

(No Model.)

2 Sheets—Sheet 1.

G. A. WEED.
CAR FENDER.

No. 569,848.

Patented Oct. 20, 1896.

FIG. 1.

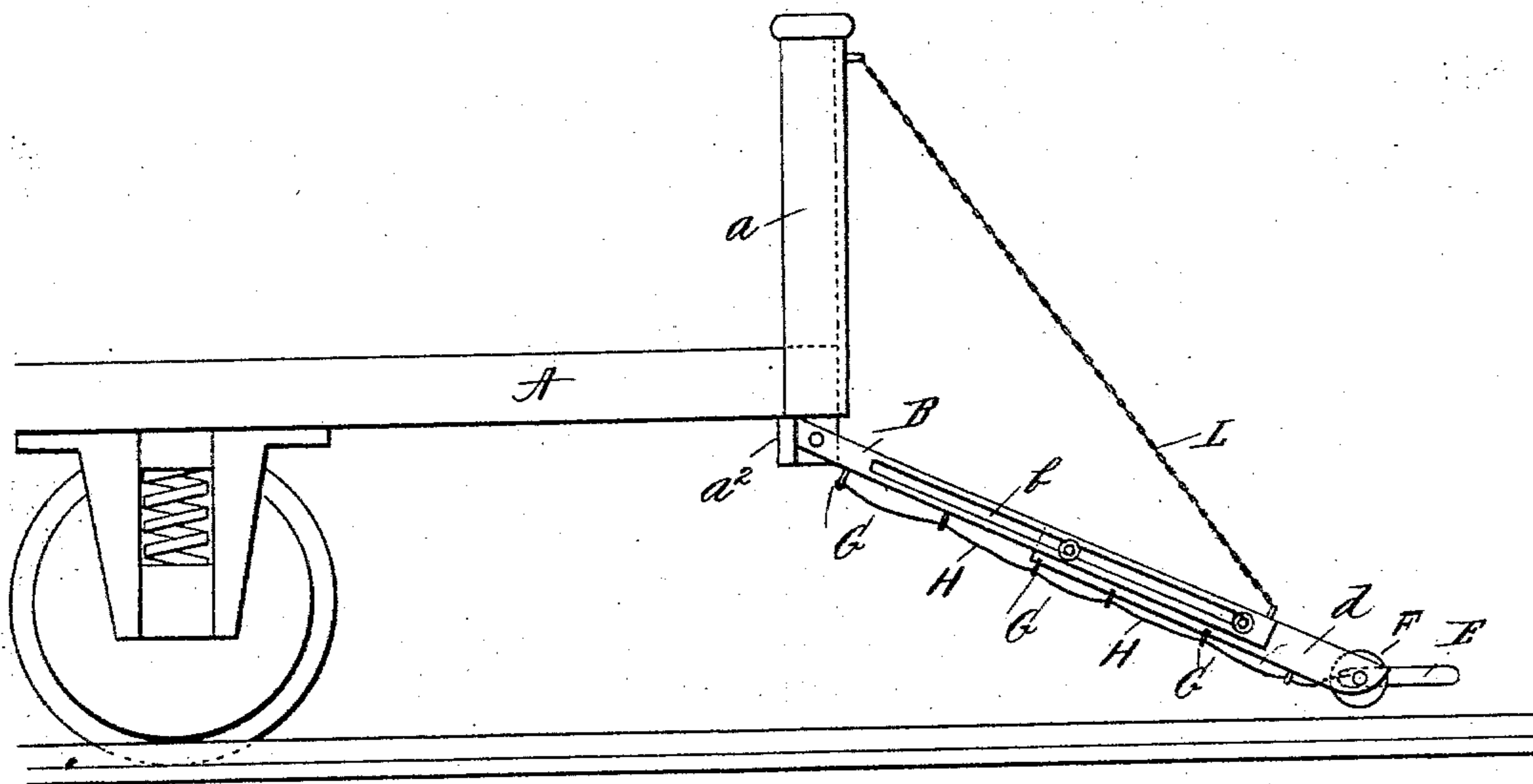
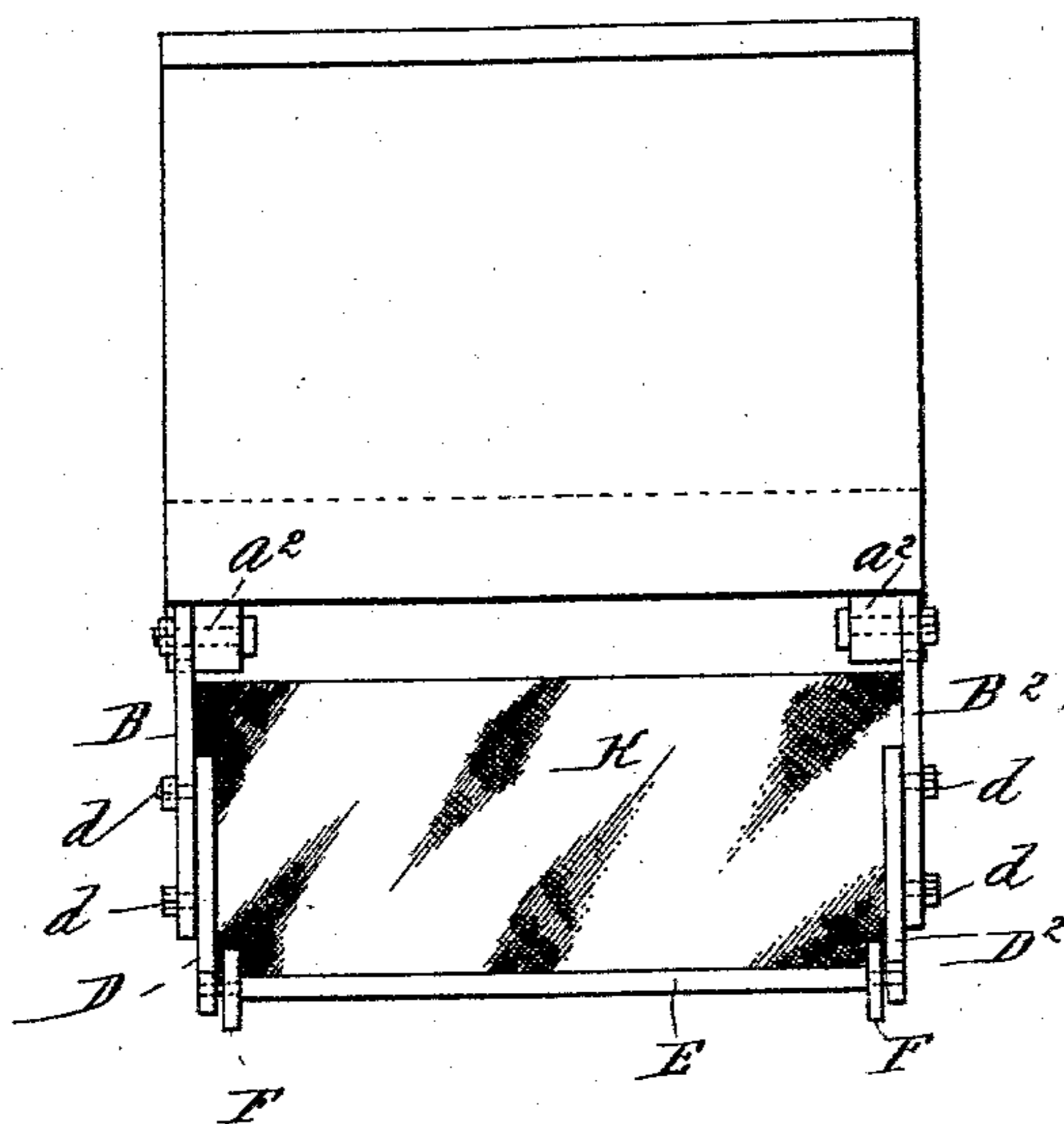


FIG. 2.



WITNESSES:

John Buckler,
C. Gerst

INVENTOR

George A. Weed,

BY

Edgar Sater Co

ATTORNEYS.

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FIG 3

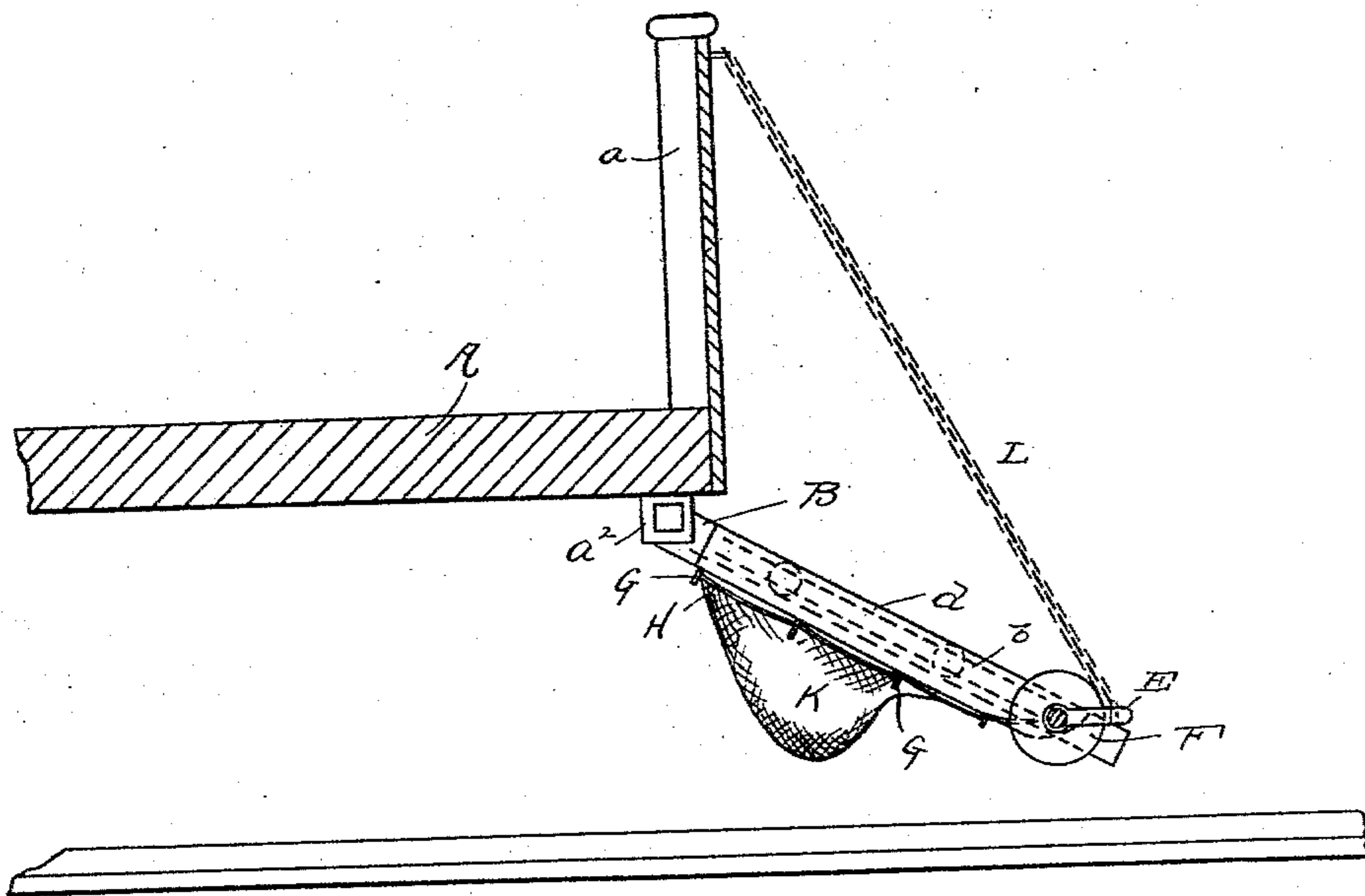
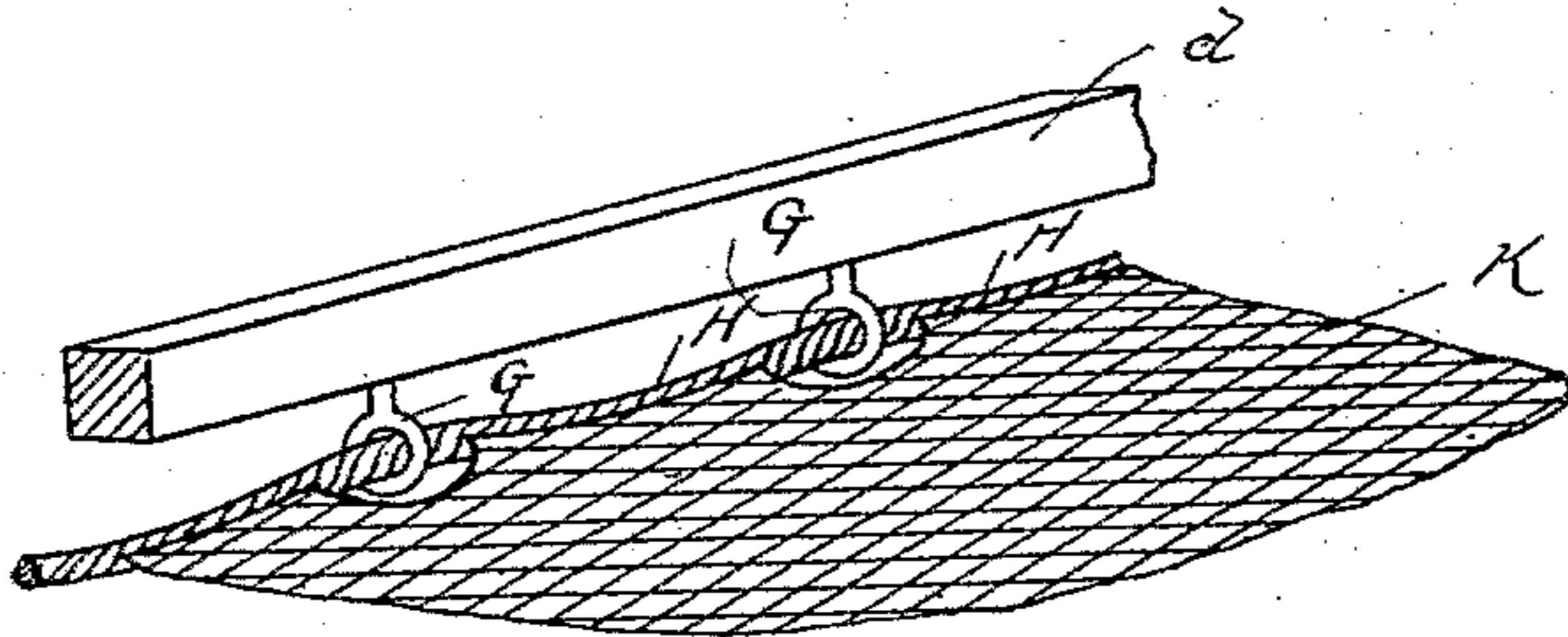


FIG 4



WITNESS:

C. B. Larson
C. Ernst

INVENTOR

George A. Weed

BY

Edgar Saterbo
ATTORNEYS.

UNITED STATES PATENT OFFICE.

GEORGE A. WEED, OF NEW YORK, N. Y.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 569,848, dated October 20, 1896.

Application filed February 4, 1896. Serial No. 577,978. (No model.)

To all whom it may concern:

Be it known that I, GEORGE A. WEED, 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, 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 or guards for tramway cars, and the object thereof is to provide an effective device of this class which is simple in construction and operation and which is well adapted to prevent the serious and sometimes fatal accidents which frequently result from a person or object being struck by a car while 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 view of the end or the platform of the car, showing my improved fender or guard in position; and Fig. 2, a front view thereof. Fig. 3 is a vertical section to the platform of the car and the fender; and Fig. 4 is a detail view of one of the side bars of the fender, showing the attachment of the flexible body portion thereof.

In the drawings forming part of this specification, A represents the platform of a car and *a* the dashboard, and in the practice of my invention I provide a fender or guard which consists of two parts or frames, one of which is pivotally connected with hangers *a*², which are secured to the end of the platform and which depends therefrom.

That part of my improved fender or guard which is pivotally connected with the car or the hangers *a*² comprises a main frame, which consists of the side bars B and B², and these side bars are each provided with a longitudinal slot *b*, and I also provide a supplemental frame, which consists of the side bars D and D², which are connected with the side bars B and B² of the main frame by bolts *d*, which pass through the longitudinal slots *b*, and the supplemental frame is thus free to slide within the side bars of the main frame, and pivotally connected with the forward end of the supplemental frame, or the side bars D and D² thereof, is an auxiliary frame E, which, in

the normal position of the parts, or that shown in Fig. 1, is projected in a horizontal line in front of the supplemental frame, and at each end thereof is a roller F, said rollers being adapted to rest upon the ground when the fender or guard is depressed in the operation thereof, as hereinafter described.

Connected with the bottom portions of the side bars B and B² and D and D² of the main and supplemental frames are loops or rings G, through which are passed, on each side of the fender or guard, a cord or other device H, and these cords constitute the sides of the body portion K of a network of flexible material, which is adapted to be folded together and which constitutes a back or central portion for both the main and supplemental frames, and I also preferably provide means for supporting the forward end of the fender or guard, which, as shown in the drawings, consists of a chain or equivalent device L, which is connected with the forward end of the main frame and which extends backwardly to the top of the dashboard, and it will be understood that one of these devices is employed at each side of the fender or guard.

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

The normal position of the fender or guard when the car is in operation is that shown in Fig. 1, and if a person or object should be struck thereby when the car is in motion such person or object will be drawn on the network K, and the auxiliary frame E would be drawn upwardly and said person or object be retained upon the body portion or network of the fender or guard, and it will also be apparent that the supplemental frame would be driven backwardly on its supports, and the body portion K thereof would thus be caused to bag or sag, and the passage of such person or object beneath the car would thus be avoided.

If desired, the cords H, which constitute the sides of the body portion K, may be connected with the forward ends of the auxiliary frame E, or otherwise connected therewith, so as to cause the forward edge of said auxiliary frame to be raised, as above described; and it is evident that changes in and modifications of the construction herein described

may be made without departing from the spirit of my invention or sacrificing its advantages, and I reserve the right to make all such alterations therein and modifications thereof as fairly come within the scope of the invention.

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

10 1. The combination with the platform of a car of a fender or guard attached thereto, which consists of a main section or frame pivotally connected with the forward end of the platform and provided with longitudinal slots in the sides thereof, and a supplemental section connected with the main section by means of bolts, which engage the slots in the main section said main and supplemental sections being provided at each side with depending loops or similar devices, and a body portion of flexible material to the sides of which are secured cords adapted to pass through said loops said fender or guards being supported in front of a car in such a manner that the forward end thereof will rest adjacent to the tracks, substantially as shown and described.

20 2. The combination with the platform of a car of a fender consisting of a main section pivotally connected with the forward end of the platform of a car, to each side of which is formed a longitudinal slot, and a supplemental section provided with bolts which pass through said slots in the side of the main section, each of said sections being provided at each side thereof with depending loops or similar devices and a body portion of flexible material in the sides of which are connected cords adapted to pass through said loops, said fender being supported in the front

of the car so that the forward end thereof will rest adjacent to the track and an auxiliary frame or section pivotally connected with the supplemental section, and projecting in front of the latter, and provided with rollers or wheels at each side of the forward end thereof, substantially as described.

3. The combination with the platform of a car of a fender or guard which consists of a number of sections or parts, the main section or part of which is connected with the forward end of the platform of a car, and having longitudinal slots formed in the side thereof, and a supplemental section provided with bolts adapted to engage said slots, each of said sections having depending loops secured to the sides thereof, and a body portion of flexible material to the sides of which are secured cords, adapted to pass through said slots, said guards or fender being supported in front of the car adjacent to the track, and an auxiliary frame or section pivotally connected with the supplemental section and adapted to project in front of the car, and provided with rollers or wheels at each side of the forward end thereof, and devices connected with the forward end of the main section or frame, and extended inwardly and outwardly, and connected with the dashboard to support the forward end of the fender, substantially as described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 3d day of February, 1896.

GEORGE A. WEED.

Witnesses:

C. GERST,

F. V. KIRCHHOFF.