No. 694,883. Patented Mar. 4, 1902.

J. J. McGARITY & G. R. HOPF.

CAR FENDER.

(Application filed July 17, 1901.)

(No Model.)

Fig. 1.

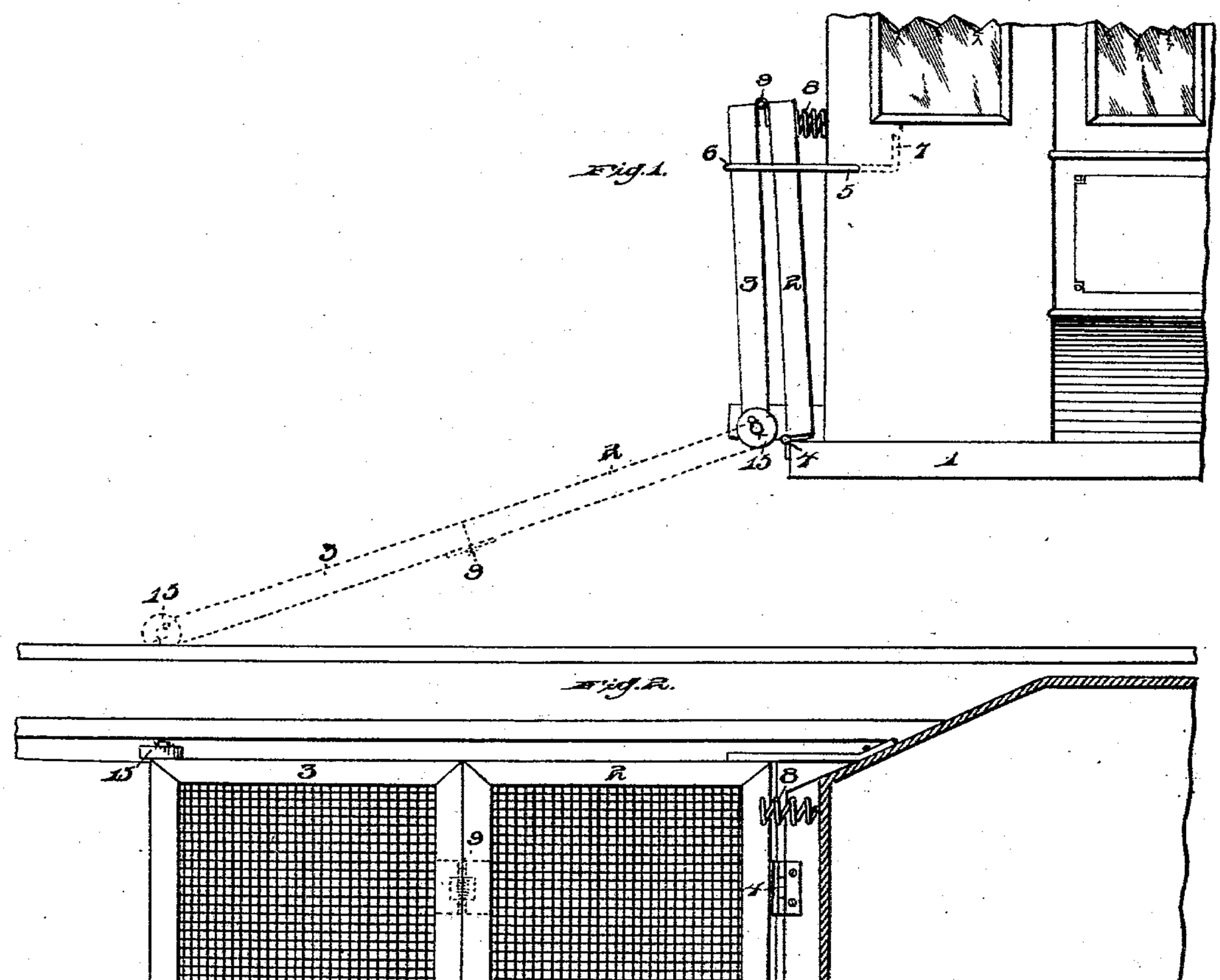

Fig. 3.

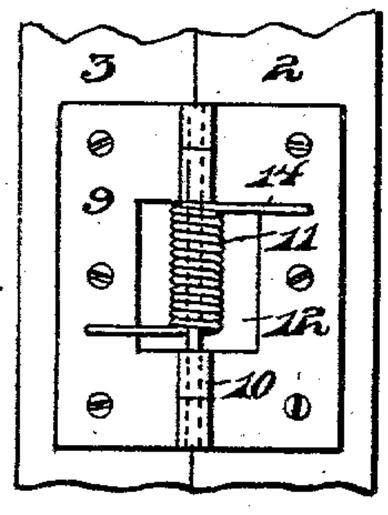

Fig. 4.

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UNITED STATES PATENT OFFICE.

JAMES J. McGARITY AND GEORGE R. HOPF, OF PITTSBURG, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 694,883, dated March 4, 1902.

Application filed July 17, 1901. Serial No. 68,628. (No model.)

To all whom it may concern:

Be it known that we, JAMES J. McGARITY and GEORGE R. HOPF, citizens of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in car-fenders, and has for its object the provision of novel means whereby the fender may be easily released and automatically lowered to the tracks.

Another object of the present invention is to construct a fender of this class that may be conveniently folded to the front or dashboard of the platform of a car.

Our invention still further aims to construct a fender of the above-described class that will be extremely simple in construction, strong, durable, and comparatively inexpensive to manufacture.

With the above and other objects in view the invention consists in the novel combination and arrangement of parts to be hereinafter more fully described, and specifically pointed out in the claims.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like numerals of reference indicate corresponding parts throughout the several views, in which—

Figure 1 is a side view of the platform of a car having our improved fender attached thereto and showing in dotted lines the position of the former when lowered. Fig. 2 is a top plan view of the fender when lowered to the tracks. Fig. 3 is an enlarged underneath plan view of one of the spring-pressed hinged, connecting the sections of our improved fender. Fig. 4 is a side elevation of the hook retaining the fender in a folded position.

In these drawings the reference-numeral 1 indicates the platform of the car, and 2 and 3 indicate the flat hinged sections of the fender, which consists of frames having arranged therein netting or other suitable material, such as wire, cords, or the like. The section 2 is secured to the forward end of the platform of the car by means of hinges 4 4.

The reference-numeral 5 indicates an operating-lever carrying a hook portion 6 and a handle 7, the hook portion 6 being adapted to engage the section 3 and retain the same in a folded position against the forward portion of the car.

The reference-numeral 8 represents coils springs arranged to the front face of the car, which bear against the section 2 when in a folded position.

The reference-numerals 9 represent hinges connecting the sections 2 and 3, arranged to the under face thereof. These hinges operate upon pivots 10, which are encircled by coil-springs 11, arranged in the cut-out portion 12 of the hinges, the free ends 14 of said coil-springs bearing against the under face of the hinges, which tend to form a rigid connection when the fender is in a lowered position.

The reference-numeral 15 represents rollers arranged on each side upon the forward end of the section 3, these rollers being adapted to ride upon the track 16 when in a lowered position.

The operation of our improved fender is as follows: We will assume the fender is in a folded position, as shown in Fig. 1 of the drawings. When an obstruction is about to be reached by the car, the motorman by operation the handle 7 of the operating-lever 5 will turn the hook portion 6 in the position that will disengage the same from engagement with the section 3 of the fender. The coil-springs 8 will then tend to throw the fender in the forward position and the coil-springs 11 will tend to operate the forward section 3 to assume the position that will bring both sections 2 and 3 in alinement with one another. The forward end of the section 3 will then drop by gravity and assume the position as shown in dotted lines of Fig. 1 of the drawings. The object or obstruction on the track will then be easily picked up by the fender, as will be readily understood, and in case a person comes in contact with the fender the fall will be broken by reason of the hinged sections of the fender and the netting arranged therein. In this manner

many serious accidents will be successfully avoided. The fender may again be easily folded and secured in position, as shown in Fig. 1 of the drawings.

The many advantages obtained by the use of our improved device will be readily apparent from the foregoing description, taken in connection with the accompanying drawings.

It will be noted that various changes may be made in the details of construction without departing from the general spirit of our invention.

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a device of the character described, the combination of substantially rectangular frames having spring-pressed hinges on their underneath faces forming a connection between said frames, hinges secured to one of said frames and to the forward portion of the car, springs carried by the car and adapted to engage one of said frames, rollers carried by the forward end of one of said frames, and means carried by the car for engagement with the forward frame for retaining the fender in an inoperative position, substantially as described.

2. In a car-fender, the combination of two hinged spring-pressed sections, rollers arranged upon the forward section, springs secured to the forward portion of the car, and a hooked operating-lever securing said sections in a folded position, substantially as described.

3. In combination with a car, a hinged fender formed of two sections, spring-pressed hinges securing said sections together, springs arranged to the forward portion of said car, rollers arranged to the forward part of one of said hinged sections, a hooked operating-lever arranged to the platform of the car retaining said fender in a folded position all parts being arranged and operating substantially as described.

In testimony whereof we affix our signatures in the presence of two witnesses.

JAMES J. McGARITY.
GEORGE R. HOPF.

Witnesses:
JOHN NOLAND,
E. E. POTTER.