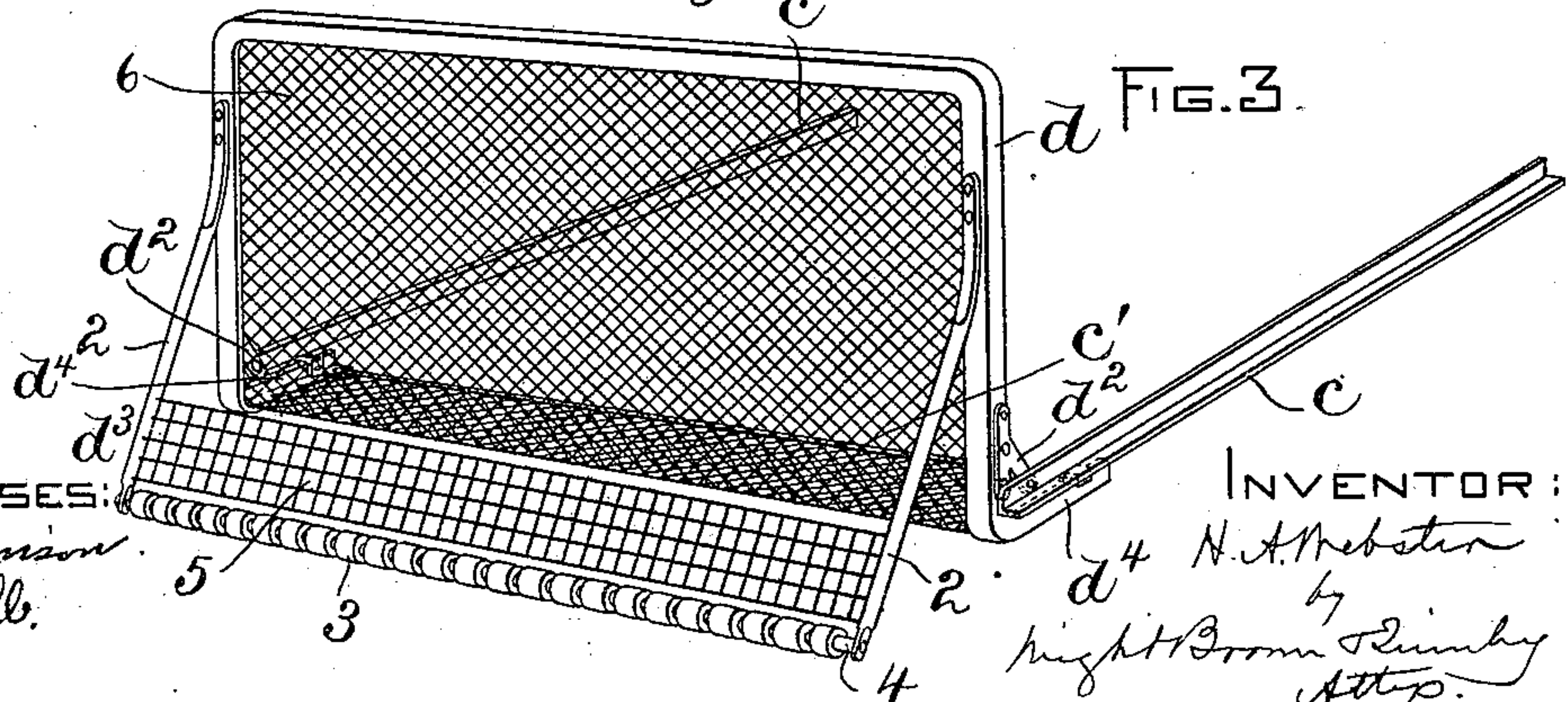
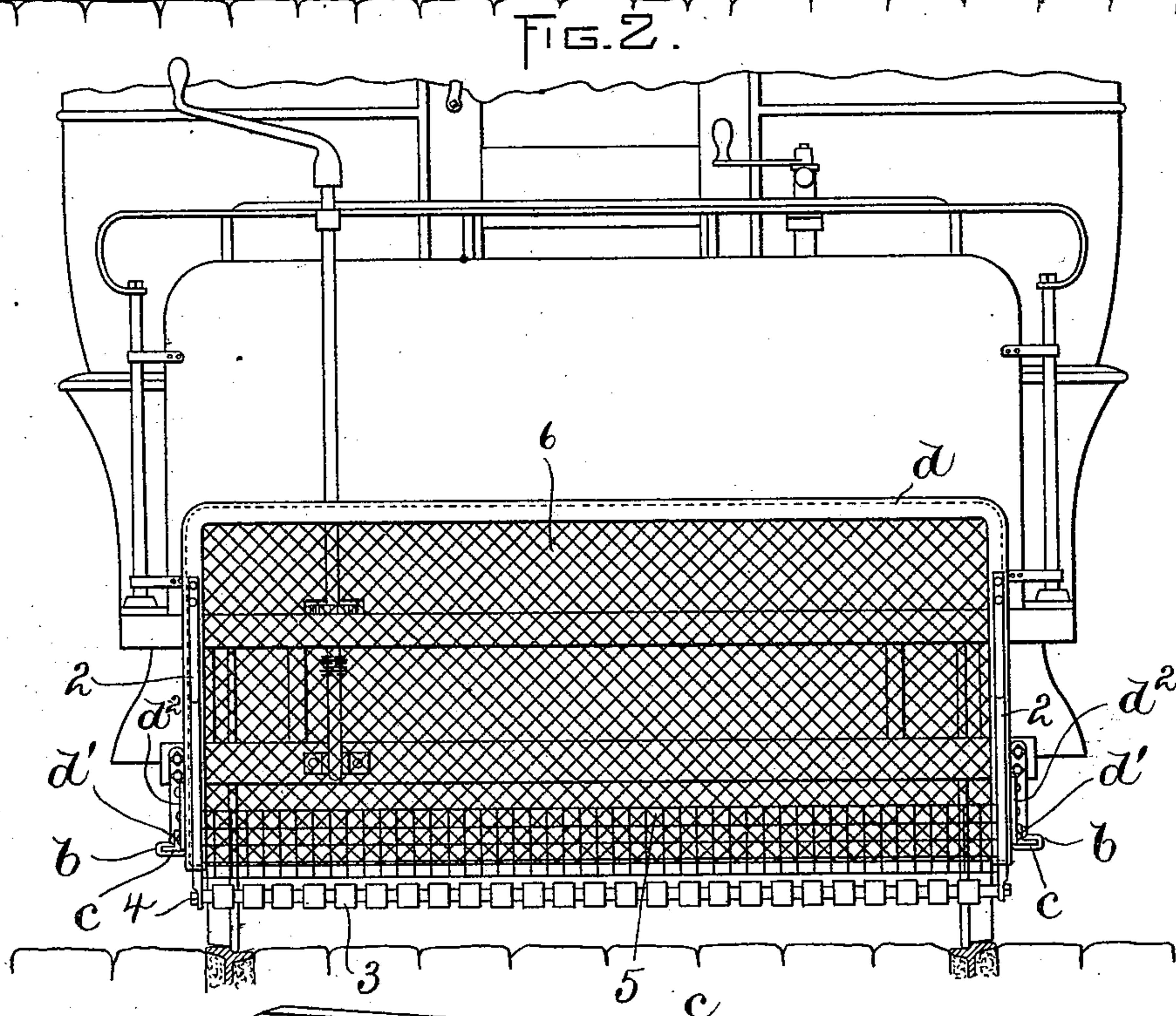
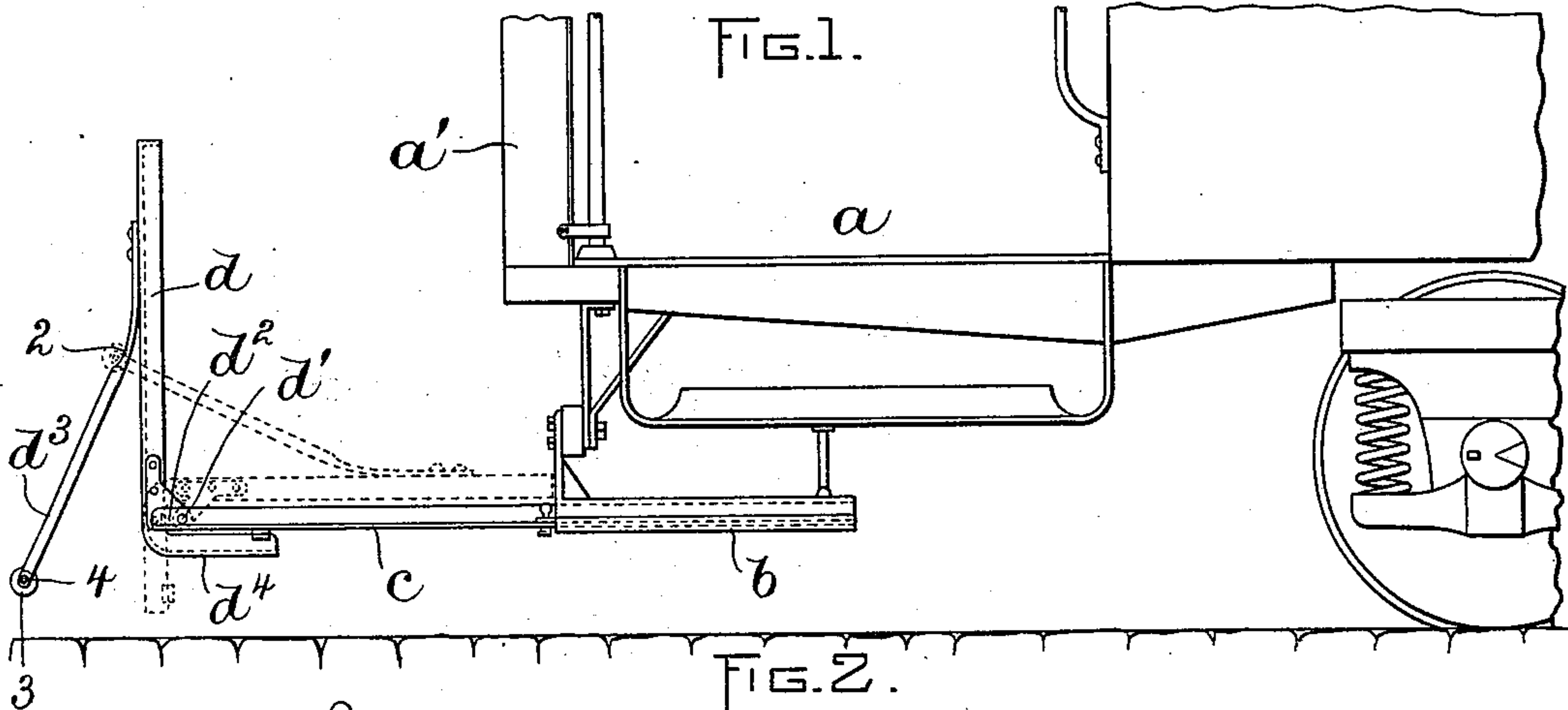


(No Model.)

H. A. WEBSTER.
CAR FENDER.

No. 560,953.

Patented May 26, 1896.



WITNESSES:

A. D. Hanson.
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UNITED STATES PATENT OFFICE.

HAROLD A. WEBSTER, OF HAVERHILL, MASSACHUSETTS, ASSIGNOR TO
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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 560,953, dated May 26, 1896.

Application filed September 14, 1895. Serial No. 562,532. (No model.)

To all whom it may concern:

Be it known that I, HAROLD A. WEBSTER, of Haverhill, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Car Guards or Fenders, of which the following is a specification.

This invention relates to fenders for electric or cable cars, and has for its object to provide a fender or guard of such construction that a person encountered by the car while standing upon the track will be picked up or caught with the minimum liability to injury, while a person encountered while prostrate upon the track will be pushed along until the car stops, and thus prevented from getting under the wheels.

The invention consists in the several improvements which I will now proceed to describe and claim.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents a side elevation of a portion of a car with my improved fender applied thereto. Fig. 2 represents a front elevation of the same. Fig. 3 represents a perspective view of the fender.

The same letters and figures of reference represent the same parts in all the views.

In the drawings, *a* represents the platform of a street-car, and *b b* represent fixed horizontal guides or ways secured to the platform and located below the same.

c c represent bars fitted to slide on the guides *b b*, said bars being connected at their forward ends by a cross-bar *c'*, the whole constituting a substantially horizontal frame or support, which forms a part of my improved guard, said support being located below and normally projecting in advance of the platform *a*. I prefer to construct said support and the guard-frame connected thereto as hereinafter described, so that the entire guard or fender can be pushed back between the guides *b b* under the platform; but this is not an essential part of my invention, and the part denominated the "support" may be rigidly secured to the platform, if preferred, or it may be constructed to be removed from the guides *b b* and transferred from one end of the car to the other without being constructed to slide backwardly between the guides *b b*.

d represents a guard-frame, which is connected to the support, composed of the bars *c c* and *c'*, by pivots *d' d'*, which are in line with each other and constitute an axis extending crosswise of the car, on which the guard-frame *d* may swing from the vertical position shown in full lines in Fig. 1 to the horizontal position shown in dotted lines in the same figure. The pivots *d'* are here shown as engaged with ears *d²*, rigidly affixed to the side portions of the guard-frame *d*. The said guard-frame normally stands in the vertical position shown in full lines and is so proportioned that its upper end stands in front of the dasher *a'* of the car, the said upper end being elevated considerably above the axial line of the pivots *d' d'*. The frame *d* has a flexible netting or filling 6.

d³ represents an extension of the guard-frame which projects below and in advance of the axial line of the pivots *d'*, the arrangement being such that the lower portion of said extension projects forward from said axial line, so that a person standing on the track will be encountered by the lower portion of the extension *d³*, which is arranged to strike at or near the ankles, thus tripping up the person and causing him to fall against the upper portion of the guard-frame. The contact of the person with the guard-frame will cause the latter to yield and swing backwardly to or toward the dotted-line position shown in Fig. 1, so that the person thus caught will be supported and carried along by the guard or fender. I prefer to make the extension *d³* of resilient construction, so that when it encounters a person or object on the track it will yield sufficiently to prevent giving a violent blow. I have here shown the extension *d³* as composed of two resilient arms 2 2, affixed at their upper ends to the side pieces of the frame *d*, their lower ends projecting forward from said frame and being free to yield backwardly. The lower ends of the arms 2 2 are connected by a flexible bar or cord 4, on which are preferably mounted a series of small trucks or rollers 3. A flexible filling or netting 5, which may be of any suitable construction and may be a sheet of canvas, if preferred, is secured to the extension *d³*. It will be seen from the foregoing

that the resilient extension d^3 in striking an object on the track will yield, its lower edge thus being caused to swing downward into contact with or in close proximity to the track, 5 so that if the fender encounters a person lying upon the track the extension d^3 will yieldingly strike the person and will immediately become depressed, so that the person will be pushed along in advance of the fender, while 10 a person struck in a standing position will be tripped and caused to fall backward against the frame d , as already stated.

d^4 d^4 represent arms which are bent backwardly from the frame d and are arranged to 15 bear upon the under side of the supporting-frame when the frame d is in its normal position, thus preventing the frame d from swinging forward from said position.

I claim—

20 1. A car-fender comprising a frame or support projecting forward from the platform, a guard-frame pivotally connected to the forward portion of said support and adapted to normally occupy a substantially vertical po- 25 sition in advance of the platform and to swing backwardly therefrom, and an extension con-

nected with the guard, said extension projecting below the axial line of the pivots that connect the guard with its support and forward from the upper portion which is above 30 said line, the extension being movable with the guard-frame and having an independent yielding movement whereby its lower portion is adapted to swing backwardly and downwardly toward the track before the guard- 35 frame swings backwardly, as set forth.

2. A car-fender comprising a frame or support projecting forward from the platform, and a guard-frame pivotally connected to the forward portion of said support and adapted 40 to normally occupy a substantially vertical position in advance of the platform, said guard-frame having a resilient extension projecting below the axial line of its pivots.

In testimony whereof I have signed my 45 name to this specification, in the presence of two subscribing witnesses, this 3d day of September, A. D. 1895.

HAROLD A. WEBSTER.

Witnesses:

C. F. BROWN,
A. D. HARRISON.