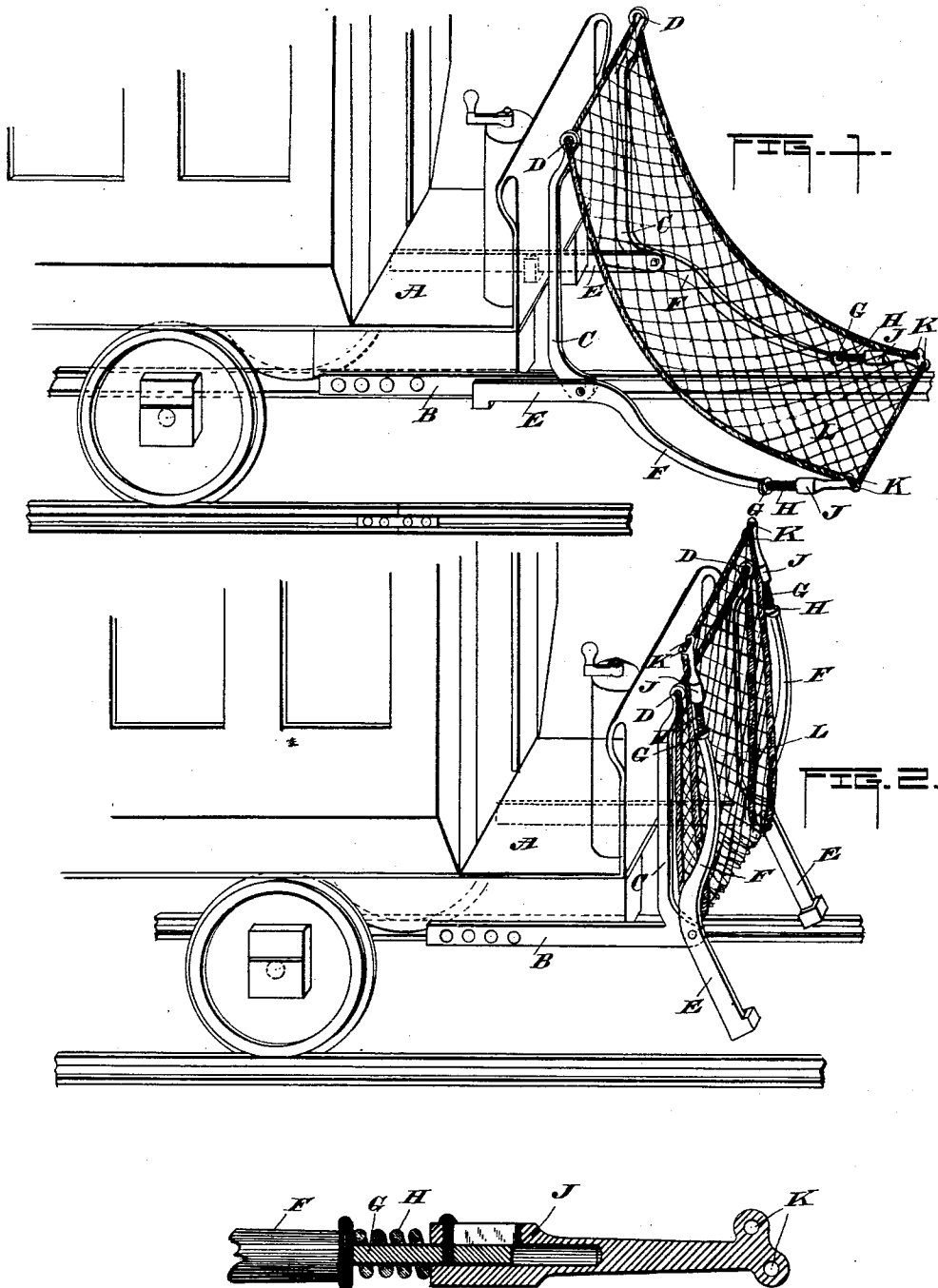


(No Model.)

J. NAGELE.
CAR FENDER.

No. 541,383.

Patented June 18, 1895.



WITNESSES:

Frank Blair Rives.

May E. Moore

FIG. 3.

John Nagele,
INVENTOR.

by *May E. Moore*
ATTORNEY.

UNITED STATES PATENT OFFICE.

JOHN NAGELE, OF CLARENDON, ARKANSAS, ASSIGNOR OF ONE-HALF TO
E. F. NAGELE, OF MEMPHIS, TENNESSEE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 541,383, dated June 18, 1895.

Application filed September 20, 1894. Serial No. 523,561. (No model.)

To all whom it may concern:

Be it known that I, JOHN NAGELE, a citizen of the United States, residing at Clarendon, in the county of Monroe and State of Arkansas, have invented certain new and useful Improvements in Car-Fenders; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in car fenders, and refers specially to a fender adapted for use upon street or tramway cars, and the leading object of my invention is the provision of a street car fender which will be of the simplest, cheapest and most durable construction and which will be compact to occupy but a small amount of space.

Another object of my invention is the provision of a fender of simple and inexpensive construction which can be easily and conveniently attached to the car and which can be folded or collapsed when desired and which will be absolutely perfect in operation and will contact with the person or other object and cause it to fall upon the fender gently and without being injured thus making a fender which will be thoroughly practical and useful.

To attain the desired objects and such others as belong to an invention of this character the improvement consists of a fender embodying certain novel features of construction and combination of parts as disclosed herein.

Figure 1 represents a perspective view of my improved fender applied to a street or tramway car, with the fender shown in the position it occupies when in use or ready to do service. Fig. 2 represents a perspective view of the fender folded or collapsed as it would appear when out of service, and Fig. 3 represents a detail view of one of the yielding or elastic connections at the forward portion of the fender to remove the shock or jar when the fender comes in contact with an object.

In the drawings, A designates a portion of a street or tramway car to the platforms at

the front and rear of which I attach my improved car fender.

The letter B designates horizontal arms which are rigidly connected at their inner ends to the car and formed with or connected to these arms are the uprights or standards C, having at their upper ends openings or eyes D. To the outer ends of these angular frames are pivoted intermediate of their lengths the levers having the inner straight portions E and the outer curved portions F, having the reduced ends G, around which are placed the coiled springs H, against which bear the sleeves J, which fit on the reduced ends of the levers and the sleeves are formed with the eyes K, and to the eyes of the sleeves and of the angular frames are secured the wire or rope netting L, which forms a curved receptacle for receiving the object when struck by the forward portion of the said netting.

From this construction it will be seen that the angular frame is rigidly secured to the car platform and that the forward ends of the levers are when the fender is in use very near the track and the receptacle is curved or dished and when the forward portion of the receptacle or net comes in contact with a person it gently causes him to fall into the netting and without injury; also the fender can be quickly folded when it is necessary to couple the car or to place it in the stable.

I claim—

A car fender, consisting of the horizontal arms having their inner ends connected to the car, the vertical arms rising therefrom and having an eye at their upper ends, the levers pivoted to the outer ends of the horizontal arms and having their inner ends limited in movement by the horizontal arms, and the outer ends of the levers being reduced, the springs coiled around said ends, the sleeves secured and guided by said ends and cushioned against said springs and each having an eye, and the netting connected to the eyes of the sleeves and arms and forming a receptacle.

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

JOHN NAGELE.

Witnesses:

H. H. BATEMAN,
R. F. YOUNG.