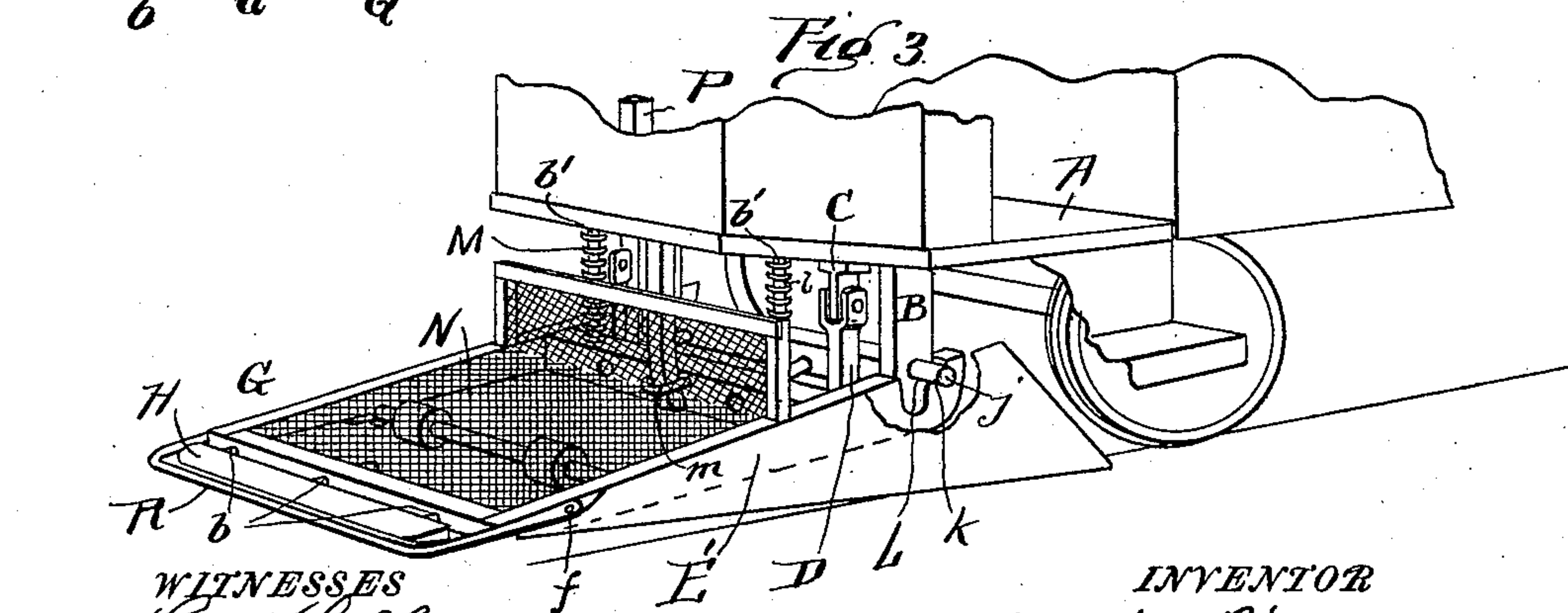
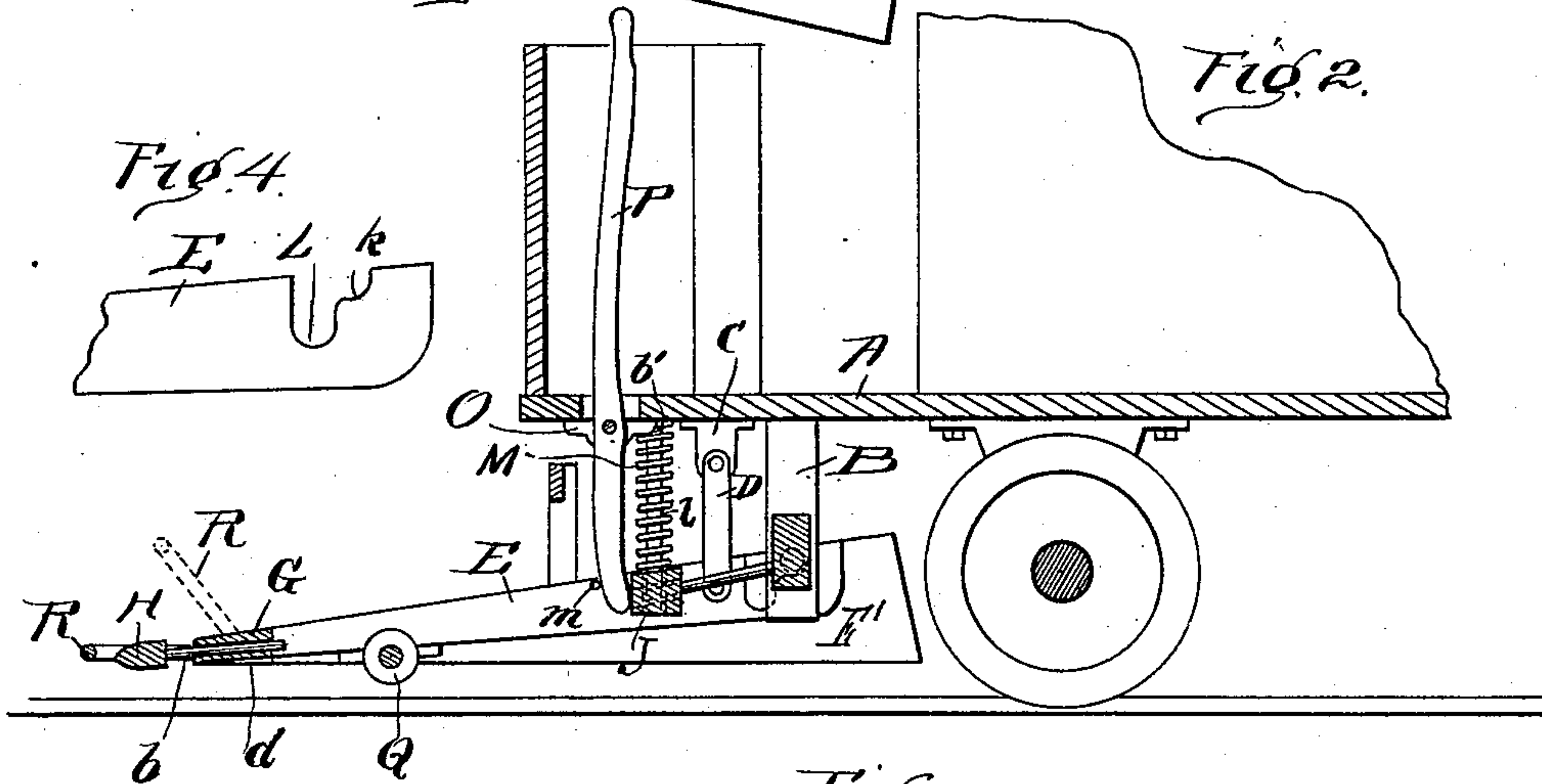
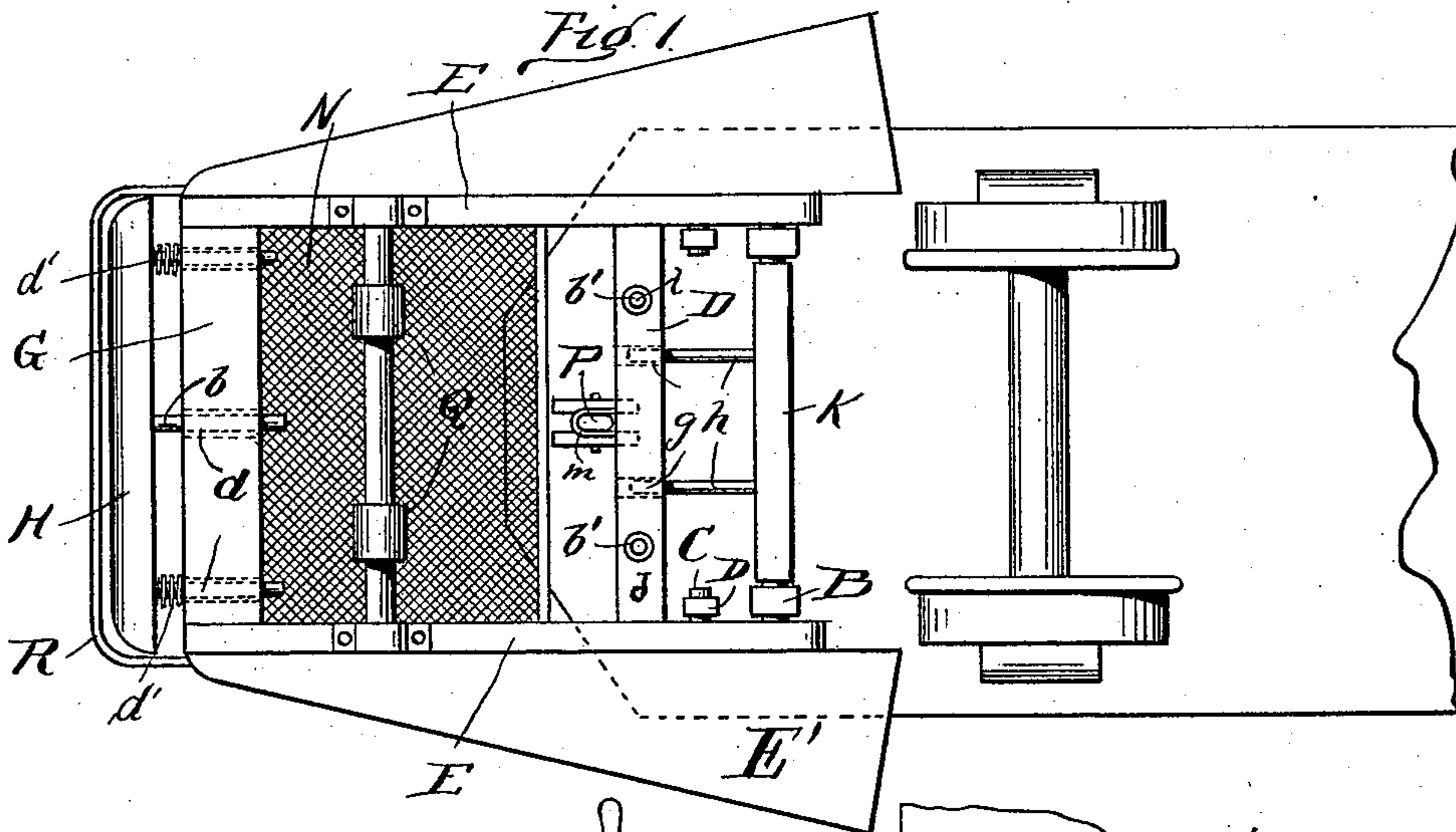


(No Model.)

D. RICE.
CAR FENDER.

No. 574,494.

Patented Jan. 5, 1897.



WITNESSES

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UNITED STATES PATENT OFFICE.

DANIEL RICE, OF CANTON, OHIO.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 574,494, dated January 5, 1897.

Application filed April 13, 1896. Serial No. 587,247. (No model.)

To all whom it may concern:

Be it known that I, DANIEL RICE, a citizen of the United States, and a resident of Canton, county of Stark, State of Ohio, have invented a new and useful Improvement in Fenders for Street-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification.

My invention relates to improvements in street-car fenders; and it consists of certain features of construction and combination of parts, as will be hereinafter described and claimed.

Figure 1 of the drawings is a plan view from below. Fig. 2 is a central longitudinal section; Fig. 3, a view in perspective from left front, and Fig. 4 a side view of the rear end of side of supporting-frame.

A denotes the platform of a street-car having thereunder fender-supports B and C. To the latter is pivotally secured arm D, one end of which is pivotally secured to the side pieces E of the fender-frame, at the rear end of which is provided a shouldered recess more fully explained farther on.

The side pieces E may be provided with flaring wheel-guards E', as shown.

At the front end of the side pieces E is provided a cross-piece G, in which are provided apertures *d*, in which are placed pins *b*, to the outer end of which is secured a cross-piece H, and between the pieces G and H and about the pins *b* are placed coiled springs *d'*, the object of which is to provide a yielding nose-piece to the fender. A bail, as R, is pivotally secured to the side piece E, as shown at *f*, Fig. 3, and adapted to fold up and over on the fender, the purpose of which will be hereinafter explained.

At the rear portion of the fender-frame is provided a cross piece or girth J, which serves as a support for the side pieces E, in which are provided apertures *g*, that receive guide-pins *h*, extended forward from cross-bar K, the end of which passes through the hanger B, as shown at *j*, that is adapted to pass into the recess L in the side piece E.

Springs, as M, are provided to throw and hold the fender down on the track. The lower ends of the springs are secured to the cross-bar J and the upper ends to the under

side of the platform A. The energy of the spring is exerted to hold the front end of the fender up when the extension *j* of cross-bar K rests on the shoulder *k* of recess L. Steady-pins, as *l*, pass down through the springs M and cross-bar J.

On the top side of the fender-frame is secured a wire net N, as shown in Figs. 1 and 3. On the under side of the platform A is provided a bracket O, to which is pivotally secured a lever P, the lower end of which is connected to the cross-bar J by a staple *m*. By this lever the front end of the fender may be dropped to the track or raised up to position a distance above the track. On the under side of the fender are provided rollers, as Q, on which the fender and its burden is supported when dropped down to pick up some obstruction or person on the track.

In operation the fender is held in normal position above to be operated automatically or manually, as the case may be. If automatically, the front end or bail, striking an obstruction, will force the fender back a distance, throwing the shoulder *k* from under the extension *j* of bar K, at which instant the spring M will expand to throw the front of the fender down on the track or rollers Q. The operation of the bail R, which is pivoted to the side pieces, as shown, is to raise the obstruction up and assist it back onto the carrier, the yielding nose-piece dropping down to the street to pick up or prevent any part of the obstruction passing under the fender. The fender may be dropped by the operator pushing the top of the lever P forward. The lower end of said lever will move the carrier-frame back to move the shoulder *k* from under the extension *j* of bar K, to allow the front end of the fender to drop. A reverse movement of the lever P will force the fender forward and up and the rear part down, to allow the projection *j* to pass from the recess L up and onto the shoulder *k*.

Having thus fully described the nature and object of my invention, what I claim is—

1. In a street-car fender, the combination with the net-carrying bars having shouldered recesses at their rear ends, of yielding supports for connecting the said bars to the platform of a car, fixed pins carried by the car for engaging the shouldered recesses, and the lever

for actuating the fender to lower it into or raise it out of contact with the track.

2. In a street-car fender, the combination with the car-platform having fixed brackets
5 provided with laterally-projecting pins, of net-carrying bars having their rear ends provided with shouldered recesses with which the pins engage to hold the bars in either a raised or depressed position, springs inter-
10 posed between the bottom of the car and fender for forcing the latter downward, and an actuating-lever.

3. In a street-car fender, the combination with a car-platform having brackets support-
15 ing a cross-bar, the ends of which project laterally beyond said brackets and are formed

into pins, the net-carrying side bars having shouldered recesses at their rear ends to engage said pins, a cross-bar connecting said side bars, springs interposed between the
20 cross-bar and the bottom of the platform for depressing the fender, supports hinged to the bottom of the platform and to the fender, a bail pivoted to the side bars at their forward ends, a spring-actuated nose-piece, and the
25 actuating-lever.

In testimony whereof I have hereunto set my hand this 8th day of April, A. D. 1896.

DANIEL RICE.

Witnesses:

W. K. MILLER,

BURT A. MILLER.