No. 718,888. PATENTED JAN. 20, 1903.

C. A. TAYLOR.

CAR FENDER.

APPLICATION FILED MAR. 21, 1902.

NO MODEL. 2 SHEETS—SHEET 1.

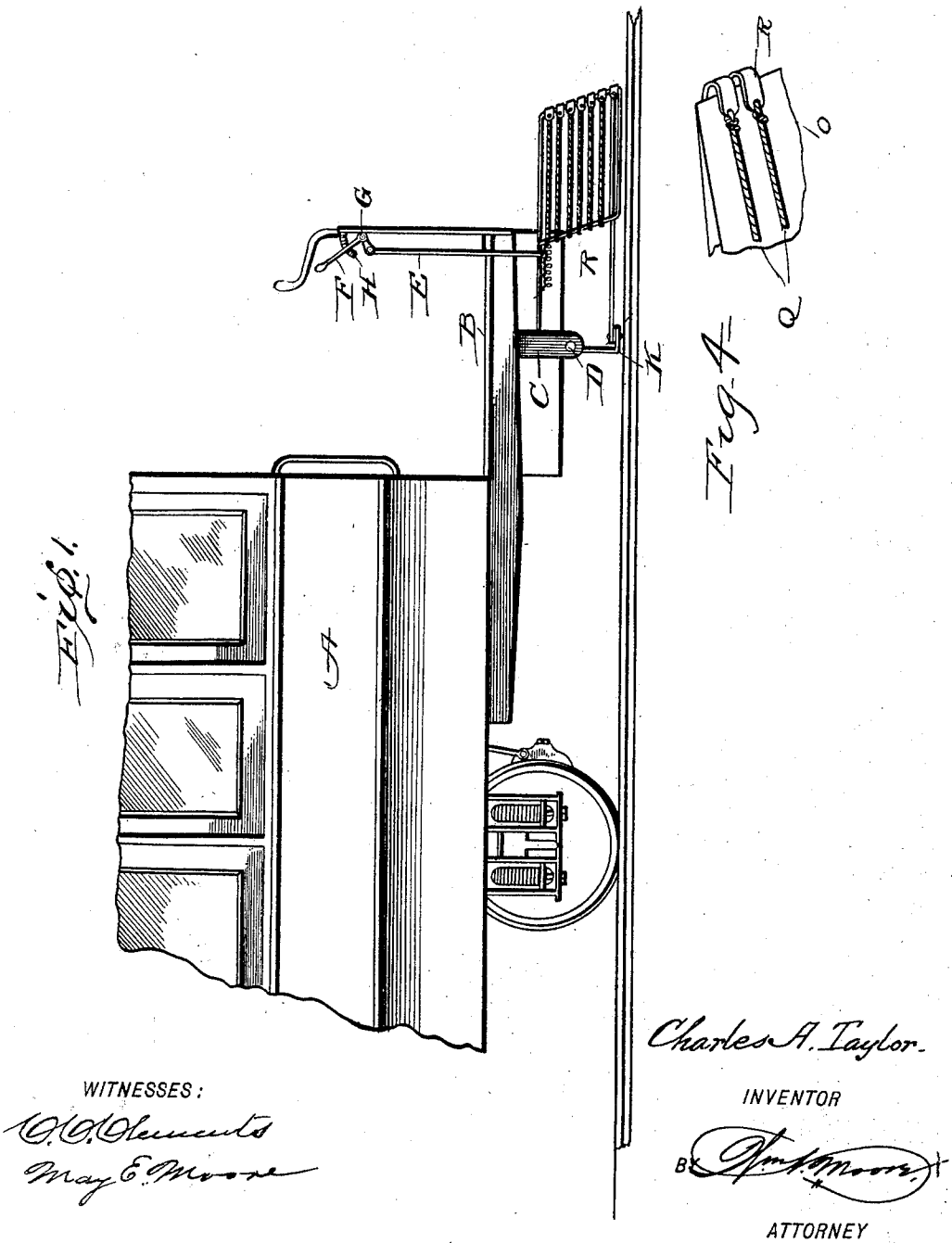

Fig. 1.

Fig. 4.

WITNESSES:

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NO MODEL. 2 SHEETS—SHEET 2.

Fig. 2.

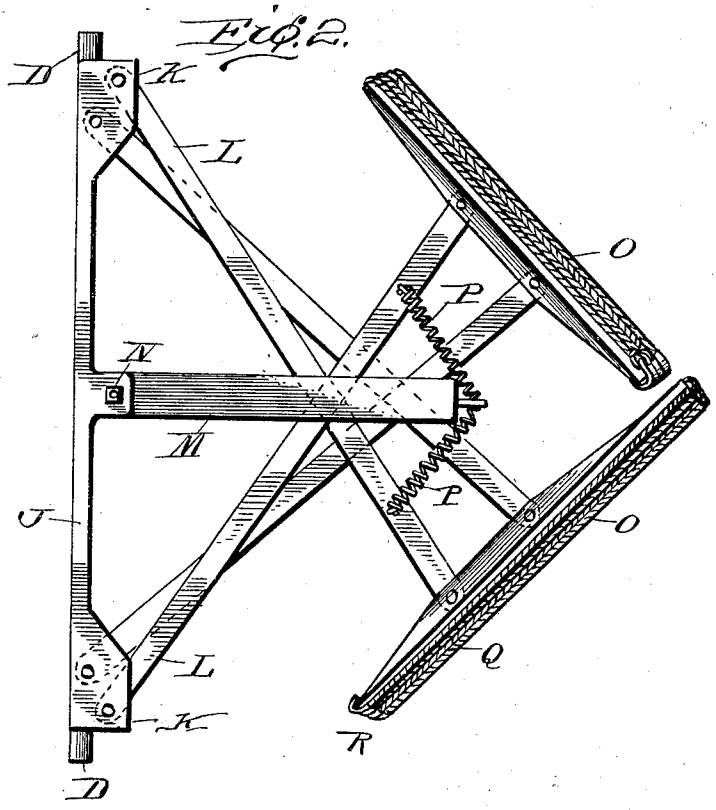
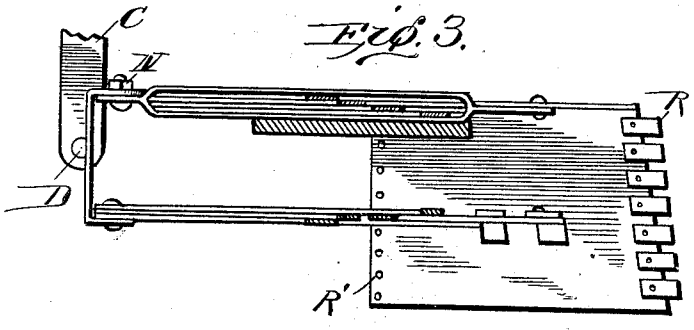


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES A. TAYLOR, OF WINCHESTER, ILLINOIS, ASSIGNOR OF ONE-HALF TO A. P. GROUT, OF WINCHESTER, ILLINOIS.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 718,888, dated January 20, 1903.

Application filed March 21, 1902. Serial No. 99,259. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. TAYLOR, a citizen of the United States, residing at Winchester, in the county of Scott and State of Illinois, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to improvements in car-fenders; and one object of my invention is the provision of a fender which when suddenly brought into contact with a person or object will yield to the pressure thereof and throw the person or object to one side, and thus positively prevent injury.

Another object of my invention is the provision of a car-fender which may be applied to the car at a comparatively small expense, which will not mar or disfigure the general appearance of the car, which will absolutely prevent injury to a person when struck, and which will be practical in every particular.

With these objects in view my invention consists of a car-fender embodying novel features of construction and combination of parts, substantially as disclosed herein.

Figure 1 represents a side view of a portion of a street-car with my improved fender applied. Fig. 2 represents a top plan view of the fender detached. Fig. 3 represents a central sectional view thereof. Fig. 4 represents a detail view showing the manner of attaching the flexible cords to the fender-sections.

In the drawings, A designates the car, to the under side of the platform B of which is attached my improved fender, the platform having depending therefrom the pair of hangers C, in which is mounted the journals D of the fender, and to raise and lower the fender I provide the connecting-rod E, and the angle-lever F, pivoted at G to the car, and to secure the lever at the desired adjustment I employ the rack-bar H, which engages and holds the lever.

The fender proper comprises the inner plate J, which has the journals D to hinge or pivot it to the hangers, and this plate is formed with the upper and lower ears K, to which are pivoted the inner ends of the pair of arms L, there being four pairs, which pass through and are guided by the guide-strips M, which are arranged centrally and connected to the plate at N, and to the outer ends of these four sets or pairs of arms or links are connected the two fender-sections O, which sections are retained in the proper position and rendered spring-cushioned by the springs P, connected, as shown, to hold the fender-sections together, but to give when the sections contact with a person, and to the said sections are connected the cords or similar flexible strips Q, the fender having the bent plates R at one end, to which the ends of the cord are attached, and having openings R′ at the other end to receive the other ends of said flexible strips, this manner of securing said cords holding them away a sufficient distance to make them form a perfect buffer or cushion. It will be seen that the arms or links cross, and the outer ends of one set of links are connected to one section of the fender and the outer ends of the other set of links are connected to the other fender-section.

I claim—

1. In a car-fender the combination with the car, of the hangers, the plate, pivoted in said hangers, the links pivoted to said plate, the pair of fender-sections connected to said links, the flexible cords or strips secured to said fender-sections, the springs forming cushions for said sections, and the devices for raising and lowering the fender.

2. A car-fender, consisting of the plate secured to the car, the four pairs of links having their inner ends pivoted to said plate, said links crossing each other and the fender-sections connected to the outer ends of said links, the flexible cords or strips secured to the fender-sections, and the springs forming cushions for said sections.

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

CHARLES A. TAYLOR.

Witnesses:
JOHN CALLANS,
J. B. THOMPSON.