

(No Model.)

S. C. KINDIG.
CAR FENDER.

2 Sheets—Sheet 1.

No. 519,128.

Patented May 1, 1894.

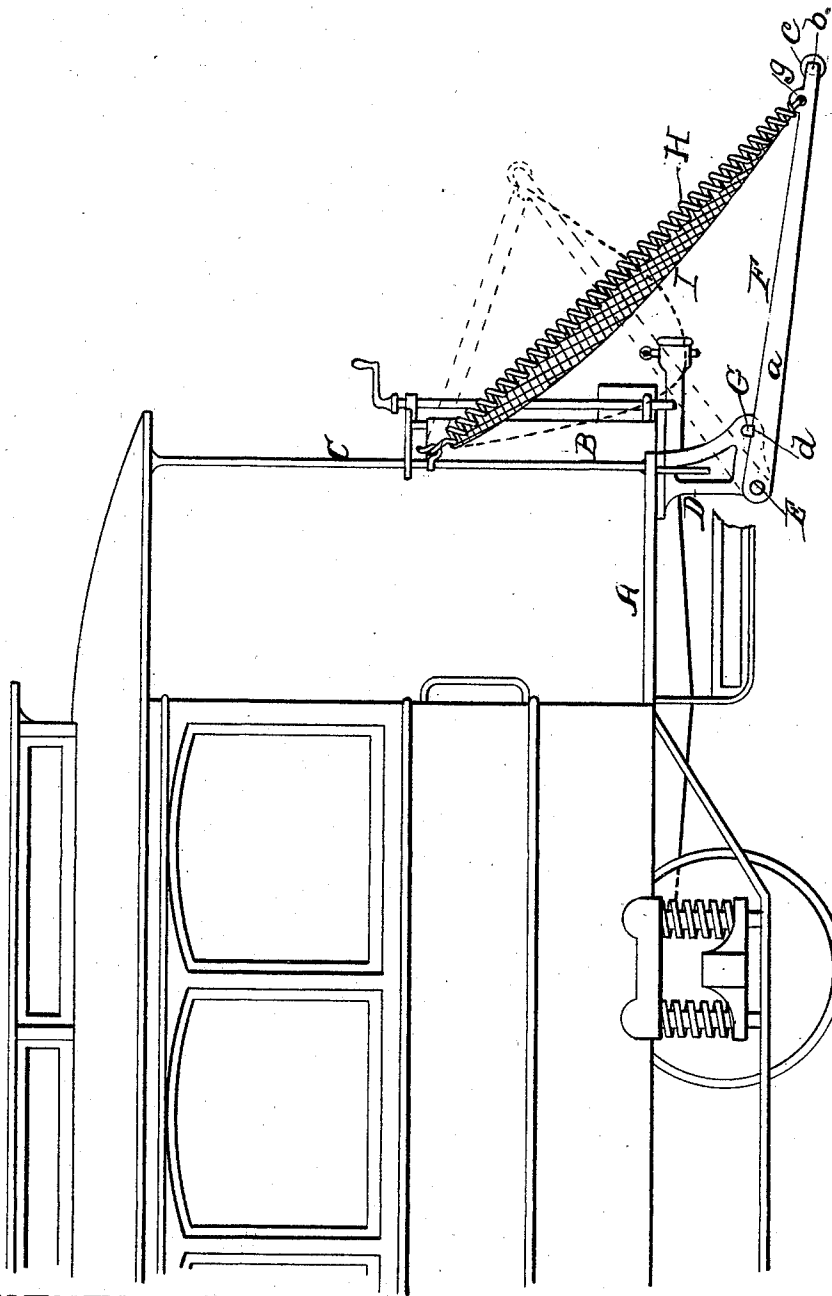


Fig. 1.

WITNESSES: —

A. O. Babendreier

C. R. Weaver

INVENTOR: —

S. C. Kindig
by S. D. Brashear
att'y.

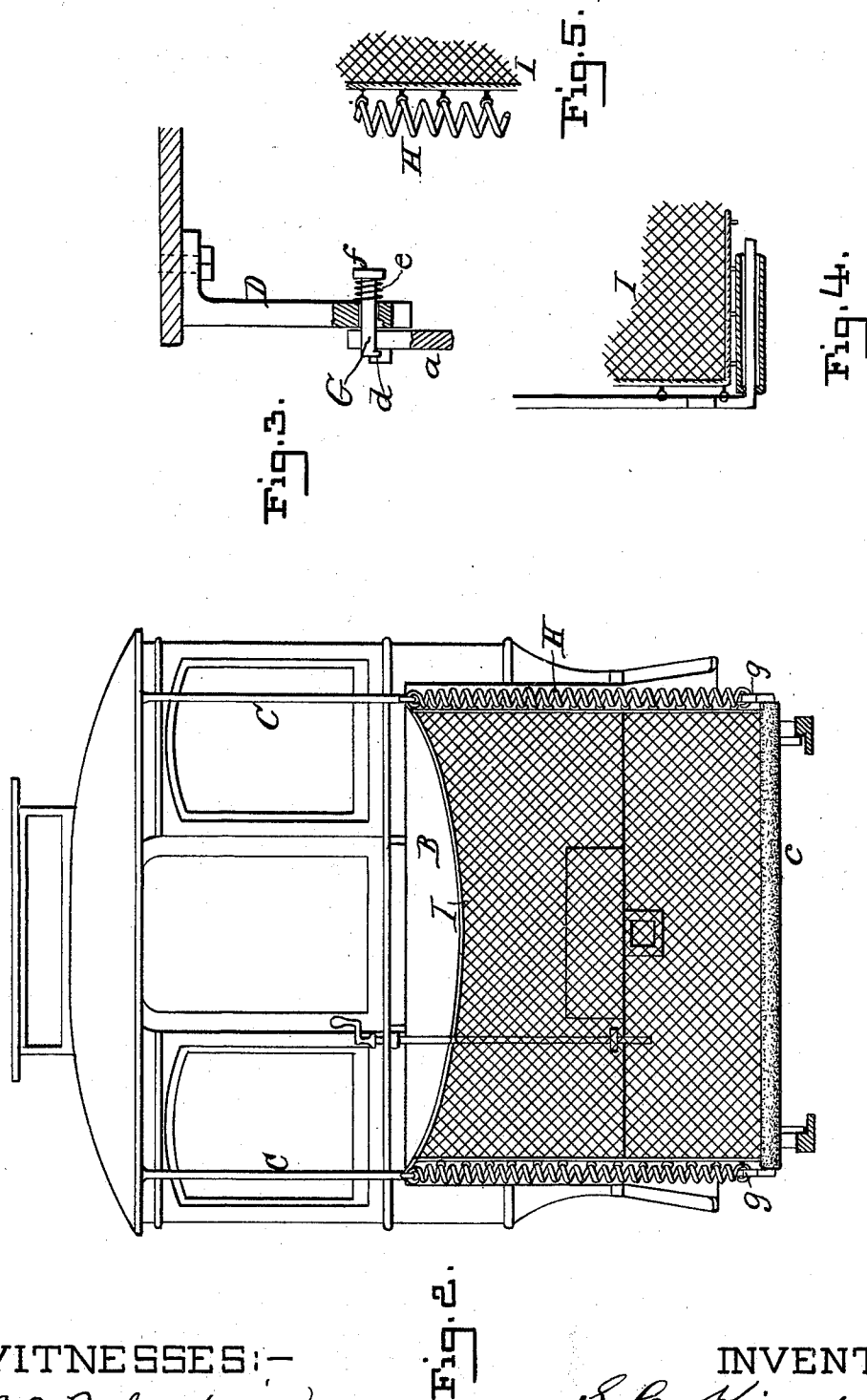
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Fig. 1.

INVENTOR:—
S. C. Kindig
per S. B. Vashears
att'y

UNITED STATES PATENT OFFICE.

SAMUEL C. KINDIG, OF BALTIMORE, MARYLAND, ASSIGNOR OF ONE-HALF
TO LEE BIDEN, OF SAME PLACE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 519,128, dated May 1, 1894.

Application filed October 9, 1893. Serial No. 487,606. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL C. KINDIG, a citizen of the United States, residing at Baltimore, in the State of Maryland, 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 and has for its object to furnish a device of that class of fenders which are intended to pick up a person or object struck by it, which shall be cheap to construct, simple in plan, automatic in action and not liable to get out of order.

With these objects in view, my invention consists of the improved construction, arrangement and combination of parts hereinafter described and afterward specifically pointed out in the claims hereto appended.

In the accompanying drawings Figure 1 is a view in side elevation of a portion (one end) of a car, with my improved fender applied thereto, in operative position. Fig. 2 is a view, in end elevation, of the same parts. Fig. 3 is a detail sectional view on an enlarged scale, to better illustrate the trip bolt mechanism. Fig. 4 is a detail view on an enlarged scale, showing the manner of attaching the side springs to the net, and Fig. 5 is a detail view showing the construction of the front or cushion bar.

Like letters of reference mark the same parts wherever they occur in the various figures of the drawings.

Referring to the drawings by letter, A is the platform, B the end guard, and C are uprights at the sides of the end guard, of any ordinary street car. Under the platform A at each side of the car is secured a pendent bracket D. A cross bar E passing through suitable holes in these brackets forms the pivotal support for the frame F of my fender.

This frame consists of two side bars *a* connected by a cross bar *b*, the side bars extending forward and downward, bringing the cross bar *b* some distance forward of the car and slightly raised so as to clear the track. This cross bar is covered with a section *c* of hose or tubing of elastic material of somewhat

greater diameter, in order to form a cushion to prevent injury to a person struck by the fender.

The frame F is normally kept from rising by a trip bolt G which passes through another hole in bracket D and over the side bars *a* of the frame. In this position the bolt G is held by a slight downward projecting lip *d* which hooks over the outside of the side bar of the frame F but when this lip is released the bolt G is withdrawn from its position over the fender frame by means of a spiral spring *e* encircling that portion of bolt G inside the bracket D and bearing inward against the head *f* of bolt G.

The side bars *a* of the fender frame have secured in edges *g* near their forward ends, the ends of spiral springs H whose upper ends are secured to the uprights C at or about the top of the end guards B, the normal tendency of which springs is to draw the fender frame F up to the position shown in dotted lines in Fig. 1. Between these springs extends a flexible netting I of wire, rope, or other suitable material whose lower edge is secured to the cushioned front bar *c* and whose side cords are secured to the spiral spring H, as clearly shown in Figs. 2 and 5.

My fender being secured in position by hooking up the netting and springs and forcing the frame down to the position shown in Fig. 1, the trip bolts are set as shown in Fig. 3. Should the front bar strike a person or object, the tendency will be to force the front bar *b* downward and move the side bars downward on their pivot bar E until they pass below the lip *d* of the bolt G. The bolt is then free and its withdrawing spring *e* will draw it inward until it is no longer over the side bar. This leaves the frame F free to be acted upon by the springs H which will immediately assume their normal closed positions, drawing the frame F upward to the position shown in dotted lines in Fig. 1 forming a packet or bag of the netting I to hold and carry the person or object struck by the fender and thereby caused to fall over toward the car and on the netting.

The front rail being cushioned but slight, if any, injury will be inflicted upon a person struck by it, and the force of the stroke will

cause the person to fall over on the netting and be carried along.

Having thus fully described my invention, what I claim as new, and desire to secure by

5 Letters Patent of the United States, is—

1. A car fender having a frame consisting of side bars and forward end bar, the side bars being pivoted to brackets pendent from the car, provided with a horizontal bolt passing
10 through said brackets and engaging the top of said frame to hold it normally down, and springs for raising it when released by the withdrawal of the bolt, as set forth.

2. A car fender consisting of a pivoted
15 frame, a flexible net secured thereto in combination with springs for normally raising the frame and forming a bag or pocket of the net, a trip bolt to hold the frame down having a lip to prevent its withdrawal, and a spring to
20 withdraw the bolt when released, as set forth.

3. In combination the car, the brackets pendent therefrom, the cross bar in said brackets, the spring supported frame pivotally supported thereon, the trip bolt passing through
25 the said brackets and having a lip to engage the top of the frame bars, and a withdrawal spring for the bolt as set forth.

4. In combination, a spring supported car fender frame pivoted to the car, a stop bolt held over the sides of the frame by a pendent
3 lip thereby securing the bolt in an inclined downward and forward position, and a withdrawal spring to withdraw the stop bolt when the frame is forced downward by concussion or otherwise, as set forth.

5. In combination, a car fender frame pivoted to the car, springs for supporting the frame whose normal tendency is to raise its
4 outer forward end up toward the car, a stop for holding the frame, against the action of the supporting springs, in a forward and downward inclined position whereby concussion with an obstruction will force the frame downward toward the track and releasing means operated by such concussion whereby the stop
4 is removed and the frame left free to be raised by the supporting springs, as set forth.

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

SAML. C. KINDIG.

Witnesses:

C. RAYMOND WEAVER,
SHIPLEY BRASHEARS.