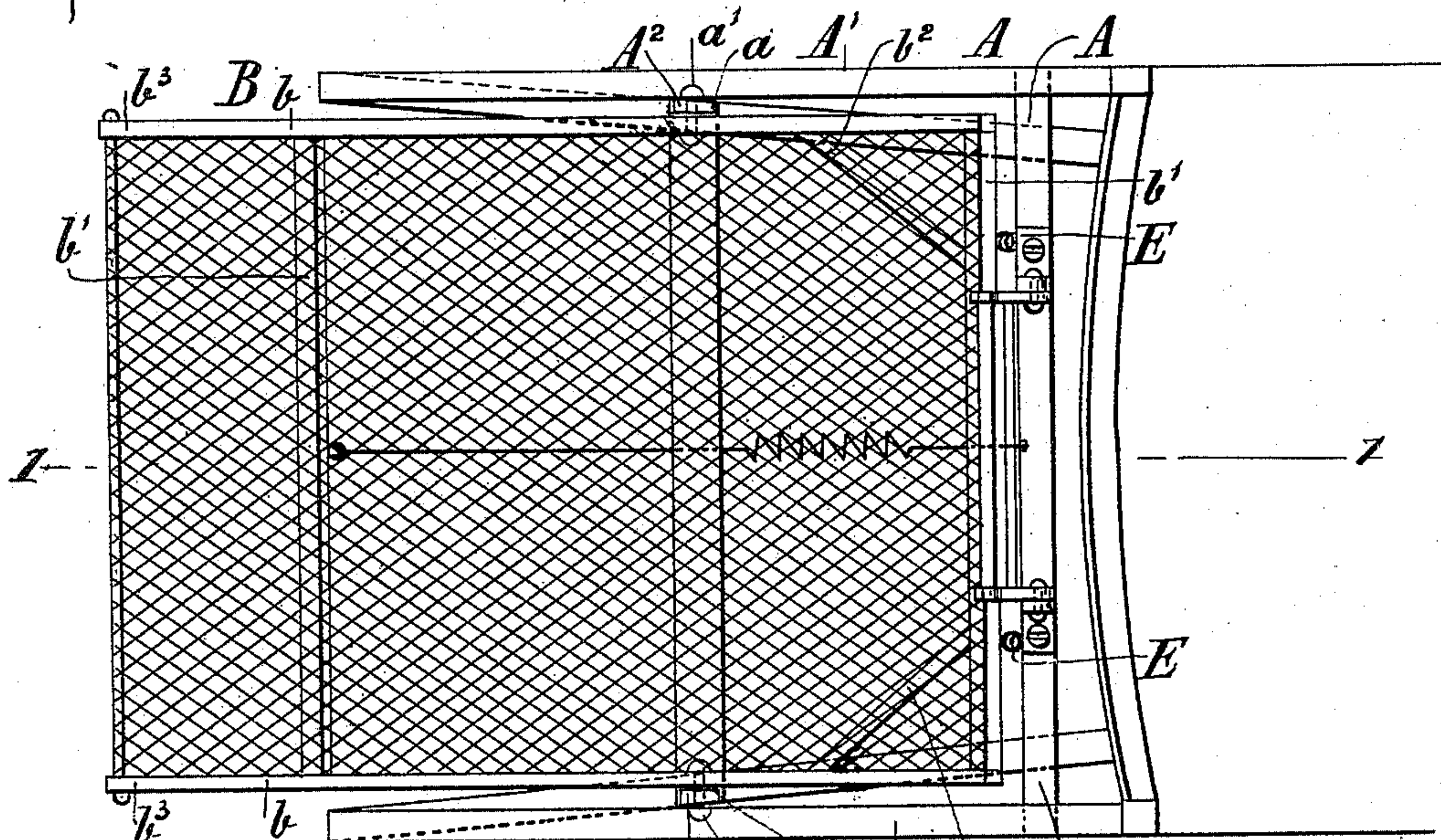
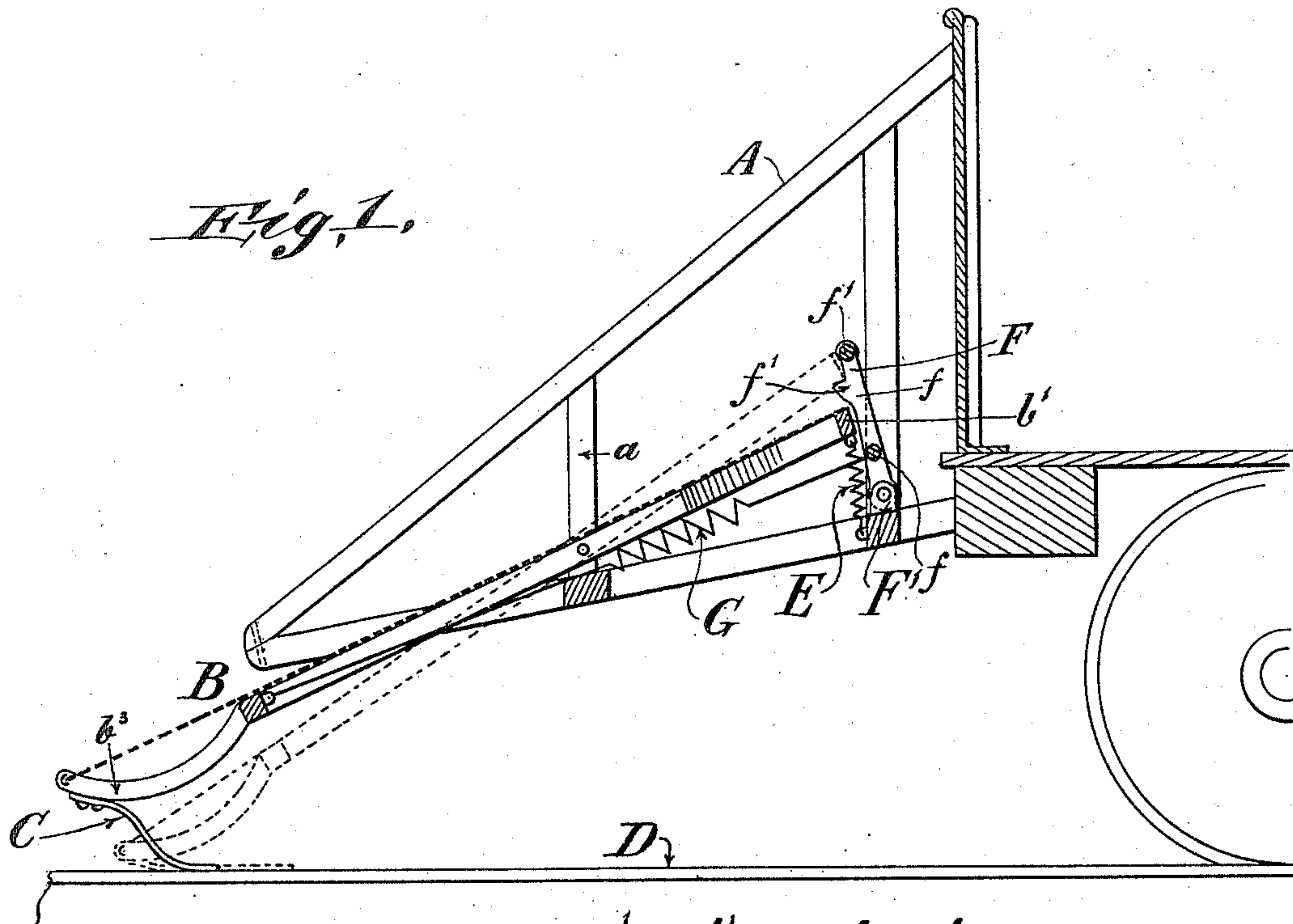


(No Model.)

A. MAZZANOVICH.
CAR FENDER.

No. 584,386.

Patented June 15, 1897.



WITNESSES

C. W. Benjamin
C. Sedgwick

Fig^d 2

INVENTOR

Anton Mazzanovich

BY

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ATTORNEYS

UNITED STATES PATENT OFFICE.

ANTON MAZZANOVICH, OF NEW YORK, N. Y.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 584,386, dated June 15, 1897.

Application filed August 15, 1896. Serial No. 602,884. (No model.)

To all whom it may concern:

Be it known that I, ANTON MAZZANOVICH, a citizen of the United States, and a resident of New York city, 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 improvements in car-fenders of the class adapted for use upon cable, trolley, or other street-railway cars, the object thereof being to provide an efficient device of this character which will not rebound after a person has been struck or picked up by the fender, whereby a body cannot pass under the car-platform to the wheels of the car. The device is simple in construction, durable, and inexpensive.

The invention will be hereinafter fully described, and specifically set forth in the annexed claim.

In the accompanying drawings, forming part of this specification, Figure 1 is a longitudinal sectional elevation of my improved car-fender, showing the same attached to the platform of the car; and Fig. 2 is a plan view thereof.

In the practice of my invention I provide a framework A. This said framework comprises side frames A' and cross-beams A², and it is secured to the car-platform and the dashboard thereof by any suitable means. Pivotally attached, by means of bolts a', to the uprights a of the frame A is a swinging fender B, which said fender comprises side pieces b and cross-beams b'. The structure may further be strengthened by means of braces b².

Stretched tightly over the framework B is a covering of canvas, netting, or other suitable fabric adapted for contact with a person. The side portions b of the fender B are provided at their forward ends with concave arms b³, and these said arms have secured to their lower edges and projecting rearwardly therefrom plate-springs C, adapted for contact with the rails D, whereby the fender is maintained in an upward position, as illustrated

by full lines in Fig. 1 of the drawings. Balance-springs E are also secured in the rear of the fender and to the rear cross-beam of the framework A. These said springs will allow for oscillations and vibrations imparted to the device through the medium of the car-platform.

The invention further comprises a hinged latch F, adapted for locking the fender in a downward position after a body has been struck, as illustrated by dotted lines in Fig. 1 of the drawings. This said latch comprises side sections f' and cross-braces f', and the side sections are pivoted to bearings F', located upon rear cross-beams of the framework A. The side portions of the latch F are also provided with projecting lips f', adapted for engagement with the rear cross-piece b' of the fender B when the same is swung into position, (illustrated by dotted lines of the drawings,) and said latch is also provided with a spiral spring G, adapted for maintaining it in contact with the fender B. The two ends of this said spring are connected, respectively, to the lower cross-braces of the latch and the fender.

In the operation of the device it will be set in position, (illustrated by full lines, Fig. 1, of the drawings,) and will be maintained constantly in this position until a person shall accidentally come in contact with the fender. Said fender will then be depressed at its lower end and raised at its upper end, whereby the latch F will contact therewith and maintain it in the position illustrated in dotted lines, Fig. 1, of the drawings. When a body is removed, it will be reset by simply forcing the latch F in a rearward direction, thereby releasing the fender from engagement therewith.

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

A car-fender having a rigid frame secured to the front of the car, a swinging fender pivotally attached to said rigid frame, a latch pivoted upon the rear of said rigid framework, said latch comprising side sections and cross-braces, the said sections having lips formed upon the upper front portions thereof adapted

for automatic engagement with the rear cross-
pieces of the swinging fender when the said
fender is swung into depressed position, and a
spiral spring connecting the said latch to the
5 swinging fender to maintain the said latch
and swinging fender in connection with each
other, substantially as shown and described.
In testimony that I claim the foregoing as

my invention I have signed my name, in pres-
ence of two witnesses, this 12th day of August, 10
1896.

ANTON MAZZANOVICH.

Witnesses:

C. SEDGWICK,
O. C. WINGE.