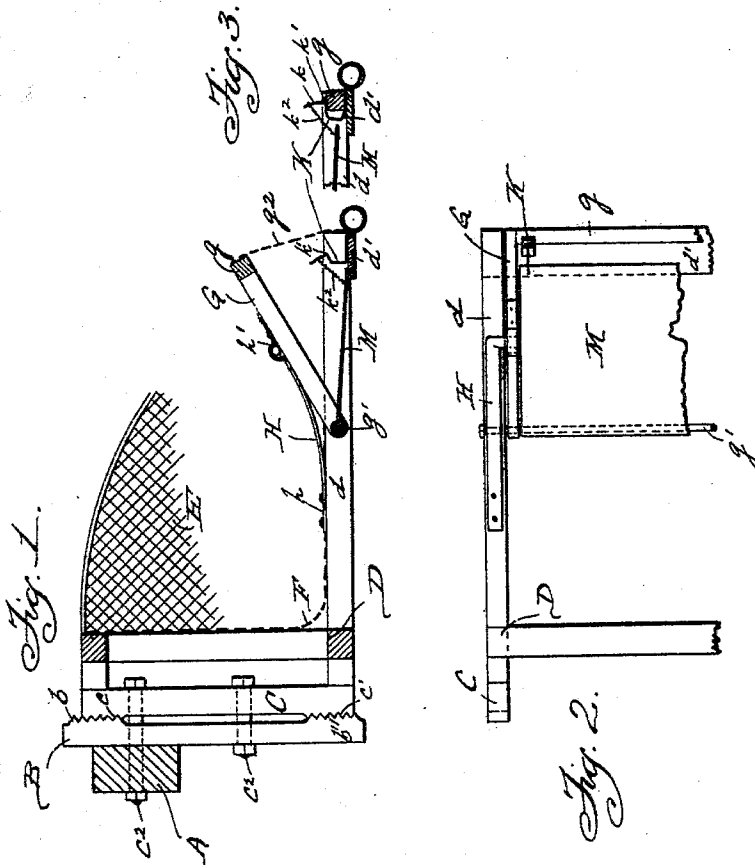


(No Model.)

H. D. FISHER.
CAR FENDER.

No. 569,624.

Patented Oct. 20, 1896.



Witnesses
David Loran
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UNITED STATES PATENT OFFICE.

HOWARD D. FISHER, OF READING, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 569,624, dated October 20, 1896.

Application filed July 1, 1896. Serial No. 697,662. (No model.)

To all whom it may concern:

Be it known that I, HOWARD D. FISHER, a citizen of the United States, residing at Reading, county of Berks, State of Pennsylvania, have invented certain Improvements in Car-Fenders, of which the following is a specification.

My invention relates particularly to fenders for street-cars, and is fully described in connection with the accompanying drawings and the novel features specifically pointed out in the claim.

Figure 1 is a sectional side elevation of a fender embodying my improvements, the front netting being represented as raised. Fig. 2 is a partial plan view of the same. Fig. 3 is a partial view of the end of the fender corresponding with Fig. 1, but showing the front netting lowered and the frame caught by the spring-catch.

A represents the end of a car-body, and B indicates one of a pair of fender-connecting bars which are rigidly secured thereto. These bars are transversely serrated, as shown at b and b' , to engage corresponding serrations cc' on bars C, forming part of the fender, and which are attached to the bars B by means of clamping-bolts $c^2 c^2$, which pass through slots in the bars C, so as to permit the latter to be set at a greater or less height, as may be required.

The fender-frame D may be provided with side nettings E of any ordinary construction and also with a rear bottom netting F. The novel features of my construction are at the forward end and comprise a front netting or guard-frame G, pivoted at g' to the side bars d of the fender-frame, a netting g^2 , fixed to the end g of said pivoted frame and also to the end of the fender-frame, springs H, arranged to normally raise the pivoted frame to the position indicated in Fig. 1, one end of said springs being fixed at h to the fender-frame and the other, h' , attached to the pivoted netting-frame, and an automatic locking and releasing mechanism for the latter, whereby it will be released by the falling upon the fender of a sufficiently weighty body and raised so as to prevent the latter from rolling off. This locking and releasing mechanism includes, as shown, a pair of spring-

catches K, which are fixed to the front cross-piece d' of the fender-frame and are formed with shoulders k' , adapted to catch the end bar g of the pivoted frame G when the latter is forcibly lowered, the bar G first striking the inclined top k of the spring-stop and bending backward until the catch assumes the locking position indicated in Fig. 3.

The forward portion of the fender bottom consists of a vertically-movable section M, which is pivoted at one end to the fender-frame, while the other free end is connected by chains or rods k^2 to the spring-catches K, so as to be normally raised by the latter above its seat upon the fender-frame at d' , as shown in Fig. 3. When applied to a car, the front netting g^2 is therefore ordinarily folded down upon the fender-frame, and if a person be struck by the latter he will naturally fall upon the movable bottom plate M, the resulting depressing of which will withdraw the spring-catches K from their engagement of the netting-frame G, thus allowing the latter to be raised by the springs H until the netting g^2 forms a barrier to insure the retention of the person upon the fender. This arrangement therefore avoids the serious danger of rolling off before the car can be stopped, as is ordinarily likely to occur, and renders the fender far more valuable as a safety device.

What I claim is—

A car-fender comprising a frame having horizontal side bars and end cross-bar, a netting or guard-frame pivoted at its rear end between said side bars and having its free forward end connected to said cross-bar by a folding material, a spring to normally raise said guard-frame, a spring-catch to lock the same when in lowered position, and a pivoted section of fender inclosed by said guard-frame and connected to said spring-catch so as to automatically operate the latter as required, substantially as and for the purpose set forth.

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

HOWARD D. FISHER.

Witnesses:

W. G. STEWART,
ADAM L. OTTERBEIN.