No. 676,768. Patented June 18, 1901.

G. A. PARMENTER.

STREET CAR FENDER.

(Application filed Nov. 6, 1900.)

(No Model.)

Fig. 1.

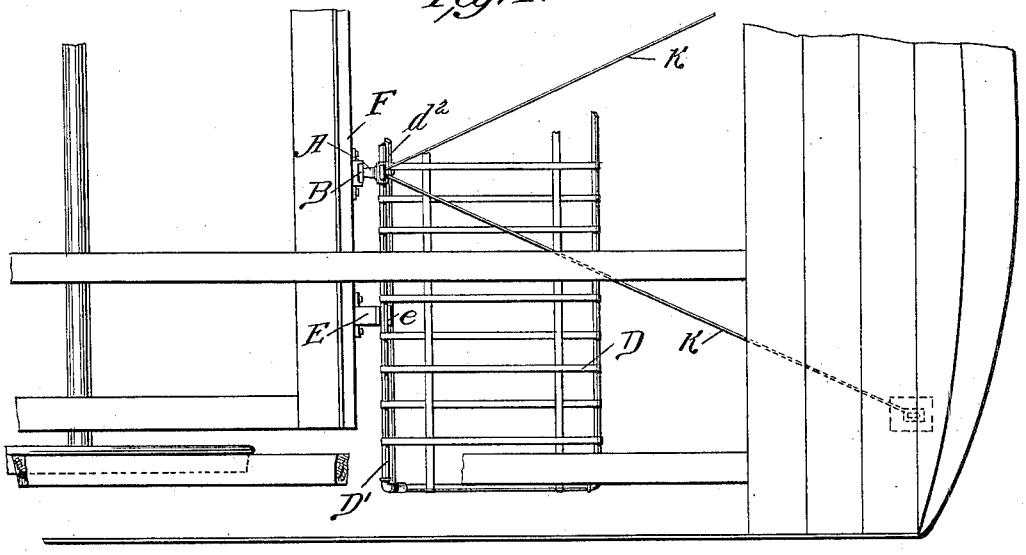


Fig. 2.

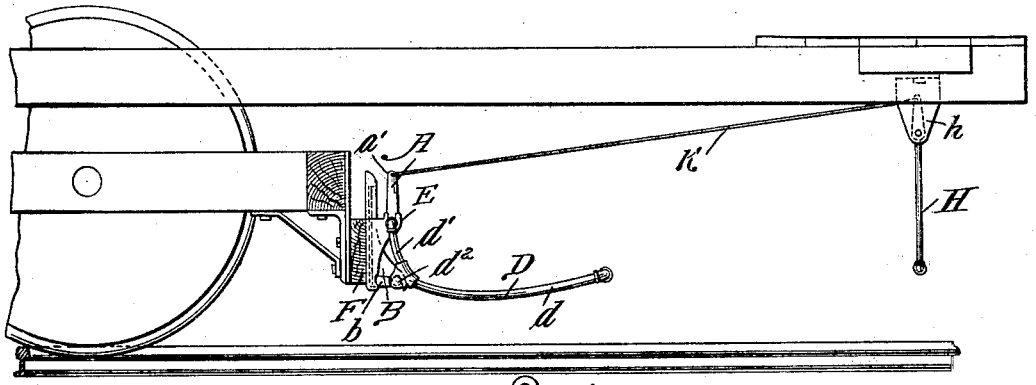
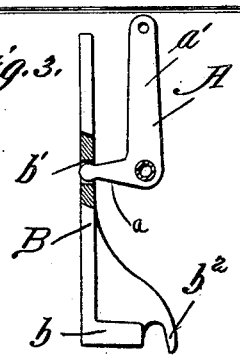


Fig. 3.



Attest

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UNITED STATES PATENT OFFICE.

GEORGE A. PARMENTER, OF CAMBRIDGEPORT, MASSACHUSETTS.

STREET-CAR FENDER.

SPECIFICATION forming part of Letters Patent No. 676,768, dated June 18, 1901.

Application filed November 6, 1900. Serial No. 35,629. (No model.)

To all whom it may concern:

Be it known that I, GEORGE A. PARMENTER, a citizen of the United States, residing at Cambridgeport, Massachusetts, have invented certain new and useful Improvements in Street-Car Fenders, of which the following is a specification.

My invention relates to improvements in street-car fenders of the type known as "trip and drop-scoop." I have aimed to provide a construction in which the scoop proper shall be so hung as to drop quickly by gravity alone without the necessity of springs and have also aimed to free it from positive connection with the releasing devices, whereby there will be no parts the inertia of which will impede the instant descent of the scoop.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation showing a sufficient portion of a car to illustrate the application of the invention. Fig. 2 is a partial plan view, and Fig. 3 is a detail.

In the drawings, D represents the scoop, which is constructed in substantially the ordinary manner, having a horizontally-projecting portion d and an upwardly-projecting portion d'. This scoop is pivoted at the upper edge of this portion d' to brackets E, (one only being shown,) carried by the transverse bar F of the car-truck. In order to retain the scoop in the elevated position, (indicated by full lines in Fig. 1,) I provide a vertically-moving slide or locking member B, carrying an abutment b at its lower end, designed to abut against the rear portion d^2 of the scoop. An angle-lever A is pivoted at the swiveling point of the scoop, which has its rearwardly-extending arm a engaging a recess b' in the slide B.

H represents the swinging trip, of the ordinary or any desired form, pivotally supported by the brackets h and from the upper end of which the trip-rods K K extend back to the arm a' of the angle-lever a. It will thus be seen that when the trip is swung rearwardly the forward pull upon the rods K K will rock the bell-crank lever, raising the slide and removing the projection thereon from engagement with the cross-bar of the scoop, thus permitting the scoop to instantly drop.

The brackets E are preferably provided with open journal-sockets e, in which the upper transverse rod D' of the scoop rests, whereby the scoop may be readily detached when desired.

In order to prevent jumping of the scoop in passing over irregularities of the track, I provide a downwardly-extending tongue or hook b^2, designed to engage the transverse bar d^2, forming the rear portion of the scoop above referred to. Attention is also called to the fact that by pivoting the scoop from its upper edge the front edge swings slightly toward the rear in dropping and relieves to a considerable extent the tendency to jump as it strikes the track.

Having thus described my invention, what I claim is—

1. A car-fender comprising a scoop having an upwardly-extending portion pivoted to the car, a movable locking member in rear of and independent of the scoop but abutting thereagainst below the point of pivotal connection for holding the scoop elevated, a trip and connections therefrom to said locking member for moving the latter, substantially as described.

2. A car-fender comprising a scoop having an upwardly-extending portion pivoted to the car, a movable locking member for abutting against the lower part of the scoop for holding it elevated, an angle-lever having one arm engaging said movable locking member, a trip, and connections therefrom to said angle-lever, substantially as described.

3. A car-fender comprising a scoop having an upwardly-extending portion pivoted to the car and a transverse rod on its rear lower portion, a movable locking member abutting against said transverse bar, a finger or projection on said locking member engaging said bar, and means for operating said locking member, substantially as described.

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

GEORGE A. PARMENTER.

Witnesses:
HENRY E. COOPER,
JAMES M. SPEAR.