

(No Model.)

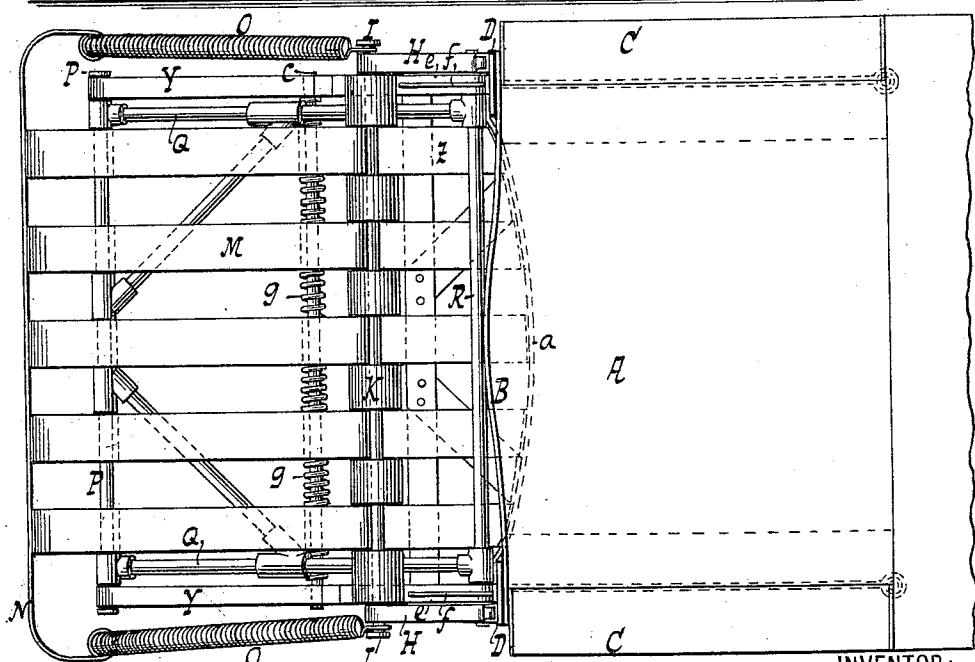
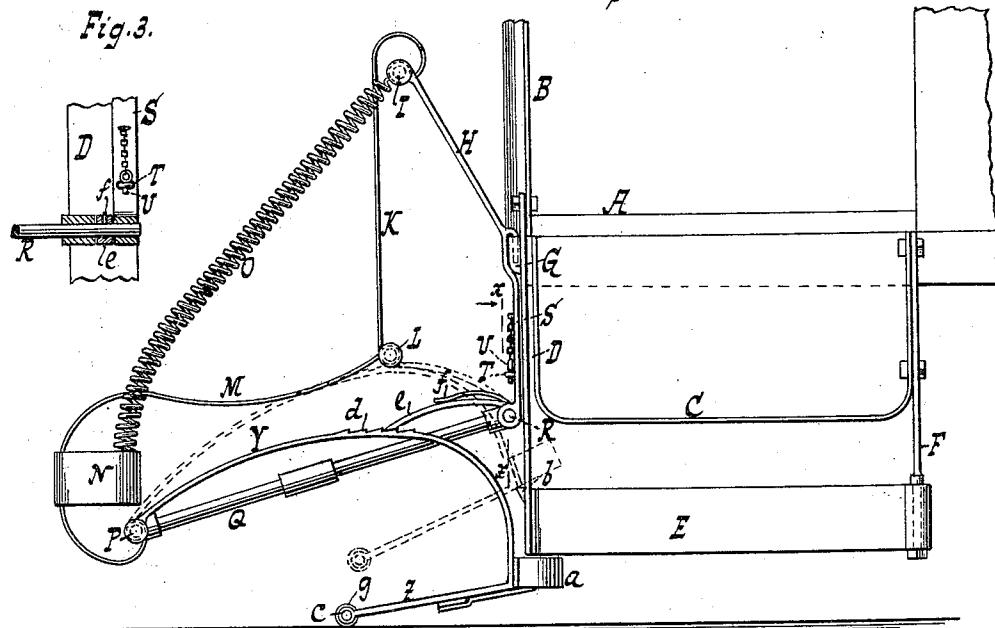
2 Sheets—Sheet 1.

S. A. DARRACH.
CAR FENDER.

No. 525,977.

Patented Sept. 11, 1894.

Fig. 1.



WITNESSES:

William Miller
E. Hauff

Fig. 2.

INVENTOR:

Samuel A. Darrach
BY
Hauff & Hauff
his ATTORNEYS.

(No Model.)

2 Sheets—Sheet 2.

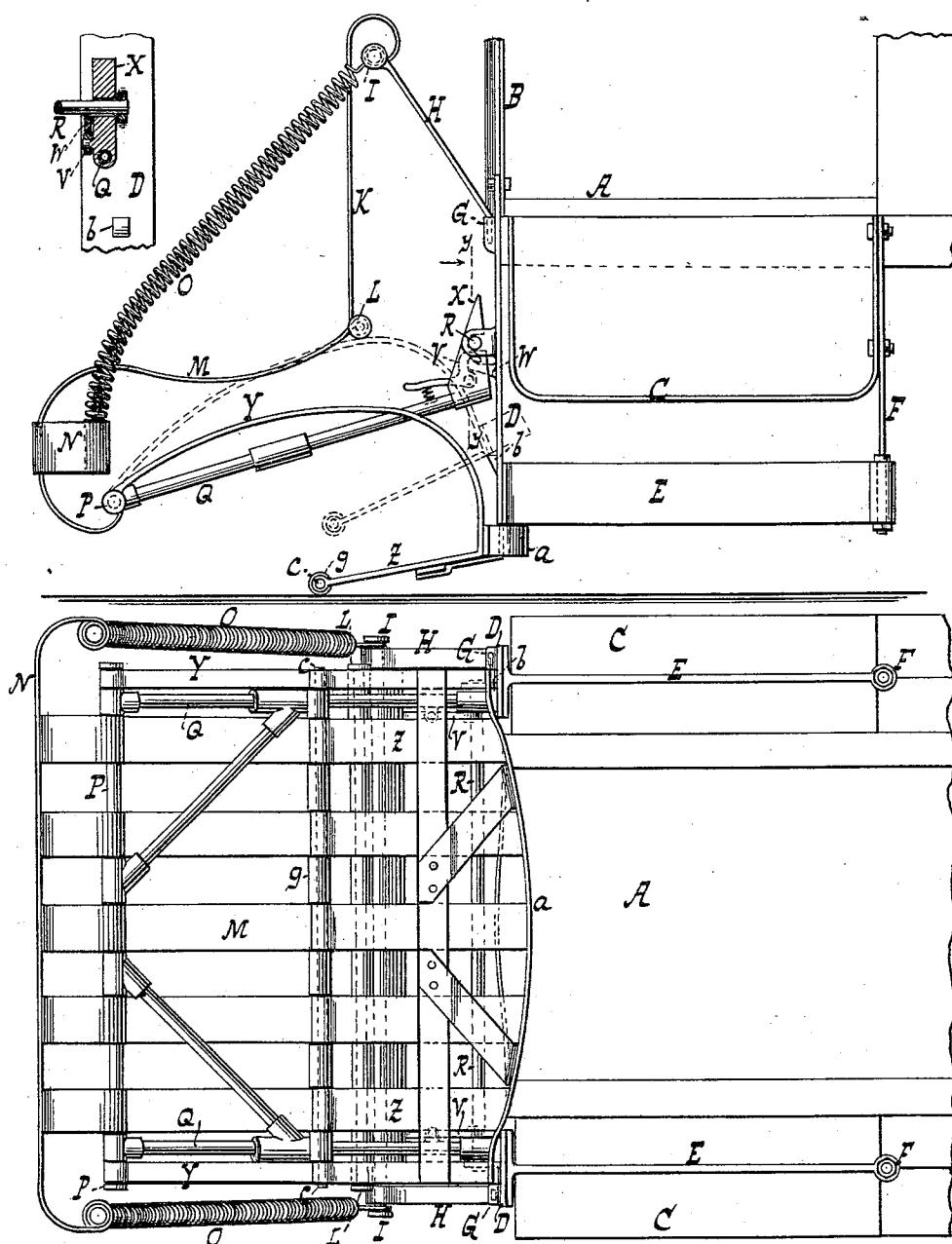
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Fig. 6.

Fig. 4.



WITNESSES:

William Miller
E. Wolff

INVENTOR:

Samuel A Darrach
BY
Hauff & Hauff
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UNITED STATES PATENT OFFICE.

SAMUEL ADGER DARRACH, OF NEWARK, NEW JERSEY, ASSIGNOR TO THE DARRACH CAR-FENDER COMPANY, OF SAME PLACE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 525,977, dated September 11, 1894.

Application filed January 11, 1894. Serial No. 496,491. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL ADGER DARRACH, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented new and useful Improvements in Car-Fenders, of which the following is a specification.

This invention relates to an improvement in car fenders and the object of the invention is to take up persons on the fender, and also prevent persons who may have fallen or slipped under the fender from being injured by the car body or the car wheels.

To accomplish this object my invention consists in the features of construction and the combination or arrangement of parts hereinafter described and claimed, reference being made to the accompanying drawings, in which—

Figure 1 is a side elevation of the fender. Fig. 2 is a plan view of Fig. 1. Fig. 3 is a section along x x Fig. 1. Fig. 4 is a side elevation of a modification. Fig. 5 is an inverted plan view of Fig. 4. Fig. 6 is a section along y y Fig. 4.

In the drawings the letter A indicates a car platform; B, the dash board, and C the steps. From the dash board extend hangers D strengthened by braces E and hangers F.

The hangers D have pockets or attachments G for the engagement of arms H carrying a pivot or bar I supporting the swinging spring strips or bands K to which at L are jointed the spring strips or bands M.

The spring set M at its outer or free end has a spring strip or connection N and the springs or yielding guards O extending from strip N to bar I form an additional protection for a person while allowing the free end of

spring set M to be raised or pushed up by any object or body falling or rolling underneath the springs M. The spring set M is provided with a cross bar P to which are secured braces Q, said braces being jointed to bar R. In

Fig. 1 the bar R is shown connected to hangers S extending from arms H and steadied by a suitable fastening on hanger D, such as an eye and pin connection T U. In Fig. 4 the bar R is shown secured to hangers D and the

brace Q has hooks X slipping or sitting onto 50 bar R and held in place by a suitable fastening or attachment such as a spring pressed hook V engaging a shoulder W. The brace Q will prevent the free end or portion of spring set M from being forced backward by 55 an impact, while the spring sets M K with the spring connection N will cause the victim when struck by the fender to receive a yielding blow, and to have his fall eased when landing on the spring sets M K.

To the bar P is jointed a scoop composed of arms Y carrying spring fingers or strips Z. The arms Y are provided with a cross piece a at their rear portion said rear portion being intended to rest on a ledge or shoulder b on 65 hanger D so that while the car is running the springs Z will be kept clear of the ground as seen in dotted lines in Figs. 1 and 4.

Should a person or object roll under the springs M said springs will be raised or swung 70 up about joint L the brace Q swinging up about bar R thus drawing the cross piece or bar a off the ledge b and allowing the springs Z to drop onto the ground so as to catch or take up the person who might otherwise be 75 injured by the body or wheels of the car. The springs Z at their free ends have a rope or wire cord c.

It may be desirable under circumstances to have the scoop Y Z held in its depressed or 80 lowered position. In Fig. 1 an arm Y is shown with a ratchet d and the bar R carries a pawl e pressed by spring f. When the scoop Y Z drops the pawl e rides along ratchet d and engaging a suitable tooth of the ratchet holds 85 the scoop with its springs or fingers Z to the ground. The pawl e being released by hand the scoop Y Z can be lifted and its free portion replaced on ledge b.

The cord or rope c forming a flexible connection for the free ends of springs Z will 90 allow said springs severally to follow the inequalities of the ground, and by placing flexible rollers or coiled spring sections g (Fig. 2) on the cord c between the fingers or springs 95 Z the fingers will be enabled to ride easily over the ground. In place of the rollers g formed of coiled spring sections as in Fig. 2,

rubber tube sections g as seen in Fig. 5 can be made to form the elastic rollers on the cord or connection c .

What I claim as new, and desire to secure 5 by Letters Patent, is—

1. A car fender composed of two sections as K M jointed together and provided with a scoop jointed to one of the sections and adapted to be depressed or dipped by the 10 swinging of said last named section substantially as described.

2. The combination with a car fender composed of two sets of springs jointed together, of a swinging brace for keeping one set of the 15 springs distended, and a scoop hinged to said fender substantially as described.

3. The combination with a car fender composed of two sets of springs jointed together, of a swinging brace for keeping one set of the 20 springs distended, and a scoop jointed at one portion to said fender, and a ledge or rest secured to the car for the free portion of the scoop substantially as described.

4. The combination with a car fender composed of two sets of springs jointed together, 25 of a swinging brace for keeping one set of the springs distended, yielding or spring guards

as O, and a scoop hinged to said fender substantially as described.

5. A car fender provided with a scoop 30 jointed to the fender and adapted to be depressed or dipped by the swinging of the fender, and a detent or lock as e for holding the scoop depressed substantially as described.

6. A car fender provided with a scoop 35 jointed to the fender and adapted to be depressed or dipped by the swinging of the fender, said scoop being provided with spring fingers as Z having their free ends joined by a flexible connection as c substantially as de- 40 scribed.

7. A car fender provided with a scoop, said scoop being provided with spring fingers as Z having their free ends joined by a flexible connection as c, and flexible or spring rollers 45 as g mounted on the connection c between the spring fingers substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

SAMUEL ADGER DARRACH.

Witnesses:

W. C. HAUFF,

E. F. KASTENHUBER.