire to secure by Letters Patent—

The combination with a car, of the horizontal shaft journaled in depending hangers secured upon the under side of the front platform of the car, the depending side bars secured to each end of said shaft, the segmental side bars secured midway of their length to said depending bars, the rod connecting the front end of said segmental side

bars and provided with a rubber roller, the bar connecting the rear end of said segmental side bars, the wire mesh secured to said segmental side bars and the end bars, the angle bars pivotally secured to said horizontal shaft and provided at one end with hooks adapted to engage the hooks upon the rear bar of the fender, and having a transverse buffer secured to the other ends thereof and the springs to keep said hooks in engagement, whereby contact with said buffer releases the fender to receive the object in contact therewith, substantially as described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 30th day of July, 1895.

DAVID AMBROSE.

Witnesses:

E. VAN DEURSEN,
L. M. MULLER.