

No. 771,922.

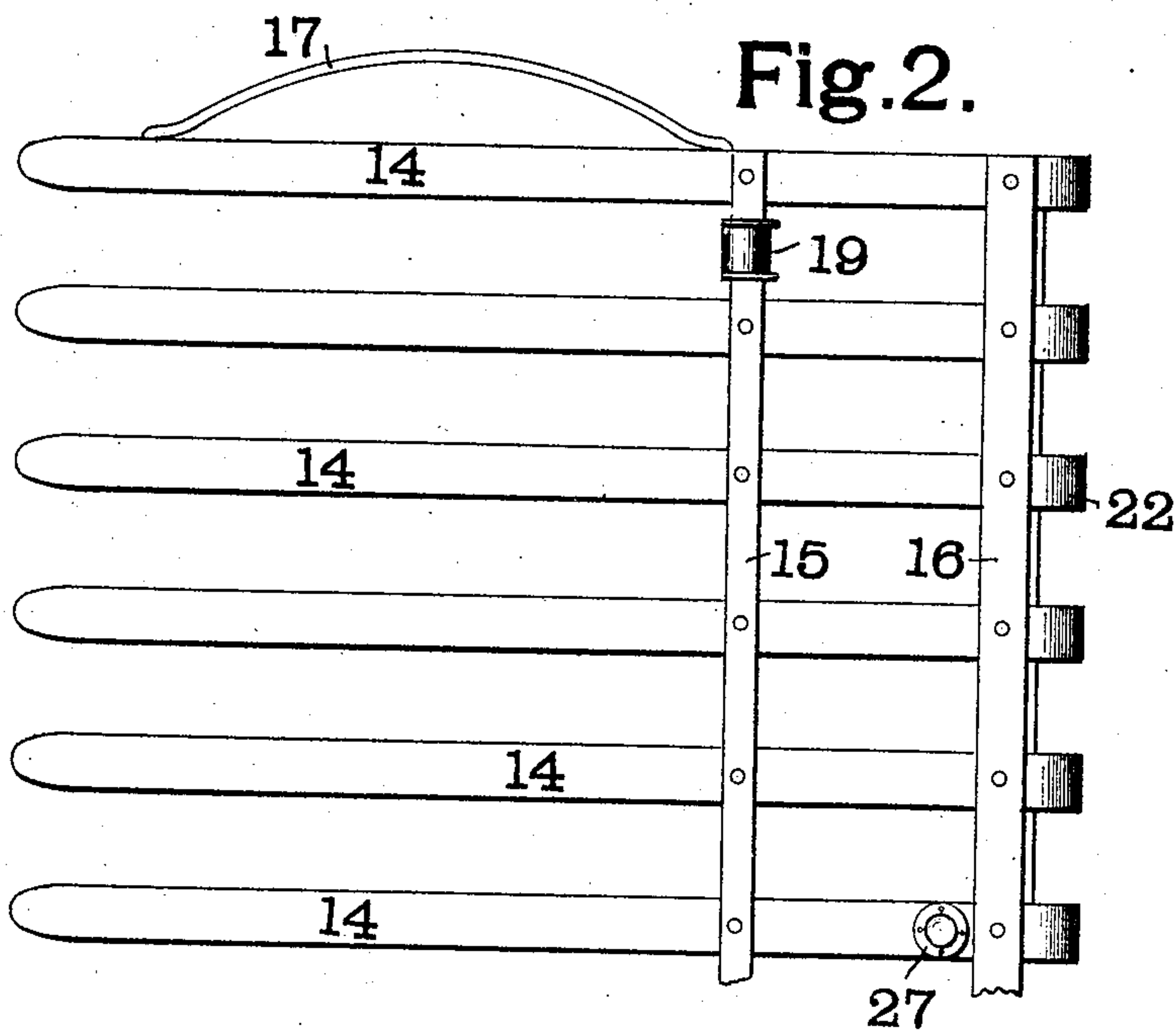
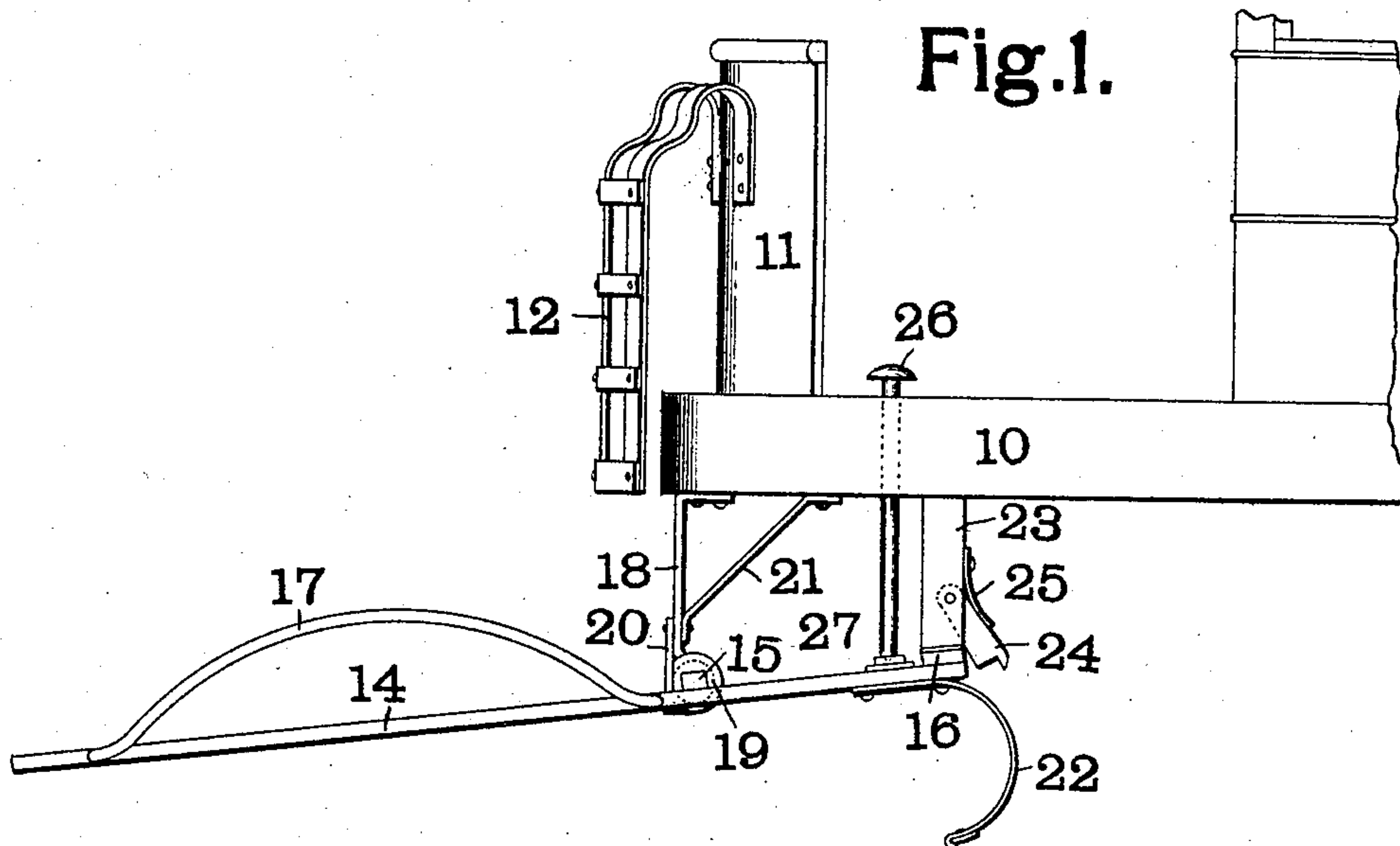
PATENTED OCT. 11, 1904.

J. McGUIRE.
CAR FENDER.

APPLICATION FILED AUG. 5, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses

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D. C. Bejerman

Inventor

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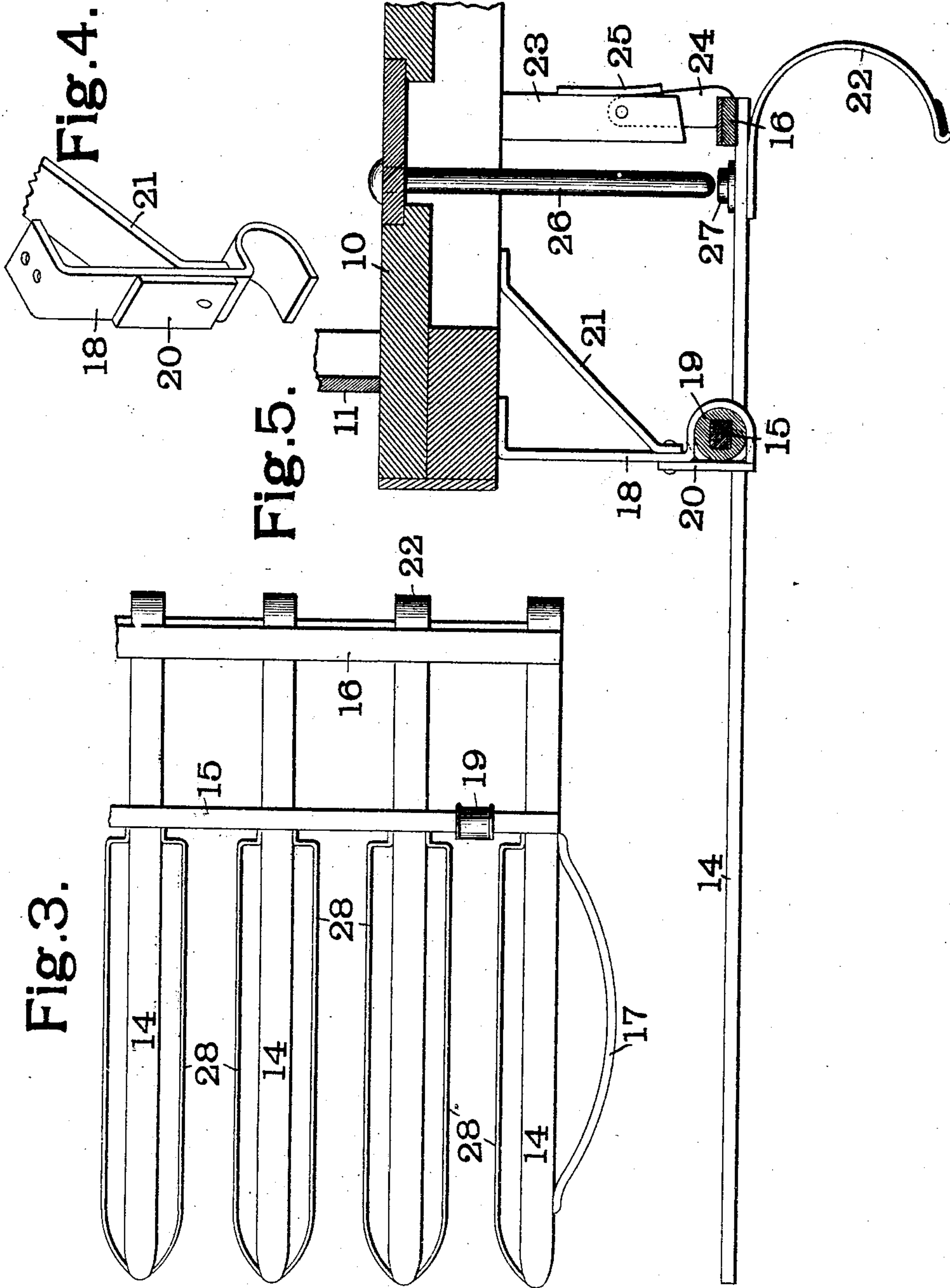
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UNITED STATES PATENT OFFICE.

JOHN McGUIRE, OF ST. LOUIS, MISSOURI.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 771,922, dated October 11, 1904.

Application filed August 5, 1903. Serial No. 168,299. (No model.)

To all whom it may concern:

Be it known that I, JOHN McGUIRE, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have invented a certain new and useful Car-Fender, of which the following is such a full, clear, and exact description as will enable any one skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

My invention relates particularly to fenders for street-cars; and the object of my invention is to provide a fender which will be simple in construction and reliable in action.

My invention consists in part in a car-fender provided with a plurality of bars unconnected at their forward ends and arranged to project in the front of the car in the direction of the length thereof.

My invention also consists in certain other novel features and details of construction, all of which will be described in the following specification and pointed out in the claims affixed hereto.

In the accompanying drawings, which illustrate a fender made in accordance with my invention, Figure 1 is a side elevation of the fender, together with the portion of the car to which it is attached. Fig. 2 is a top plan view of a portion of the guard. Fig. 3 is a view similar to Fig. 2, but showing a slight modification. Fig. 4 is an enlarged isometric projection of one of the hangers, and Fig. 5 is an enlarged longitudinal section.

Like marks of reference refer to similar parts in the several views of the drawings.

10 is the front platform of the car, and 11 is the dashboard, to which may be secured a suitable spring-buffer 12 in order to prevent injury to a person by striking the front end of the car.

Suspended below the platform 10 is the fender, consisting of a main guard and an auxiliary or wheel guard. The main guard projects some distance in front of the platform, as shown in Fig. 1 and Fig. 5, and is composed of a number of bars 14, preferably made of wood, which extend in the direction of the length of the car and are unconnected

at their forward ends. These forward ends are made rounded, as shown in Fig. 2 and Fig. 3. The bars 14 are connected at a point somewhat to the rear of the middle of their length by a cross-bar 15 and at their rear ends by a cross-bar 16.

17 represents upwardly-projecting curved guard-rails, which are secured to the outside bars 14 of the main guard. The said main guard is suspended from the platform 10 by means of forwardly-opening hooks 18, which are secured to the bottom of said platform. These hooks 18 receive bearing-blocks 19, which are placed around the cross-bar 15. The hooks 18 are provided with pivotal closing-pieces 20, by means of which the hooks are closed after the bearing-blocks 19 are in position, as best shown in Fig. 5. The hooks 19 are also preferably provided with braces 21.

22 is the auxiliary or wheel guard, which is secured below the rear end of the main guard and is curved, as is clearly shown in Fig. 1 and Fig. 5. This guard stands some distance above the track when the main guard is in its normal position, as is best shown in Fig. 1; but when the front end of the main guard is elevated this auxiliary or wheel guard is brought down close to the track, as shown in Fig. 5. The guard is held in its normal position by means of a stop 23, projecting downwardly from the platform 10. Against this stop 23 strikes the rear cross-bar 16, as is shown in Fig. 1. The stop 23 is provided with a locking-pawl 24, against which bears a spring 25. When the rear end of the main guard is sufficiently depressed, this locking-pawl 24 engages with the cross-bar 16, as shown in Fig. 5, and locks the main guard in a substantially horizontal position. In order that the rear end of the main guard may be depressed by the motorman, I provide a pin 26, extending down through the platform 10 and resting against a wearing-block 27, secured to the main guard. This pin is preferably made somewhat shorter than would be required to move the rear end down into the locked position by direct thrust, so that if said pin should be trod on by accident the fender would not be locked. When, however, a quick thrust is given to the pin, the

momentum will carry the guard a sufficient distance to insure its locking by the locking-pawl 24. In the modification shown in Fig. 3 the bars 14 are placed somewhat wider apart than in the form shown in Fig. 2, and the said bars are provided at their edges with spring-strips 28, so as to prevent injury to ankles of the person caught by the fender.

The operation of my fender is as follows:
 10 The normal position of the fender is that shown in Fig. 1, the front end of the fender standing preferably from six to seven inches above the track. In case a person is standing on the track when struck by the fender
 15 their ankles will pass between the bars 14, as they are unconnected at their front end, and hence when the person falls he will fall upon the main guard instead of in front of it, as is usually the case when he is struck by the
 20 solid front end of the ordinary form of fender. In case, however, that the person should be prostrate on the track and should get under the front end of the main guard the rear end will be lowered, bringing the auxiliary
 25 guard 22 into position to prevent the person from getting under the wheels, and the guard will be locked in this position by means of the locking-pawl 24. In case the motorman sees a person prostrate upon the track he
 30 may by means of the pin 26 lock the main guard in its elevated position before reaching the person.

Having fully described my invention, what I claim as new, and desire to secure by Letters
 35 Patent of the United States, is—

1. A car-fender provided with a plurality of bars arranged to project in front of the

car, said bars being unconnected at their forward ends and provided at their edges with spring-strips. 40

2. In a car-fender, the combination with a main guard pivoted at a point intermediate of its length to the car, of an auxiliary guard carried by the rear end of said main guard, whereby said auxiliary guard is depressed 45 when the forward end of said main guard is raised, and means for locking said auxiliary guard in its depressed position.

3. In a car-fender, the combination with a main guard pivoted at a point intermediate of its length to the car, of an auxiliary guard carried by the rear end of said main guard, whereby said auxiliary guard is depressed 50 when the front end of said main guard is elevated, and connections within control of the motorman for depressing said auxiliary guard. 55

4. In a car-fender, the combination with a main guard pivoted at a point intermediate of its length to the car, of an auxiliary guard carried by the rear end of said main guard, 60 whereby said auxiliary guard is depressed when the front end of said main guard is elevated, and connections within control of the motorman for depressing said auxiliary guard, and means for locking said auxiliary guard 65 in its depressed position.

In testimony whereof I have hereunto set my hand and affixed my seal in the presence of the two subscribing witnesses.

JOHN McGUIRE. [L. s.]

Witnesses:

W. A. ALEXANDER,
 D. C. BETJEMAN.