

(No Model.)

2 Sheets—Sheet 1.

L. MERCIER.  
CAR FENDER.

No. 588,160.

Patented Aug. 17, 1897.

*Fig. 1.*

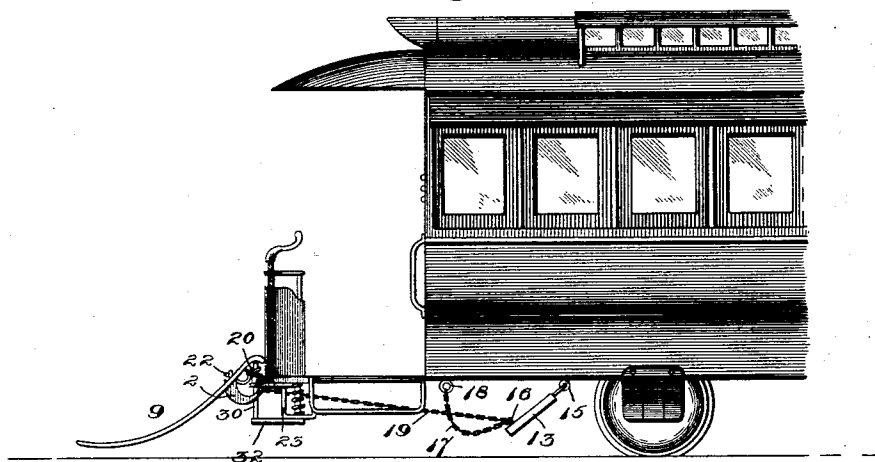
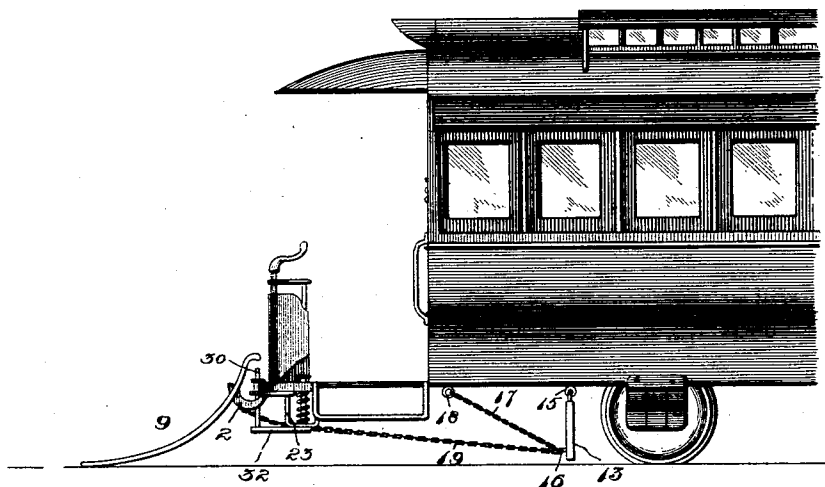


*Fig. 2*



WITNESSES

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*by John Wedderburn*  
Attorney

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2 Sheets—Sheet 2.

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*Fig. 3.*

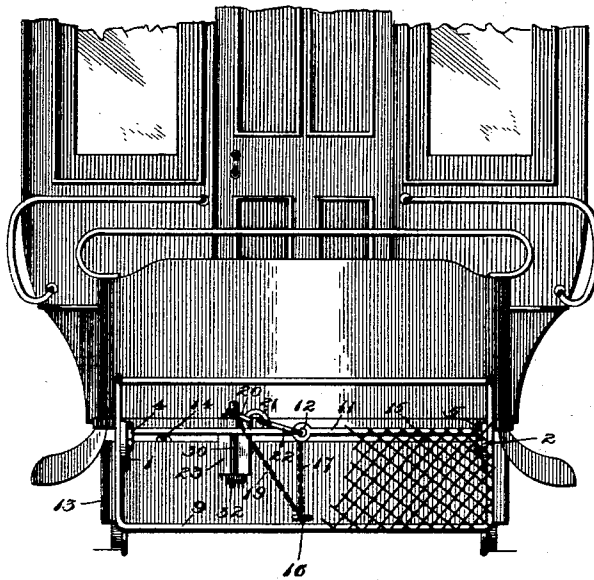


*Fig. 4.*

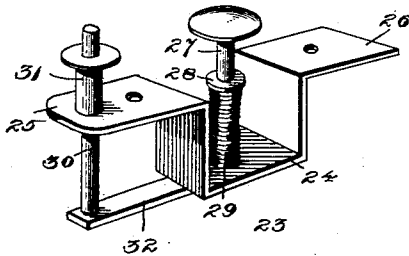
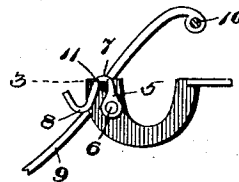


*Fig. 5.*



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# UNITED STATES PATENT OFFICE.

LÉO MERCIER, OF BROOKLYN, NEW YORK.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 588,160, dated August 17, 1897.

Application filed November 13, 1896. Serial No. 612,002. (No model.)

*To all whom it may concern:*

Be it known that I, LÉO MERCIER, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Car-Fenders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-fenders.

My object is to provide a car-fender which will embody in its make-up a main or pick-up fender connected to the car in an improved manner, an improved wheel-guard, and novel securing and tripping means for both the fender and the wheel-guard.

Having this object in view, the invention consists of a fender comprising certain improved features and combination of parts appearing more fully hereinafter.

In the accompanying drawings, Figure 1 is a side elevation showing the parts in raised position; Fig. 2, a similar view, but showing both the fender and wheel-guard lowered; Fig. 3, a front elevation; Fig. 4, a detail perspective view of the combined catch and tripping mechanism, and Fig. 5 a detail view of one of the catches for holding the main or pick-up fender.

There are two brackets 1 and 2, which are connected to the car-platform, and said brackets extend forwardly and are curved upwardly. Each one is slotted at its upper end, as shown at 3.

The numerals 4 and 5 designate duplicate catches. Each consists of a piece of rod or strip of metal, which is pivoted on a pin or bolt 6 and then provided with a bend 7, and preferably having a second bend 8, so that a firmer grasp will be afforded. The main fender is designated by the numeral 9. This fender has a body or framework preferably constructed of metal rods. There are two cross-rods 10 and 11, the former of which is adapted to lie next the dashboard of the car, while the latter has portions received in the slots of the brackets and is embraced by the bent portions of the catches, so that the entire fender is journaled to move vertically.

The cross-bar 11 is also provided with an eye 12.

The wheel-guard is designated by the numeral 13, and consists of a straight flat piece which extends transversely of the car and is pivotally connected thereto by sets of interlocking eyes 14 and 15. This wheel-guard is provided with a forwardly-projecting eye 16, and a short chain or other connection 17 is fastened to the eye and connected to a second eye 18 on the car.

The numeral 19 designates another chain which is also locked into the eye 16, and this chain has two rings 20 and 21. A hook 22 is connected to the second ring 21. There is a bracket 23, which is secured to the bottom of the car, being provided with a downwardly-bent portion 24 and having base-flanges or feet 25 and 26.

The numeral 27 designates a push-rod which is slidable through the bent portion of the bracket and the car-platform. On this rod there is a collar 28.

The numeral 29 designates a catch-spring interposed between the collar and the bracket and which serves to keep the push-rods normally elevated. There is a locking-bolt 30, which works through the base-flange or foot of the bracket and a sleeve 31 connected thereto. At 32 is shown a connecting-bar which secures this locking-bolt to the push-bar.

Ordinarily the ring 20 is hooked over the upper end of the locking-bolt and the hook is passed through the eye of the rod 11. The wheel-guard is then raised and the pick-up fender also elevated.

When it is necessary to pick up a person, the push-rod is depressed, whereupon the ring 20 is released from the locking-bolt, thereby allowing both the wheel-guard and fender to drop, and should the person pass the pick-up fender he is prevented from passing in under the wheels by the wheel-guard. When it is desirable to again elevate the pick-up fender from the track and also to raise the wheel-guard, the ring is again hooked over the locking-bolt.

There are many slight changes which could be resorted to in carrying out the present in-

vention, and it is to be understood that I do not limit myself to the precise construction herein shown and described, but consider that I am entitled to all such variations as come  
5 within the spirit and scope of my invention.

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

1. In a car-fender, the combination with  
10 the hinged fender, of a bracket secured to the car, a push-pin having a collar, a coil-spring encircling the rod and located between the collar and the bracket, a locking pin or bolt,  
15 a connecting-bar secured to the push-pin and the locking-bolt, whereby the two are adapted to move simultaneously, and a chain connected to the fender and provided with a ring adapted to fit over the upper end of the locking-bolt and hold the fender raised, but which  
20 is detached when the push-pin is depressed.

2. In a car-fender, the combination with the hinged pick-up having an eye, and a hinged wheel-guard, of a spring-actuated locking-bolt carried by the car, a chain connected to the wheel-guard and having a ring  
25 adapted to engage with the locking-bolt and hold the said guard normally raised, and a hook connected to the chain and adapted to engage with the eye of the fender and hold the latter normally raised, the depression of  
30 said locking-bolt by the motorman releasing both the pick-up and wheel-guard.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

LÉO MERCIER.

Witnesses:

GEORGE GOMER,  
BOUREAU HAAS.