

No. 847,091.

PATENTED MAR. 12, 1907.

C. B. MEAD.
STREET CAR FENDER.
APPLICATION FILED JAN. 12, 1907.

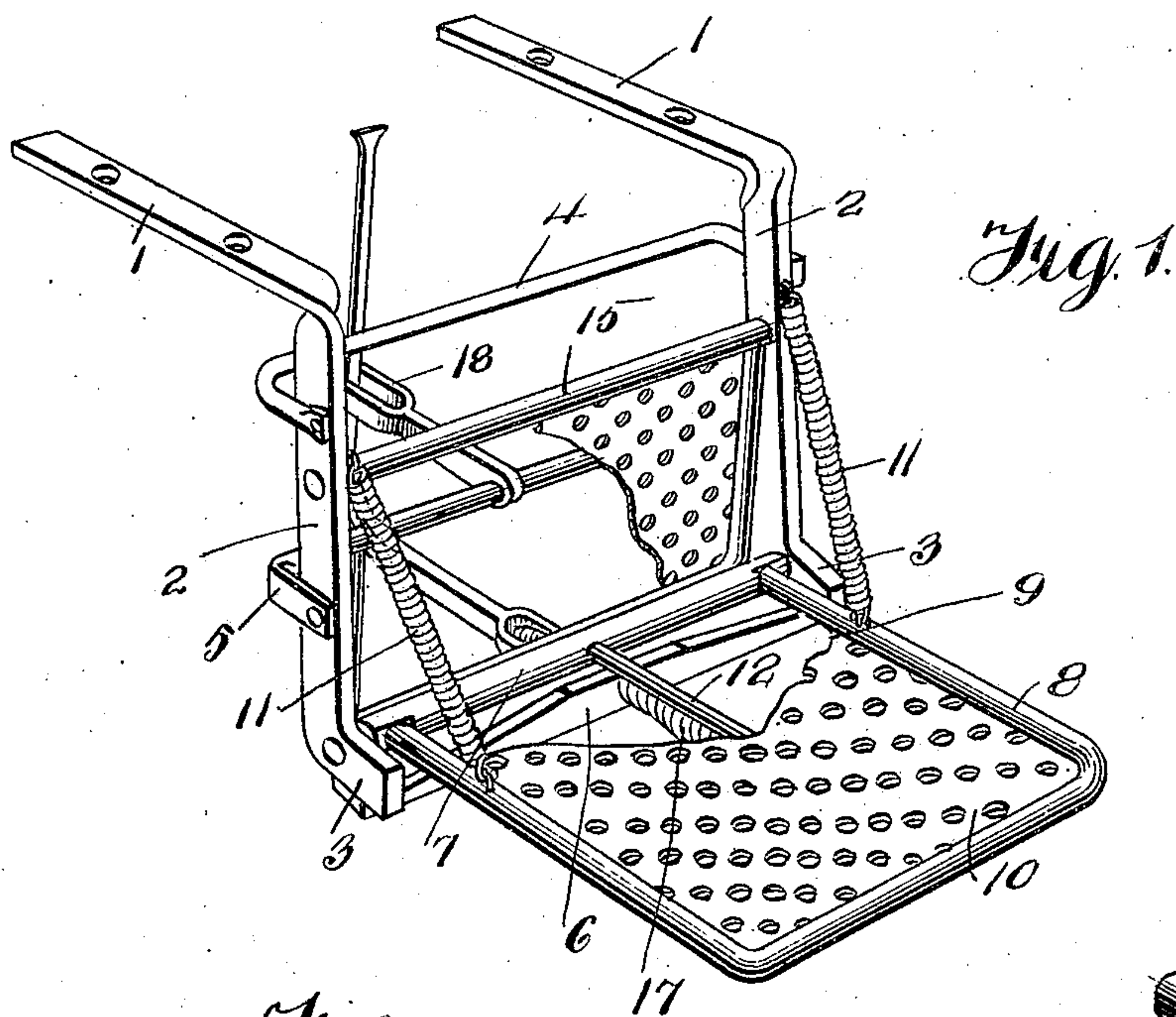


Fig. 1.

Fig. 2.

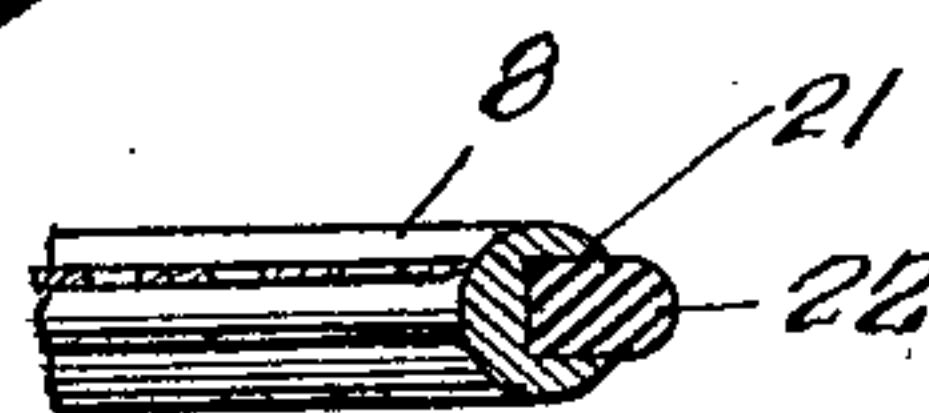
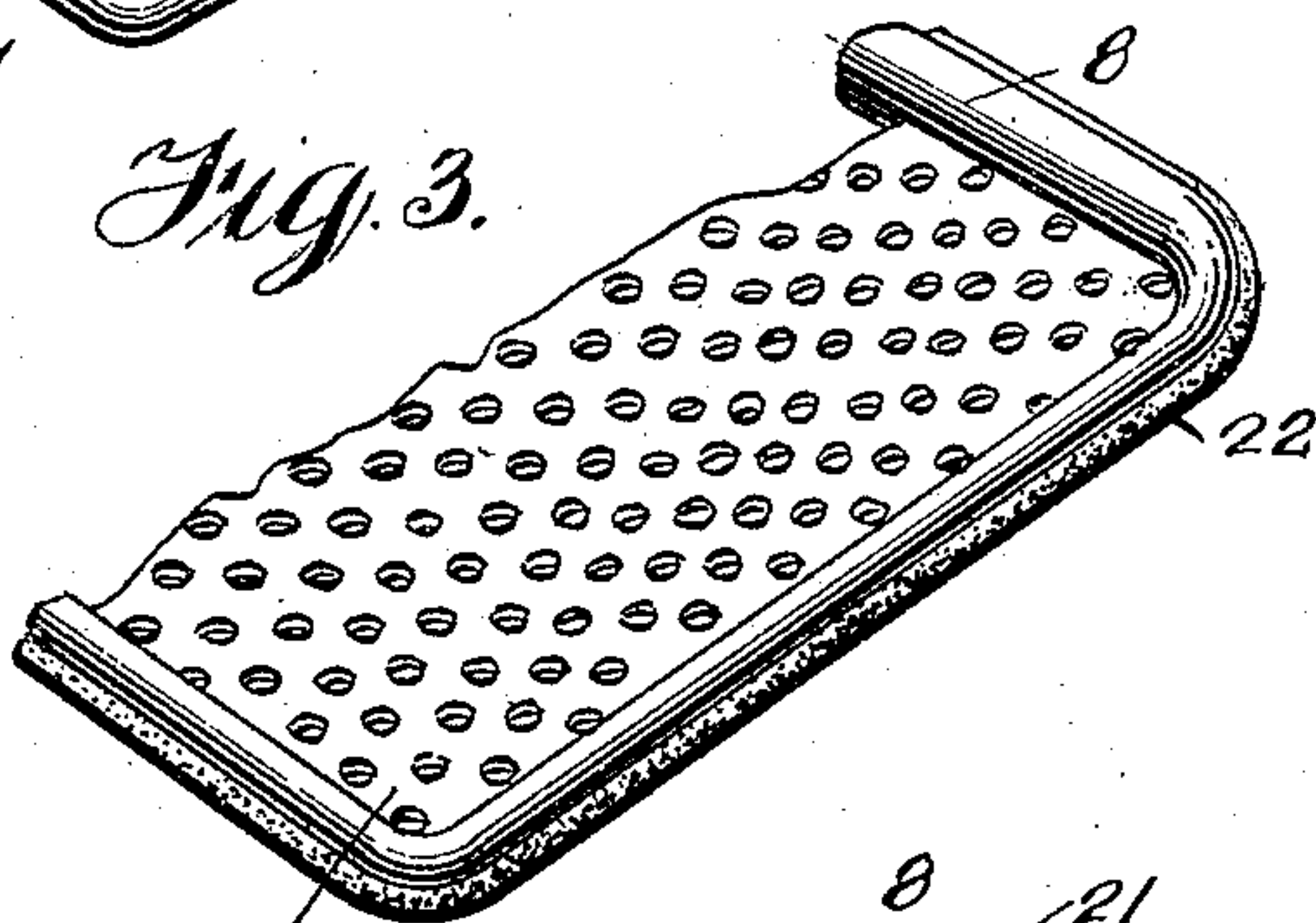
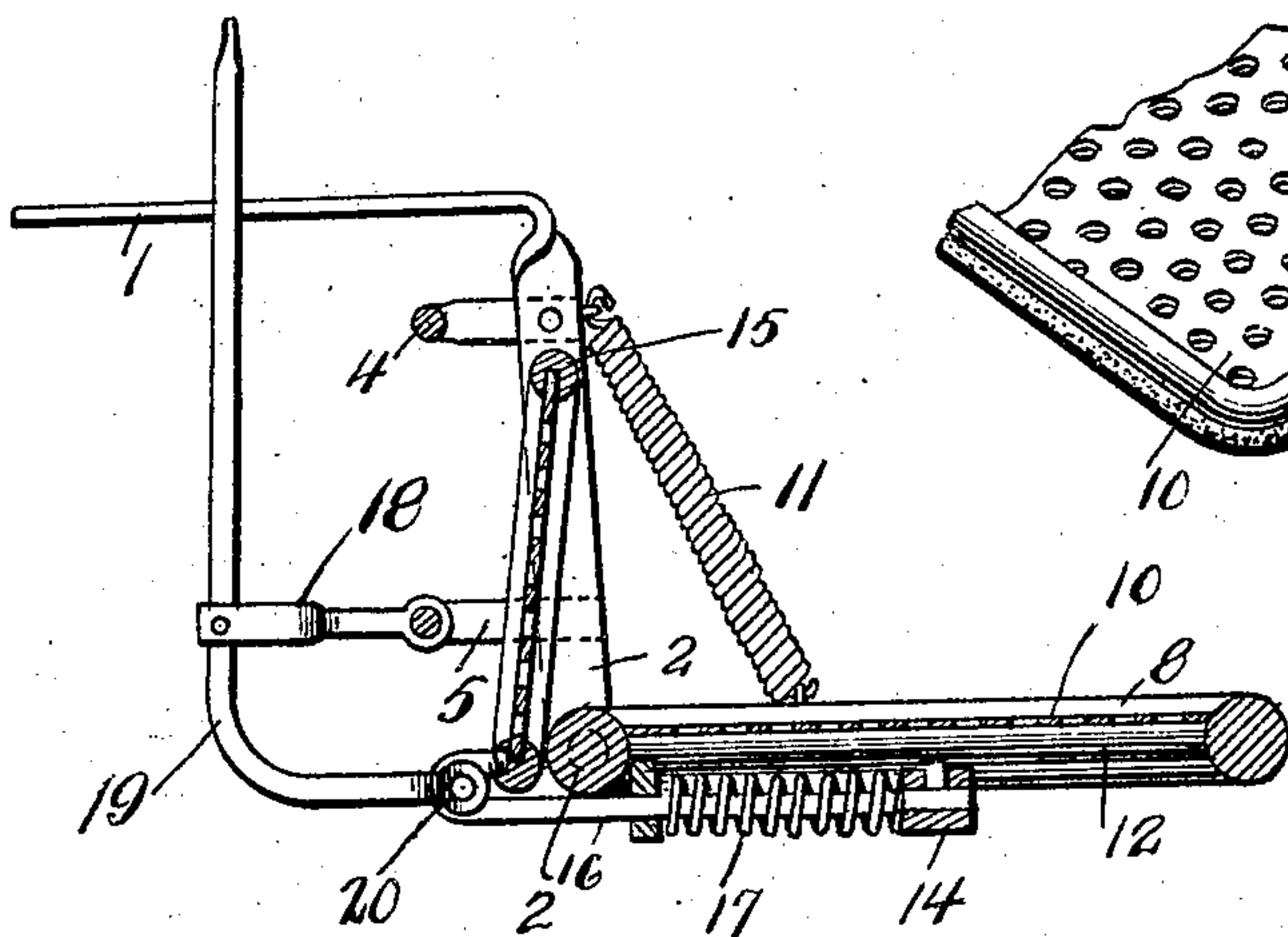


Fig. 3.

Fig. 4.

WITNESSES:

Samuel Payne

R. H. Butler

INVENTOR

C. B. Mead

BY

H. C. Everett & Co.

Attorneys

UNITED STATES PATENT OFFICE.

CHARLES B. MEAD, OF EAST PALESTINE, OHIO.

STREET-CAR FENDER.

No. 847,091.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed January 12, 1907. Serial No. 351,922.

To all whom it may concern:

Be it known that I, CHARLES B. MEAD, a citizen of the United States of America, residing at East Palestine, in the county of Columbiana and State of Ohio, have invented certain new and useful Improvements in Street-Car Fenders, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to street-car fenders; and the invention has for its object to provide an automatically-actuated fender for elevating persons and objects precipitated into the same by being thrown against the rear portion of the fender.

Another object of this invention is to provide a simple and inexpensive fender that can be easily and quickly actuated by the motorman or operator of the car to elevate a person or object thrown upon the same.

With these and other objects in view, which will more readily appear as the invention is better understood, the same consists in the novel construction, combination, and arrangement of parts to be hereinafter more fully described and then specifically pointed out in the appended claims.

Referring to the drawing forming part of this specification, like numerals of reference designate corresponding parts throughout the several views, in which—

Figure 1 is a perspective view of my improved car-fender, partly broken away. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a fragmentary perspective view of the forward fender-frame, illustrating a slight modification. Fig. 4 is a detail sectional view of the same.

My improved fender comprises two straps 1, which are suitably secured to the side frames of a street-car, preferably beneath the platform of a car. The straps 1 are provided with depending arms 2, having outwardly-extending ends 3. The arms 2 are connected by rearwardly-extending stirrups 4 and 5, while the ends 3 are connected by a cross-head 6.

Journaled between the ends 3 and the arms 2 is a shaft 7, carrying a forward fender-frame 8, which is preferably constructed of light and durable metal, such as tubing. The frame 8 is slotted, as at 9, to accommodate a perforated or metallic sheet 10, said sheet being placed within the frame 8 prior to connecting said frame to the shaft 7.

Springs 11 are employed for elevating the frame 8, said springs being connected to the sides of the frame and to the arms 2. To maintain the frame 8 in a lowered position, the central rod 12 of the frame is provided with a depending pierced lug 14, said lug being used in connection with other mechanism for retaining the frame 8 in a horizontal or lowered position. The mechanism comprises a pivoted rear fender-frame 15, constructed similar to the frame 8. The lower edge of the frame 15 is provided with a forwardly-extending arm 16, which passes through the cross-head 6 and normally engages in the lug 14 of the frame 8. Upon the arm 16 is mounted a coiled spring 17, said spring normally holding said arm within the lug 14.

In order that the frame 8 may be manually released, the stirrup 3 is provided with a rearwardly-extending yoke 18, in which is pivoted a lever 19, that connects with the rear end of the arm 16, as at 20. The lever 19 is adapted to extend upwardly to the platform of a car, whereby the same may be easily and quickly manipulated by a motorman or operator to release the frame 8 and allow the springs 11 to elevate the same.

In Figs. 3 and 4 of the drawing I have illustrated a slight modification of the frame 8, wherein the outer edges of the same are slotted, as at 21, to receive a piece of resilient material 22, as rubber, this material being employed to prevent the person or object from being injured when struck by the frame 8.

From the novel construction of the fender it will be observed that when a person or object is precipitated upon the frame 8 and strikes the lower edge of the frame 15 that said frame will be moved rearwardly, carrying the arm 16 out of the pierced lug 14 and allowing the springs 11 to elevate the frame. In this manner a person or object will be firmly held between the frames 8 and 15 and prevented from being injured by contacting with the running-gear or electrically-charged parts of a street-car.

The fender may also be constructed whereby it can be used for automobiles or similar motor-driven vehicles.

What I claim, and desire to secure by Letters Patent, is—

1. A street-car fender embodying straps, depending arms carried thereby, stirrups

connecting said arms, a shaft journaled in the lower ends of said arms, a forward frame carried by said shaft and having a perforated metallic sheet mounted in said frame, 5 springs connecting said arms and said frame, a rear fender-frame pivotally mounted between said arms, a forwardly-extending spring-held arm carried by said frame and adapted to engage the forward fender-frame, 10 and a pivoted lever carried by one of said stirrups and connecting with said rear fender-frame, substantially as described.

2. A street-car fender consisting of arms, fender-frames pivotally carried by said 15 arms, springs connecting one of said frames to said arms, a forwardly-extending spring-held arm carried by one of said frames and engaging the other of said frames, for maintaining it in a horizontal position, means

supported by said arms for manually releasing the horizontally-held frame, and means for securing said fender to a car.

3. A street-car fender consisting of depending arms, fender-frames pivotally mounted between said arms, means carried 25 by one of said frames for normally holding the other of said frames in a horizontal position, means connecting with said arms for elevating a horizontally-held frame, and means supported from said arms for manually releasing the horizontally-held frame. 30

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

CHARLES B. MEAD.

Witnesses:

EVERETT L. LYON,
CLARA L. MORROW.