(No Model.)

O. W. BRENIZER.

CAR FENDER.

No. 575,023. Patented Jan. 12, 1897.

Fig. 1

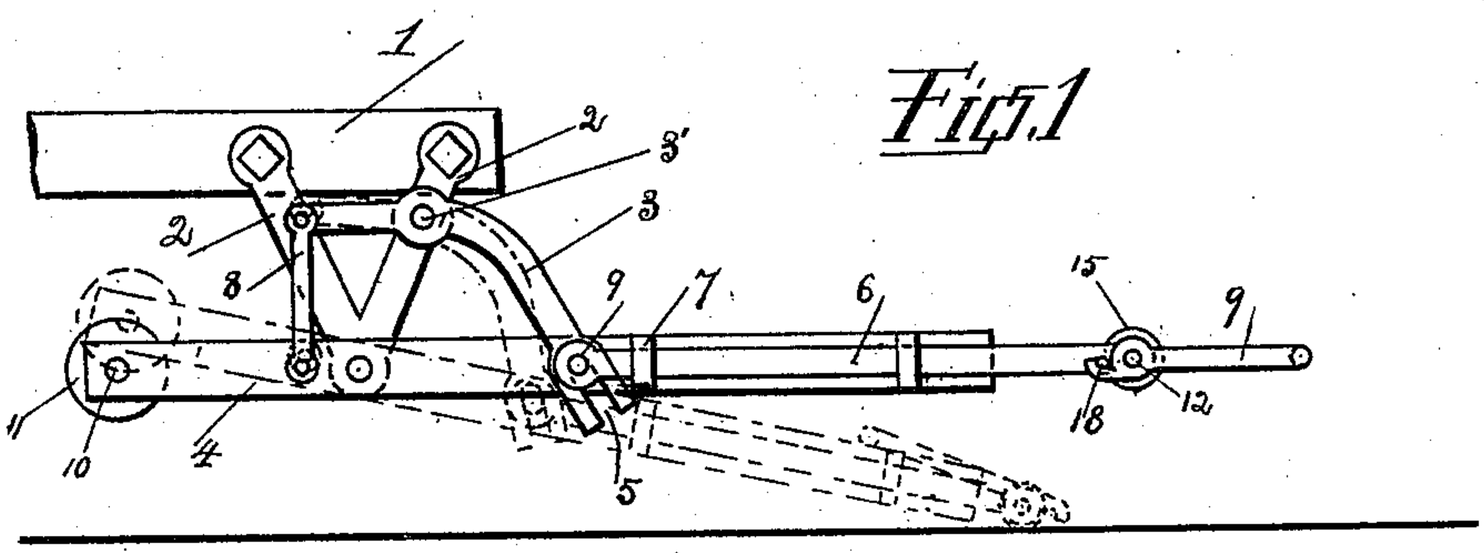
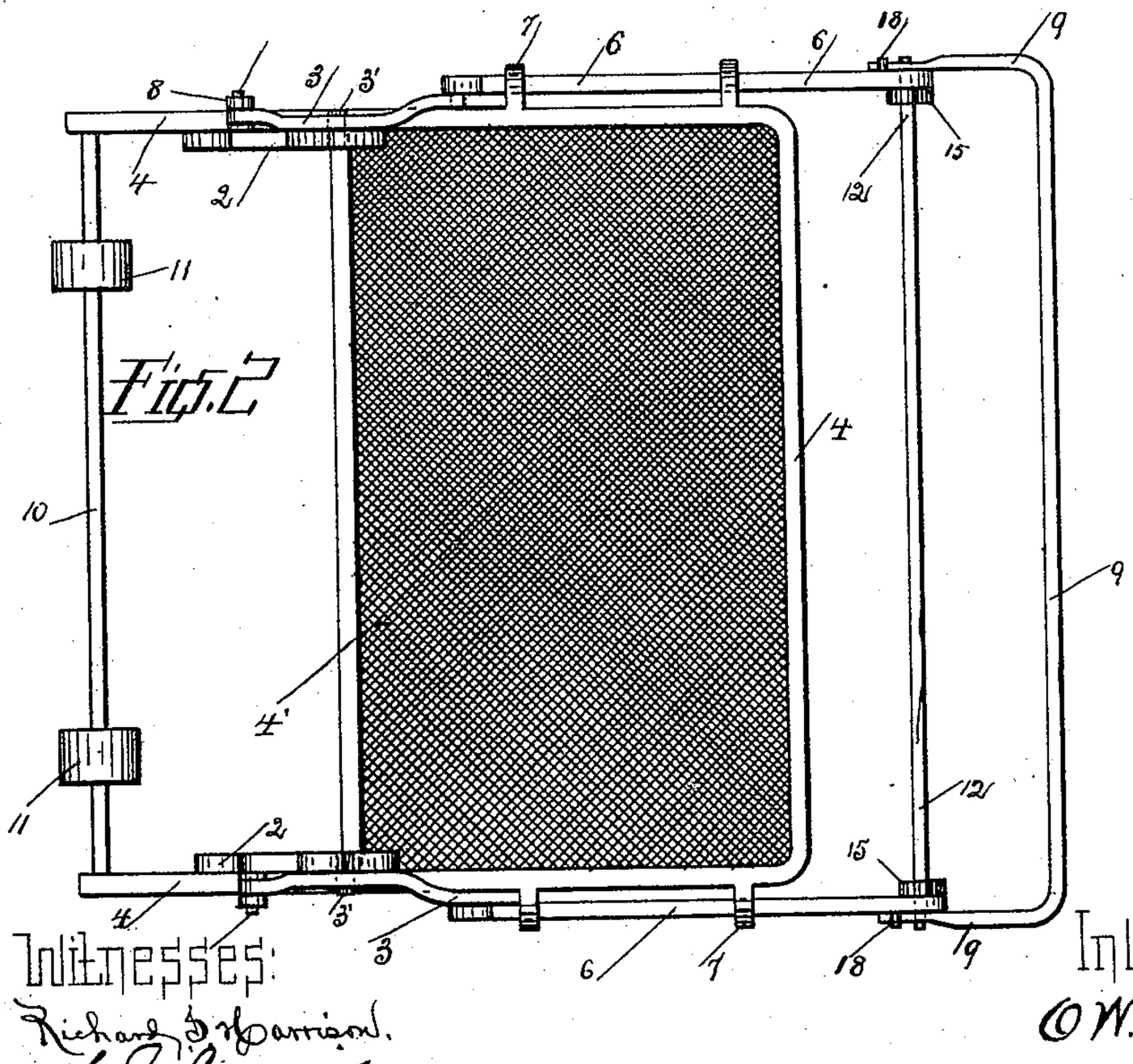


Fig. 2



Witnesses:
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Atty

UNITED STATES PATENT OFFICE.

ORSON W. BRENIZER, OF ALLEGHENY COUNTY, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 575,023, dated January 12, 1897.

Application filed May 21, 1896. Serial No. 592,381. (No model.)

To all whom it may concern:

Be it known that I, ORSON W. BRENIZER, a citizen of the United States, residing in the county of Allegheny, and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in safety-fenders for street-cars; and the object of my invention is to provide a simple and inexpensive fender that will automatically drop down on a level with the road-bed, receiving the person upon the fender and preventing it from going beneath the car, and when the person is removed the fender will automatically return to its former position.

A description of my improvement will be fully shown and described in the accompanying drawings and specification, in which—

Figure 1 is a side elevation of my improved fender attached to the car-body. Fig. 2 is a plan view of the fender detached from the car.

Similar figures refer to similar parts in the views shown.

In the view shown at Fig. 1 the body of the car is designated as 1. Secured to the sides of the car-body are the hangers 2 and have pivoted to their lower ends the fender-frame 4, which is provided with the wire-netting 4′. Upon the hangers are secured the pins 3′ and have pivoted thereto the arms 3, which are connected at their outer ends to the fender-frame by the links 8. Upon the sides of the fender-frame are formed the lugs 7, which are adapted to form bearings for the rods 6. The pins 9 are secured to the rear ends of the said rods and engage within the slots 5, which are formed upon the lower ends of the arms 3. The forward ends of the rods 6 are secured together by the cross-bar 12. The trip-frame 9 is loosely pivoted to the ends of the said cross-bar and is held parallel with the fender-frame by the small pins 18, which project from the frame and the small hooked portion formed upon the trip-frame. Upon the rear ends of the fender-frame is connected the rod 10, which is provided with the counterweights 11 and serves the purpose of retaining the fender in position. The small wheels 15 are secured to the fender-frame and are adapted to travel upon the rails when the fender is down and prevent the same from coming in contact with the road-bed.

The fender acts in saving and protecting life in the following manner, and, as described, is provided with a trip-frame at its forward end, and a person who may be otherwise struck by the fender is struck by the trip-frame, (which may be covered by a soft flexible material, if desired,) which causes the fender to drop or be forced down on a level with the road-bed, as shown by dotted lines upon Fig. 1, receiving the person upon the fender, and when removed the balance-weights automatically adjust the fender to its former position. The trip-frame is then reset and the fender is again ready for action.

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

In a car-fender such as described consisting of the following parts: the hangers 2 secured to the car-front, the fender-frame 4 pivoted to the said hangers, the rods 6 loosely supported upon the said frame and provided at their forward ends with the trip-frame 9, the arms 3 pivoted to the said hangers and adapted to be operated by the said rods, the links 8 connecting the fender to said arms and adapted to be operated therefrom, the balance-weights 11 arranged upon the rear end of the fender and adapted to return the fender to position, all parts arranged and adapted to operate substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

ORSON W. BRENIZER.

Witnesses:

THOS. M. BROWN,

H. J. LEVIS.