

No. 727,290.

PATENTED MAY 5, 1903.

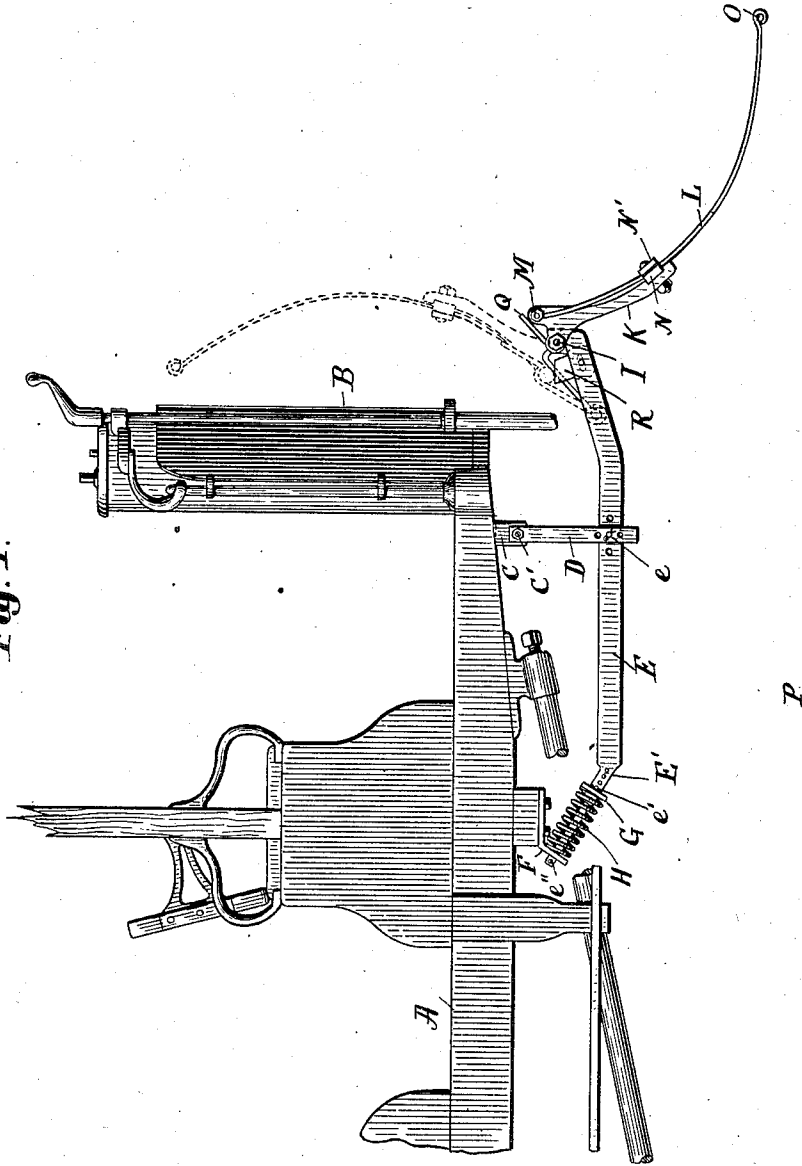
J. P. CLARK.  
CAR FENDER.

APPLICATION FILED DEC. 12, 1902.

NO MODEL.

3 SHEETS—SHEET 1.

Fig. 1.



Witnesses:  
 Walter Lombard  
 Nathan C. Lombard 2<sup>nd</sup>

Inventor:  
 John Peyton Clark  
 by *Wm. Andrew* atty.

No. 727,290.

PATENTED MAY 5, 1903.

J. P. CLARK.  
CAR FENDER.

APPLICATION FILED DEC. 12, 1902.

NO MODEL.

3 SHEETS—SHEET 2.

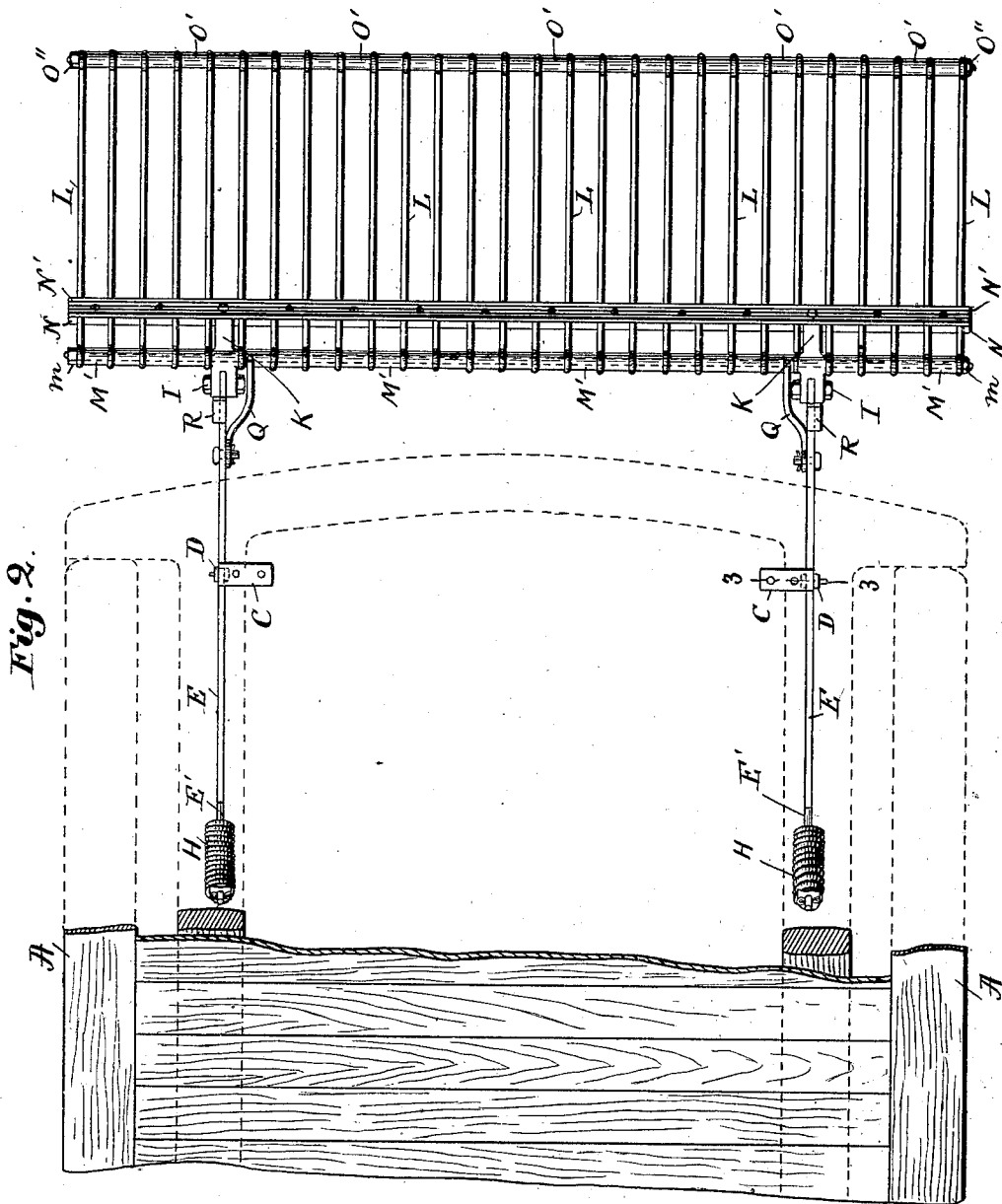


Fig. 2.

**Witnesses:**  
*Walter C. Lombard*  
*Nathan C. Lombard 2nd*

**Inventor:**  
*John Peyton Clark*  
 by *Urban Audrien* **Atty.**

No. 727,290.

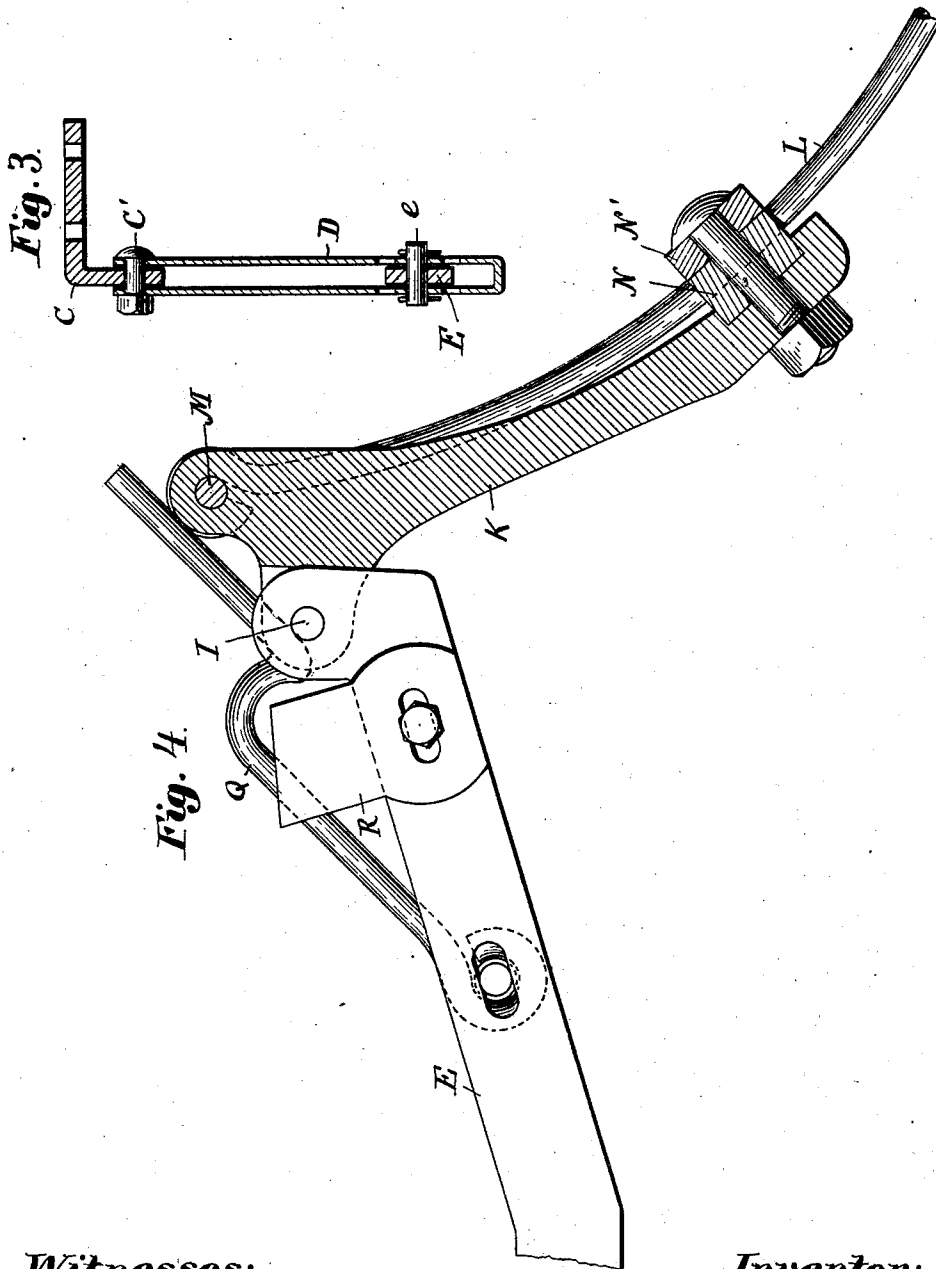
PATENTED MAY 5, 1903.

J. P. CLARK.  
CAR FENDER.

APPLICATION FILED DEC. 12, 1902.

NO MODEL.

3 SHEETS—SHEET 3.



*Witnesses:*

*Walter C. Lombard*  
*Nathan C. Lombard 2<sup>nd</sup>*

*Inventor:*

*John Peyton Clark*  
*by Allan Andrew Atty.*

# UNITED STATES PATENT OFFICE.

JOHN PEYTON CLARK, OF TERRE HAUTE, INDIANA.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 727,290, dated May 5, 1903.

Application filed December 12, 1902. Serial No. 134,892. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN PEYTON CLARK, a citizen of the United States, and a resident of Terre Haute, in the county of Vigo and State of Indiana, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

This invention relates to improvements in car-fenders for cable, electric, or other motor-propelled cars; and it has for its object the prevention of serious injury to persons that may be struck by the car while in motion.

The invention is carried out as follows, reference being had to the accompanying drawings, wherein—

Figure 1 is a side elevation of the improved car-fender. Fig. 2 is a top plan view of the same. Fig. 3 is an enlarged cross-section on the line 3 3, shown in Fig. 2; and Fig. 4 is an enlarged sectional elevation of one of the pilot-hangers and supporting-bars.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

In Fig. 1, A represents the car-platform, and B is the dasher at the end thereof, as usual. To the under side of the car-platform, at or near its end, are secured a pair of brackets C C, to each of which is pivotally connected at C' a preferably U-shaped link or hanger D, which is pivotally connected at e to the fender-supporting bar E, as shown. Integral with the rear end of the bar E is made a preferably upwardly inclined or curved guide-rod E', which is loosely supported and guided in a suitable bracket F, secured to the under side of the car-body. H is a compressible coiled spring or cushion surrounding the rod E', between the bracket F and a washer or collar G, adjustably connected to said rod E', as shown in Fig. 1. In practice I make a series of perforations through the rod E', into either one of which a pin e' may be inserted for the purpose of confining the spring or cushion H with proper tension between the bracket F and washer G. A pin e'' may be inserted through a perforation in the rear end of the rod E', so as to prevent the latter from being accidentally detached from said bracket when the device is in use.

To the forward end of each bar E is pivotally connected at I a downwardly-projecting arm, lever, or bracket K, preferably made of cast metal and capable of being swung upward with the fender to the position shown in dotted lines in Fig. 1 when not in use. In connection with such arms or brackets K K I use a pilot member, preferably composed of a series of curved parallel yielding metal bars or rods L L, the rear ends of which are firmly secured to the brackets K K, preferably by means of a rod M, passing through perforations in said brackets and loops or eyes in the fender-bars. On the rod M, intermediate the said fender-bars, are placed a series of metal spacer sleeves or fillers M' M' for the purpose of holding the rear ends of the fender-bars at proper distances apart. The ends of the rod M are preferably screw-threaded and provided with nuts m m, by means of which said rod is firmly secured to the said brackets and to the rear ends of the fender-bars, as shown in the drawings.

To the lower ends of the brackets or arms K K are secured in a suitable manner cross-bars N N', preferably made of wood, between which the fender-bars L L are clamped and firmly held in position relative to the metal arms K K, as shown in the drawings. The front ends of the fender-bars are secured at proper distances apart to a rod O, passing through loops or eyes on the fender-bars and through metal spacer sleeves or fillers O' O', the said parts being clamped and secured together by means of nuts O'' O'' on the outer screw-threaded ends of the rod O, as shown.

P in Fig. 1 represents the line of track or road-bed, as usual.

When the pilot member is in its normal operative position, as shown in the drawings, the upper rear portions of the metal brackets or arms K K abut against the forward ends of the fender-supporting bars E E, thus holding the forward end of the pilot member properly elevated above the car-track, as shown in Figs. 1 and 4. In case a person or other object should be struck by the pilot member the latter will be caused to yield backward against the influence of the springs or cushions H H, causing the bars E E and the pilot member to swing in the arc of a cir-

cle on the pivots C' C', from which they are suspended by the links D D, and in so doing the forward end of the pilot member is caused to be lowered toward or in contact with the track partly by such tilting movement and partly by the yielding propensity of the spring-rods L, thus preventing the person struck from being carried below the fender and against the car-wheels. The springs or cushions H H permit the fender to yield backward in striking a person or object, thus materially softening the impact of the blow given by the fender.

For the purpose of adjusting the position of the fender relative to the track and car-body I prefer to make on the link D, as well as on the bar E, a series of perforations, to either one of which the pivot-bolt *e* may be connected, as may be desired.

When the pilot member is not in use, it may be swung upward on the pivots I I to the inoperative position shown in dotted lines in Fig. 1 and so held by means of suitable hooks Q or other well-known supporting devices.

In practice I prefer to make on one or both of the bars E a stop projection R, serving as a means for limiting the upward swinging motion of the pilot member when not desired for use.

Having thus fully described the nature, con-

struction, and operation of my invention, I wish to secure by Letters Patent and claim—

1. A car-fender, consisting in combination, a pilot member, arms or brackets rigidly secured to said member, fender-supporting bars pivotally connected in their forward ends to said brackets, hangers in which said supporting-arms are pivoted and capable of a swinging movement, and yielding springs or cushions interposed between the car-body or brackets thereon, and the fender-supporting bars, substantially as and for the purpose set forth.

2. The herein-described car-fender, consisting of fender-supporting bars E, E, yieldingly connected or cushioned in their rear ends to the car-body, and supported on swinging links or pivots intermediate their front and rear ends, combined with arms or brackets pivotally connected to the forward ends of said supporting-bars, and a yielding pilot member secured in its rear end to said arms or brackets, substantially as and for the purpose set forth.

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

JOHN PEYTON CLARK.

Witnesses:

ALBAN ANDREN,  
JAMES MACKINTOSH.