(No Model.)

H. F. ROONEY.

FENDER FOR STREET CARS.

No. 518,926. Patented Apr. 24, 1894.

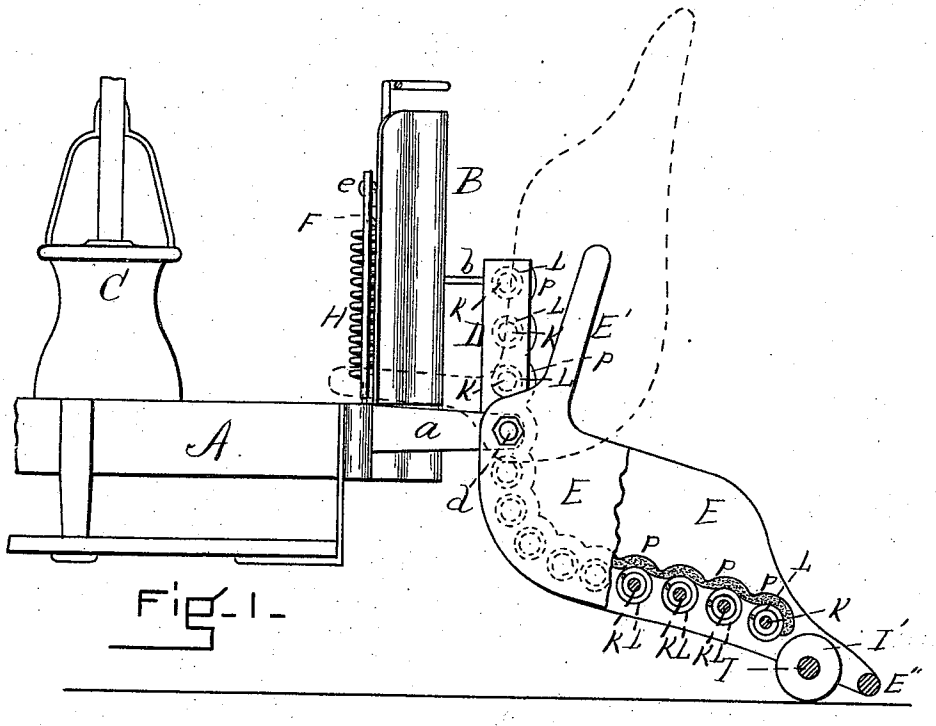

Fig. 1.

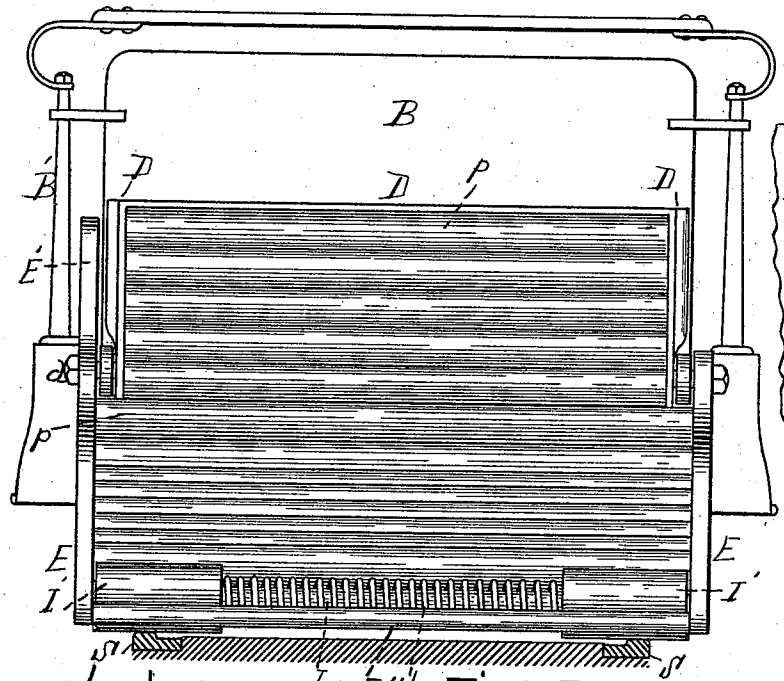

Fig. 2.

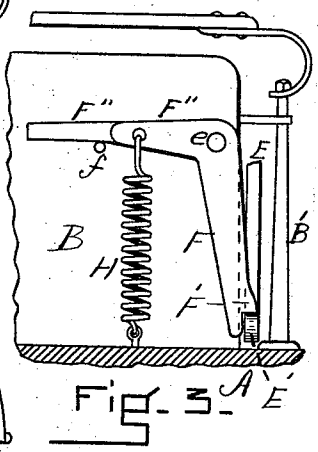

Fig. 3.

WITNESSES

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FENDER FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 518,926, dated April 24, 1894.

Application filed September 12, 1893. Serial No. 485,320. (No model.)

To all whom it may concern:

Be it known that I, HENRY F. ROONEY, a citizen of the United States, residing at Randolph, in the county of Norfolk and State of Massachusetts, have invented a new and useful Improvement in Fenders for Street-Cars, of which the following is a specification.

This invention relates to fenders for street cars, preferably those operated by electricity, cables, or other than horse power, and particularly to that class of fenders which are under the control of and operated by the motor-man or driver of the car, and it consists in the novel construction and arrangement of parts hereinafter described, and illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved fender applied to a car, a small portion being represented as broken out in order to better illustrate the invention, and the fender being shown in a dropped position in full lines and in a raised position in broken lines. Fig. 2 is a front elevation of the same. Fig. 3 is a detail in elevation showing the mechanism for dropping the fender.

Similar letters of reference indicate like parts.

A represents the car body, B the dash-board, and C one of the seats.

D E are the two principal portions of the fender. The portion D is a stationary frame secured to the car in a vertical position in front of the dash-board. The means shown of supporting it are horizontal brackets *a* extending from the car body, while a stop piece *b* extends from the dash-board and prevents it from being forced back. The portion E is a frame pivotally secured at *d* to the stationary portion D, or to the bracket *a*, and said portion is provided with an arm E′, which, when the part E is swung up into the position shown in broken lines in Fig. 1, extends horizontally rearward between the dash-board P and rail or post B′, under the nose F′ of the catch or elbow F pivoted at *e* to the rear side of the dash-board. The horizontal arm F″ of this lever is held normally down upon the stop pin *f* extending from the dash-board, by the spring H whose opposite ends are secured to said arm F″ and the floor or body A of the car. The sides of the swinging frame, which are the portions lettered E, are made of considerable depth so that the frame is somewhat scoop or basket shaped; and said sides are connected at their front ends by a cross bar E″. A horizontal shaft or rod I is supported by the frame a little to the rear of the bar E″, and supports rollers or wheels I′, situated over the car tracks S.

Both portions D and E of the fender are provided with cross rods K, and these cross rods, as well as the rod I which sustains the rollers I′, are provided and surrounded with spiral springs L preferably somewhat compressed between the side pieces of the frames D and E. The surfaces of the portions D and E consist of some soft or elastic substance P which lies upon and may conform somewhat to the shape of the springs L, as shown.

The ordinary position of the fender is with the part E raised, and the part E′ caught under the part F′, as shown in full lines in Fig. 3 and broken lines in Fig. 1. In case of necessity or impending accident, the motor-man lifts the arm F″ and hence releases the arm E′, allowing the portion E of the fender to swing down by gravity into the position shown in Figs. 1 and 2, the rollers I running on the track. The springs L on the rods I and K ease the fall of a person who may be picked up by the fender, and the soft or elastic covering P tends to the same result.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A car fender comprising a stationary vertical portion D supported by the car body in front of the dash-board, the pivoted portion or fender proper, E, having a hinged connection with the car body and provided with a rearward extension E′, and a catch secured to the car under the control of the motor-man or driver, which holds said arm normally in a horizontal position and the portion E normally in a raised position, substantially as set forth.

2. In a car fender, the combination of the elbow F F″ pivoted to the dash-board and provided with the notch F′, a spring connecting said elbow with the car body, the portion E or fender proper held pivotally in front of the dash-board by the horizontal bars *a* and provided with the arm E′ for engagement

with said notched elbow, and the vertical portion D extending up from the rear edge of the pivotal portion E of the fender, substantially as described.

3. A car fender, comprising the hinged frame E having its body or central portion entirely filled in with horizontally set spiral springs L, and the rigid vertical frame D having its body or central portion filled in with similar horizontally set spiral springs, both said sets of springs being furnished with a sufficiently soft or elastic covering P, substantially as described.

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Witnesses:
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