

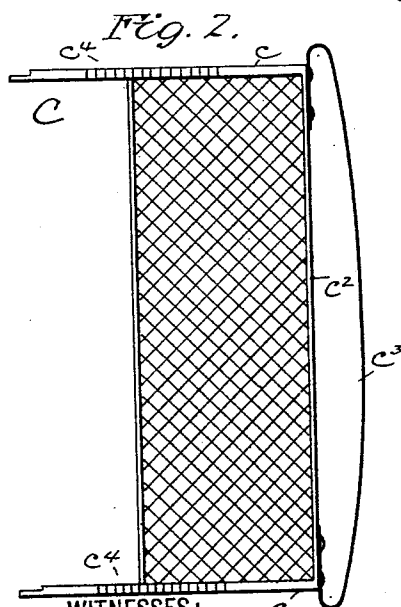
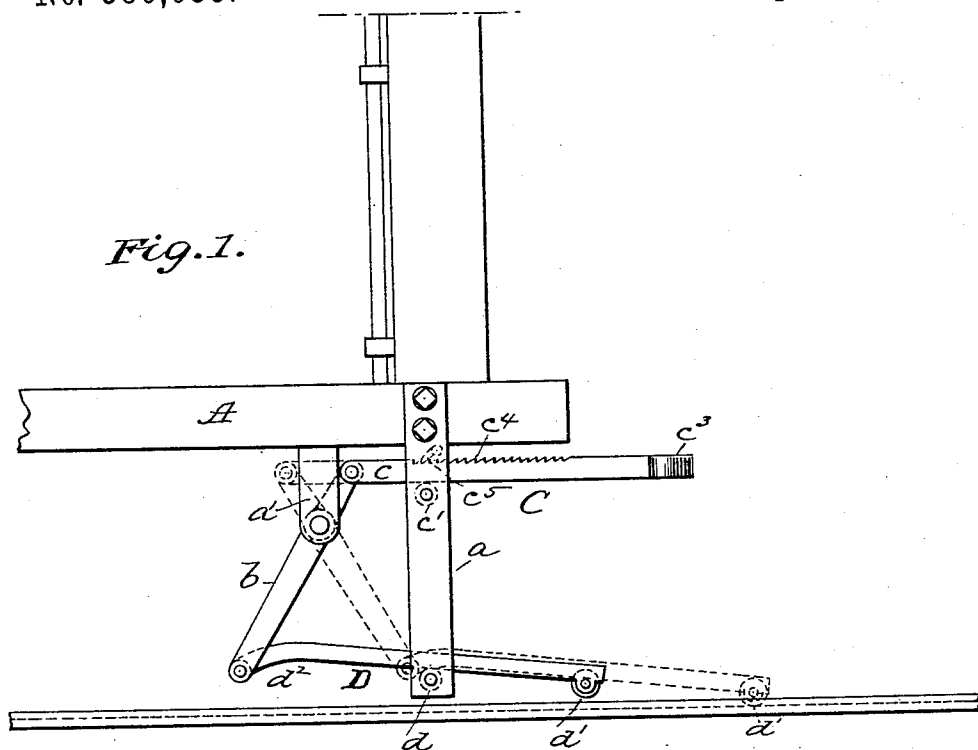
(No Model.)

M. W. SCHLOSS.
CAR FENDER.

No. 580,059.

Patented Apr. 6, 1897.

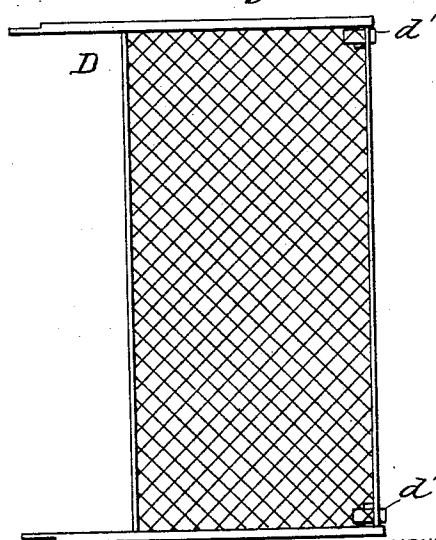
Fig. 1.



WITNESSES:

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Fig. 3.



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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 580,059, dated April 6, 1897.

Application filed April 9, 1895. Serial No. 545,037. (No model.)

To all whom it may concern:

Be it known that I, MEYER W. SCHLOSS, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Car-Fenders, of which the following is a full, clear, and exact description.

This invention is a street-car fender designed to pick up a person or animal which it may strike without inflicting serious injury.

So far as known to me it has never been proposed to construct a fender which when it strikes an upright person will cause the weight of the person to be shifted partially or wholly from the feet, thereby rendering it possible to run under and lift the person from the ground. My fender embodies this principle; and it consists of two parts, a buffer and a scoop. The former is mounted above and ahead of the latter, and they are so connected and operated that when the buffer strikes an obstruction it is forced inward, and thereby throws the scoop outward and downward. The impact of the buffer throws the obstacle, if a person, off his feet or balance, and the scoop, running out immediately thereafter, easily runs under the person and lifts his feet from the ground without injury.

In the accompanying drawings, Figure 1 is a side elevation of the forward end of a car, showing my fender applied thereto. Figs. 2 and 3 are plans, respectively, of the buffer and scoop.

A represents the platform of the car. It is provided on each side with a downwardly-projecting arm *a* and a bracket *a'*. Each bracket carries a pivot upon which is hung a lever *b*. To the upper ends of these levers are respectively connected the inner ends of the side pieces *c* of a frame C. This frame extends forward beyond the end of the platform A and rests upon rollers *c'*. The forward part of the frame is rectangular and covered by a netting or other skeleton work, while the front cross-piece *c''* is provided with a cushion or spring *c'''*. The upper edges of the side pieces *c* are provided with ratchets *c''''*, with which pawls *c'''''* are adapted to engage to prevent an outward movement of the frame C. This frame I will call the "buffer" of my fender. To the lower ends of levers *b* is at-

tached in the same manner a frame D, of substantially the same construction as frame C. Its side pieces run on rollers *d* at the lower ends of arms *a*, and its forward corners are provided with rollers *d'*, located above the respective rails of the track upon which the car runs. The rear ends of the side pieces are curved, as shown at *d''*, and the forward part of the frame is covered by a strong net, as shown. This part of the fender I call the "scoop."

Fig. 1 shows the normal position of the parts, the buffer being extended and the scoop retracted. If a person in an upright position is struck by my fender, he will first come in contact with the buffer, which will hit him near the knees a cushioned blow that will cause the upper part of his body to fall slightly toward the car, thus throwing the weight of the body off the feet. At the same time the impact against the buffer causes it to move inward, which motion is transmitted to the scoop through levers *b b*, sending the latter forward and downward till the rollers *d'* run upon the track, as shown in dotted lines. The forward edge of the scoop strikes the ankles or feet of the person and easily lifts them, because the weight of the body has been shifted, and the person then falls bodily into the scoop.

If the person is prostrate when the car approaches, the scoop will pick him up as well as any rigid fender of the "cow-catcher" type will do it. When the buffer has been pushed in, it is prevented from moving outward again by the pawls. Therefore the impact received by the scoop will not cause this movement. The liability of seriously injuring a person with my fender is very slight, for the first blow is cushioned and is delivered to a strong part of the body and the second blow is delivered to a yielding part of the body.

Having thus described my invention, I claim—

1. In a car-fender, the combination of a buffer and a scoop one normally projecting forward of the other, and connected together by pivoted levers so that a movement of one in one direction will cause the other to move in the opposite direction.

2. In a car-fender, the combination of a buf-

fer and a scoop one normally projecting forward of the other, and connected together by a lever or levers so that a movement of one in one direction will cause the other to move in the opposite direction, and a latch preventing a reversal of the movements.

3. The combination of a car, frames C and D, pivoted levers *b*, to the opposite ends of which said frames are connected, the levers being located at two sides of the frame and rollers or guides for said frames.

4. In a car-fender, the combination of a buffer and a scoop, the former normally project-

ing forward of the latter, and arranged with its forward edge above that of the other, and connected together by levers, so that a movement of one in one direction, will cause the other to move in the opposite direction, the scoop being arranged to move forward beyond the buffer for the purpose set forth.

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

MEYER W. SCHLOSS.

Witnesses:

FRANK S. OBER,
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