

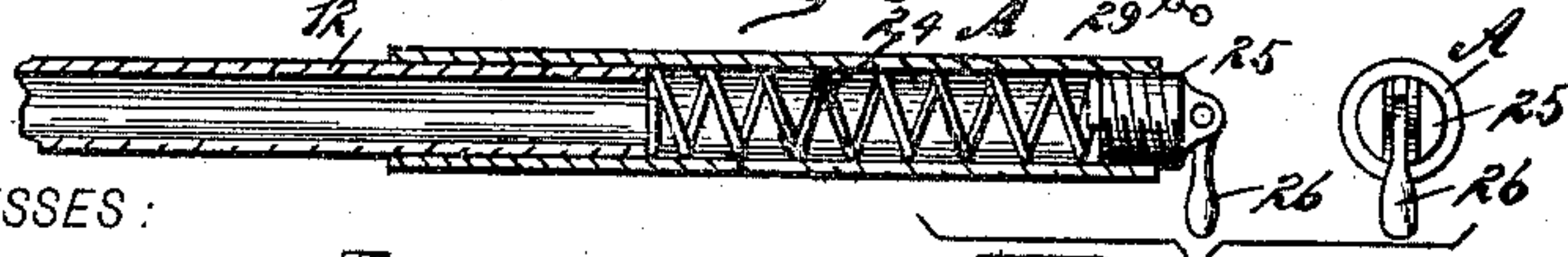
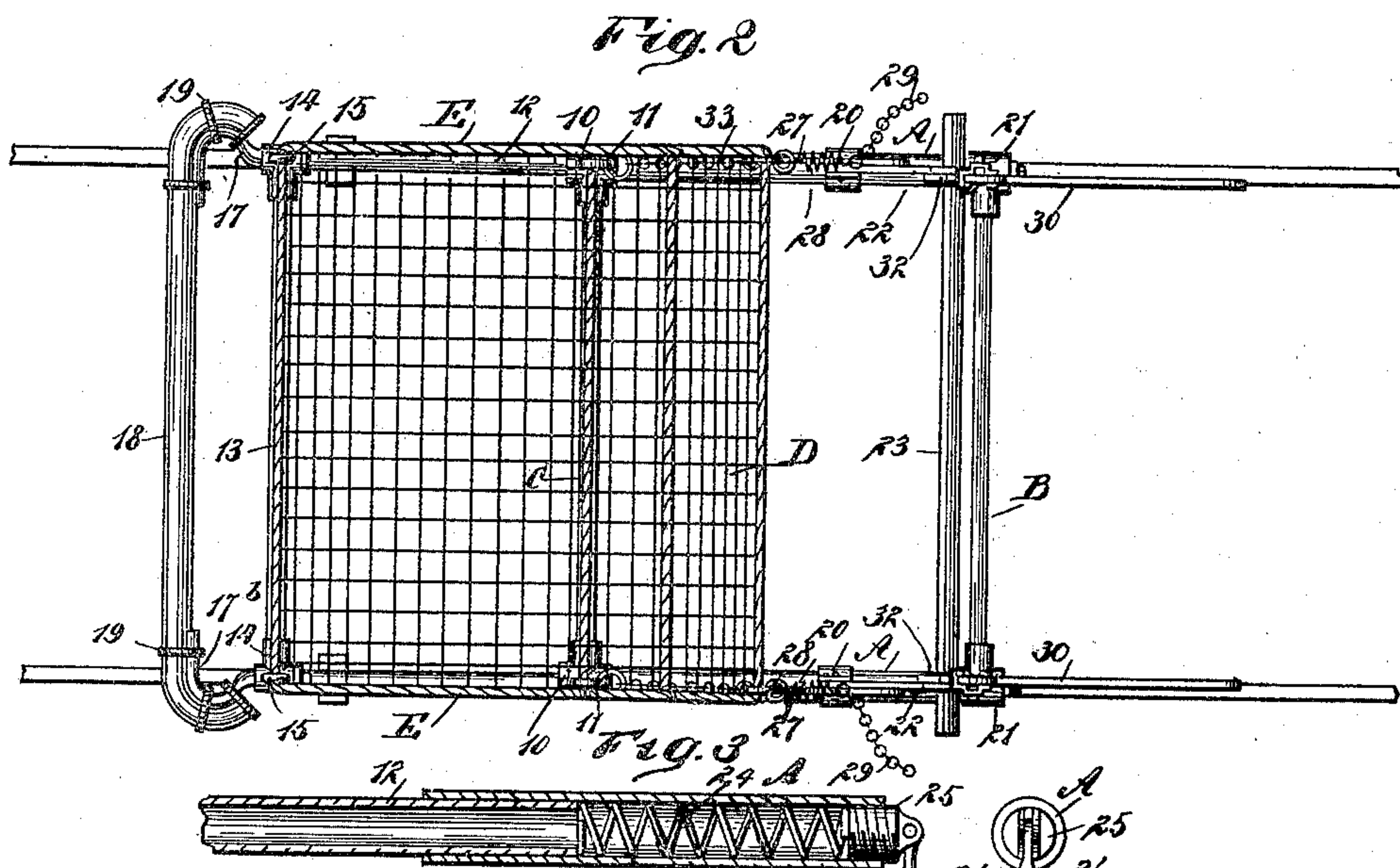
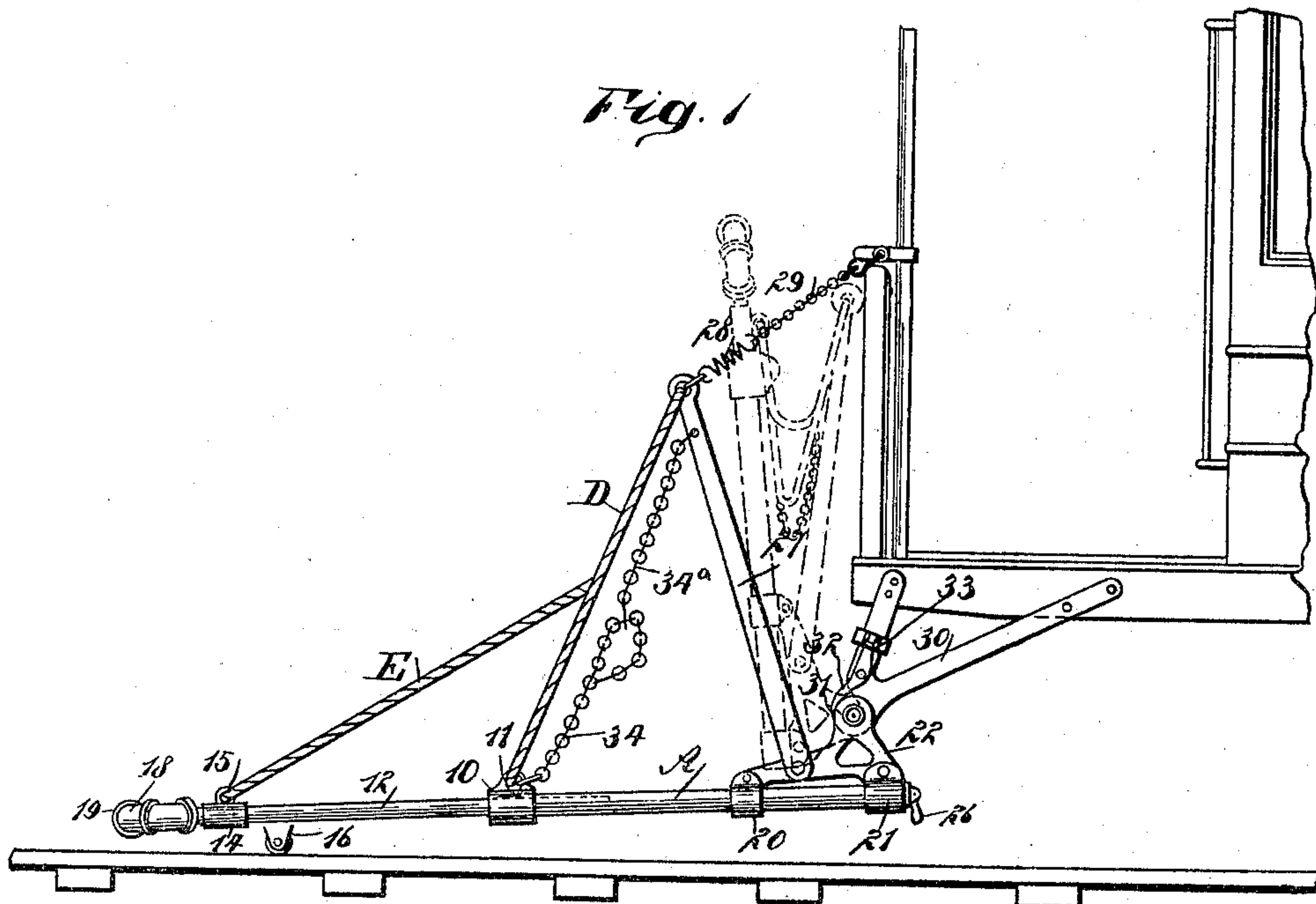
No. 610,779.

Patented Sept. 13, 1898.

W. T. WATSON.  
CAR FENDER.

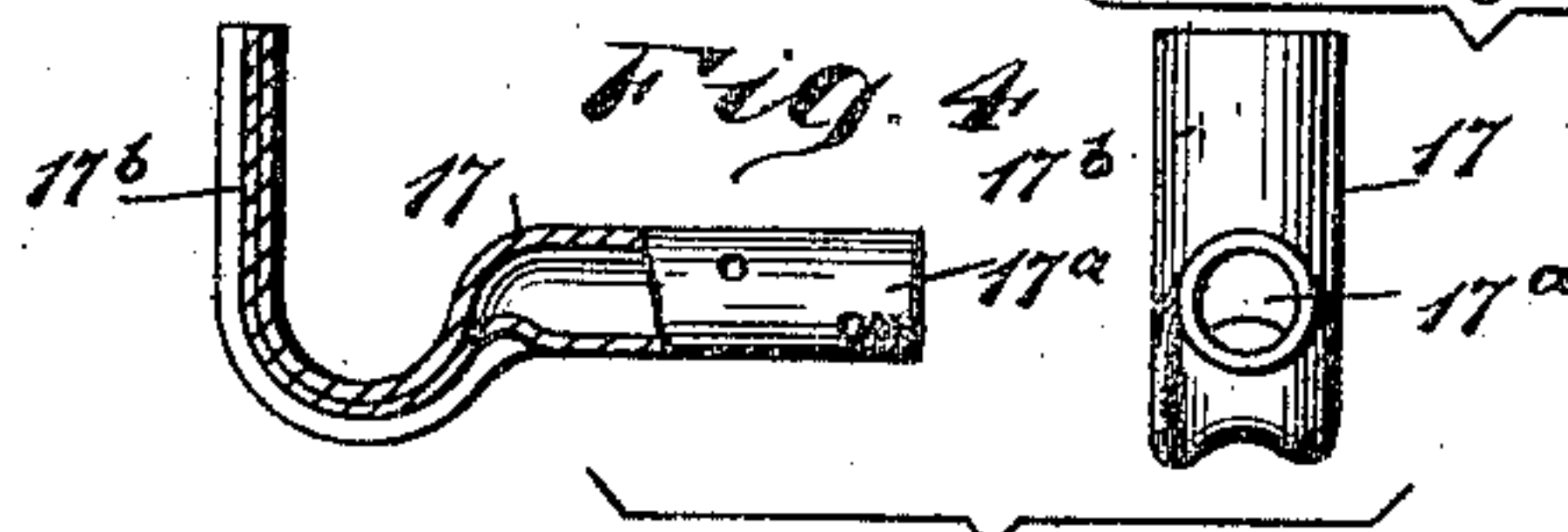
(Application filed Mar. 31, 1898.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

WILLIAM THOMAS WATSON, OF VICTORIA, CANADA.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 610,779, dated September 13, 1898.

Application filed March 31, 1898. Serial No. 676,876. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM THOMAS WATSON, of Victoria, in the Province of British Columbia and Dominion of Canada, have invented a new and Improved Car-Fender, of which the following is a full, clear, and exact description.

The object of my invention is to provide a car-fender capable of being transferred from one end of a car to the other and which may at any time be conveniently folded up in front of the dashboard.

Another object of the invention is to provide a fender which will be simple, durable, and economic and of such construction that two beds may be employed at angles to each other, a front and a back bed, one tending to support the other.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improved fender, showing it in working position in positive lines and in folded position in dotted lines. Fig. 2 is a plan view of the fender and its hangers removed from the car. Fig. 3 is a longitudinal section through a telescopic portion of the frame of the fender and also an end view of the said telescopic portion of the frame, and Fig. 4 is a partial horizontal section and an end view of a bracket or arm adapted to hold a cushion at the front or fender proper.

The main frame of the fender consists of tubular side bars A, connected by a rear end bar B and a front bar C. At the forward end of each tubular side piece A a sleeve 10 is secured in any suitable or approved manner, and each sleeve is provided with an eye 11 at the top. A side rod 12, either tubular or solid, is held to slide in each main side beam A of the frame, as shown particularly in Fig. 3, the forward sliding rods 12 being connected at the front by a cross-bar 13 through the medium of T-fittings 14, each T-fitting being provided at the top with an eye 15, and usually rollers 16 are attached to the under surface

of the sliding side bars 12, near their front portions.

Angle or bracket bars or arms 17 are employed in connection with the sliding portion of the frame, each of the said angle-arms, as shown in Fig. 4, being usually made of metal and comprising a tubular shank 17<sup>a</sup>, adapted to enter one of the T-fittings 14, being secured thereto by rivets or their equivalents, and a head 17<sup>b</sup>, which is in the form of a hook. The outer or front face of the hook portion of each tubular arm is concaved in order that said face may readily receive a tube 18, of rubber or other elastic material, or a solid circular bar, of rubber, the rubber forming a cushion against which the object in the path of the fender must first strike before said object is thrown on the bed of the fender. The cushion 18 is secured to the angle-arms 17 by means of straps 19 or their equivalents.

At the rear portion of each side bar A of the frame sleeves 20 and 21 are securely attached, and each pair of sleeves 20 and 21 serves to support a bracket 22, and a cross-bar 23 is carried through the said brackets, the ends of the cross-bars extending beyond the outer faces of the brackets serving as handles when the fender is to be removed from a car to which it is attached.

A spring 24 is placed in each of the main side bars A of the frame, engaging with the rear ends of the sliding side bars 12 and also engaging with a plug 25, one of which is screwed into the rear end portion of each side bar A, as shown in Fig. 3, and each plug is provided with a handle 26, through the medium of which it may be readily removed when desired, since when the fender is to be folded upward against the dashboard of the car the springs 24 are removed, so that the sliding bars may enter the main bars A as far as possible, lessening the height of the folded fender. The springs 24 normally serve as cushions for the sliding section of the frame and restore the said sliding section to its normal position after the object taken up has been caught by the fender. A supporting-arm 27 is pivotally attached to each bracket 22 forward of the cross-bar 23, extending through said brackets, as shown in Fig. 1. A spring 28 is attached to the upper end of each supporting-bar 27, and each



spring 28 is preferably provided with a length of chain 29, adapted for attachment to the rail of the dashboard of the car or to other convenient support, the purpose of the springs and lengths of chain being to hold the fender normally a suitable distance from the ground or track and through the medium of the springs 28 to restore the fender to its normal position after the load it has received has been removed.

A hanger 30 is secured to each side of the platform of the car, either outside of the side beam of the platform or inside of the same, and each hanger is preferably of angular shape, comprising a short and a long member, as shown in Fig. 1. Each hanger is also made to terminate at its lower end in a hook 31, the hooks of the hangers being adapted to receive the upper cross-bar 23, carried by the brackets 22, so that the frame of the fender is pivoted in the said hangers. The cross-bar 23 is held in the hangers preferably by means of latches 32, pivoted to the hangers and arranged to cross the open portions of the hooks 31, as shown in Fig. 1, the latches being held in their closed position by a sliding keeper 33 or any equivalent of the same.

A bed D, which is virtually a back bed, is constructed of rope, wire, or other yielding material and is attached to the upper ends of the supporting bars or arms 27 and to the eye portions 11 of the sleeves 10. A second bed E, of like construction, is attached to the eye portions 15 of the front sleeves 14 and to the rear or back bed D at a point near its center. Should the beds become broken by any means, or should they be seriously injured by the weight they are to receive, the fender will be prevented from dropping beyond a predetermined distance by means of safety-chains 34 and 34<sup>a</sup>, attached to the frame of the fender and to the supporting bars or arms 27 and to each other, as shown best in Fig. 1.

The cushion-tube 18 may be doubled and clamped at its ends and an inflated tube may be placed within the cushion-tube to keep the latter in shape.

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

1. In a car-fender, the combination, with a frame comprising a main section having tubular side bars closed at their rear ends by removable plugs, and a sliding section the side bars whereof enter the side bars of the main section of the frame, springs intervening the rear ends of the side bars of the sliding frame-section and the plugs in the main frame-section, brackets secured to the rear portion of the main frame-section at its sides, and a cross-bar carried by the said brackets, of standards pivotally attached to the said brackets, a yielding bed attached to the said standards and the forward portion of the main section of the frame, and a second yielding bed attached to the forward portion of the sliding

section of the frame and to the bed carried by the main frame-section, the attachment to the latter bed being near its center, as and for the purpose specified.

2. In a car-fender, the combination, with a frame comprising a main section, the side bars of which are tubular and are provided with removable plugs at their rear ends, and a sliding section the side bars whereof have movement in the side bars of the main section of the frame, springs interposed between the rear ends of the side bars of the sliding section and the plugs of the main section of the frame, brackets carried by the side bars of the main section of the frame, and a cross-bar carried by said brackets capable of use as a handle for the fender, of arms projected from the forward end of the sliding section of the frame, a cushioned bar attached to the said arms, uprights pivoted to the brackets of the main section of the frame, a bed of yielding material secured to the forward end of the main section of the frame and to the upper portion of the said uprights, a second bed extending from the bed of the main section of the frame from a point below its ends to the forward extremity of the sliding section of the frame, and spring-controlled fastening devices attached to the upper ends of the said standards, as and for the purpose specified.

3. In a car-fender, the combination, with a frame comprising a main section and a spring-controlled sliding section, the sliding section being provided with a yielding cushion at its forward end, brackets secured to the rear side portions of the main section of the frame, a pivot-bar extending through said brackets, and standards pivoted to the brackets forward of the pivot-bar, of a yielding bed attached to the forward end portion of the main section of the frame and to the upper portion of the standards, a second yielding bed attached to the forward end of the sliding section of the frame and to the bed of the main section between the ends of the latter bed, hangers adapted for attachment to a car, having open sockets for the reception of the pivot-bar of the frame, latch devices arranged to extend over the open portions of the sockets for the hangers, keepers for the said latches, and spring-controlled retaining devices attached to the upper portion of the fender at the rear, and adapted also for attachment to a car, for the purpose set forth.

4. A car-fender, comprising a bed-supporting frame having a laterally-extending bar at its rear end adapted to form a pivot and extended at each end beyond the pivot-bearings to form handles, brackets or supporting-arms extending from the car and provided with means for releasably securing said pivot-bar, arms pivoted to the rear portion of the frame and extending upwardly, a guy or flexible connection leading from these arms to the car, and a yielding bed supported from these arms and the forward portion of the frame.

5. A car-fender, comprising a main frame



having a pivotal support at its rear end, a sliding frame forward of and having a sliding support on the main frame, springs normally holding the sliding frame extended, 5 arms near the rear of the main frame and extending upward, guys from said arms to the car, and two beds, one extending from the upper ends of the arms to the forward edge

of the main frame and the other from a middle position of the first bed to the forward portion of the sliding frame.

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Witnesses:

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