

(No Model.)

W. F. S. ROBINSON.  
STREET CAR.

No. 525,284.

Patented Aug. 28, 1894.

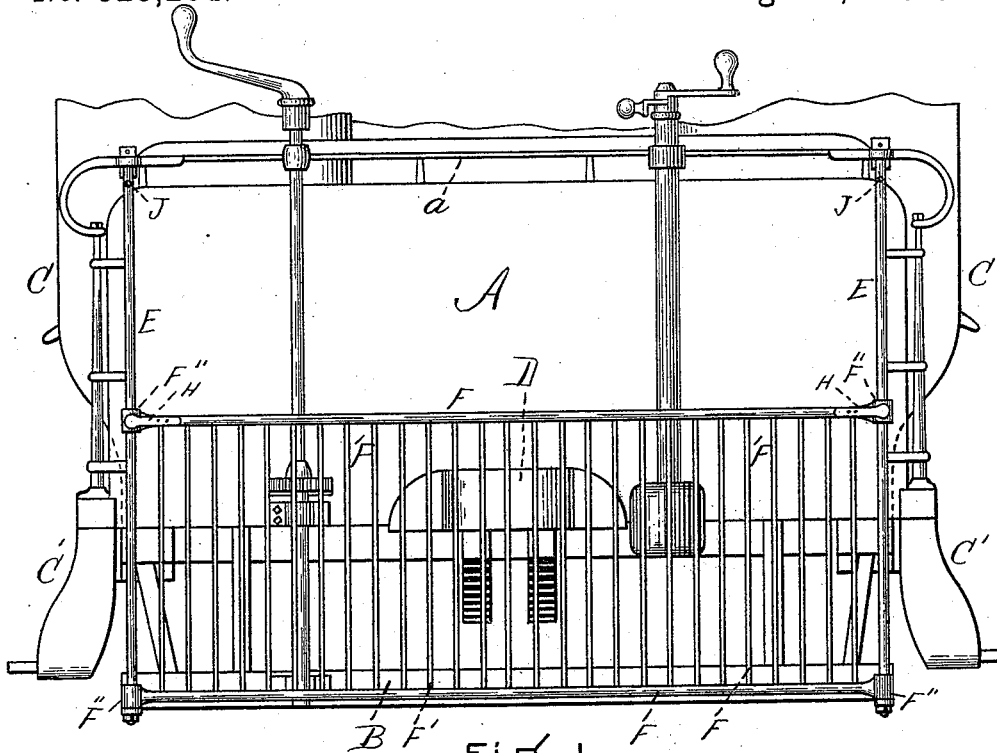


FIG. 1.

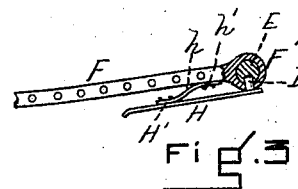


FIG. 3.

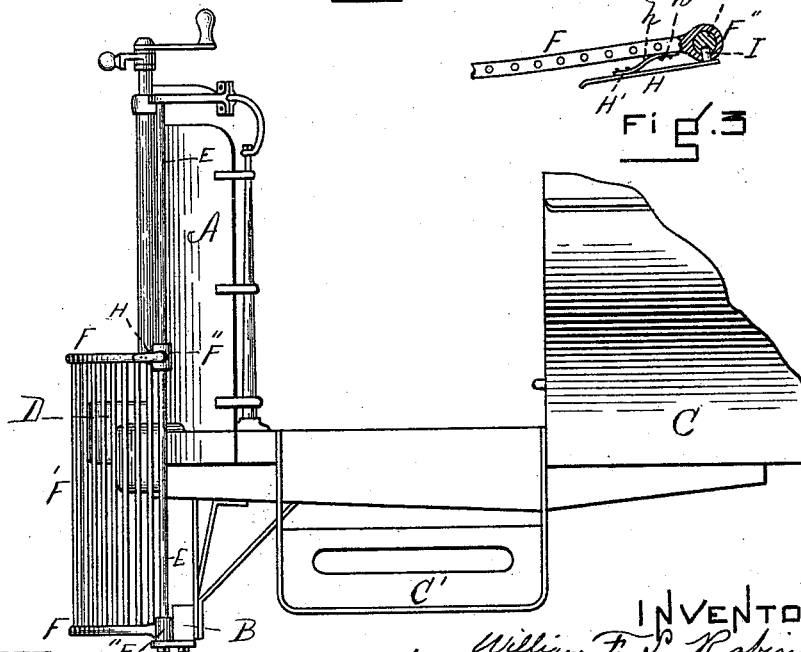


FIG. 2.

WITNESSES

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# UNITED STATES PATENT OFFICE.

WILLIAM F. S. ROBINSON, OF SOMERVILLE, MASSACHUSETTS.

## STREET-CAR.

SPECIFICATION forming part of Letters Patent No. 525,284, dated August 28, 1894.

Application filed December 7, 1893. Serial No. 492,971. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM F. S. ROBINSON, a citizen of the United States, residing at Somerville, in the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Street-Cars, of which the following is a specification.

This invention relates to street cars, more especially those which are propelled by electrical, cable, or other than horse power; and it is particularly adapted for cars intended to be fitted up with fenders.

The invention consists in a vertically sliding guard extending substantially across the front of the car and projecting beyond the bunter, so that when the fender beneath the guard is in use, the said guard is lowered and prevents a person falling upon the fender from striking the bunter or other portion of the car, or working under the platform; and when the car is reversed, the guard is raised so that the car may be shackled to another car if desired, all substantially as described and illustrated in the accompanying drawings, in which—

Figure 1 is a front elevation of my improved sliding guard secured in position upon a car, a portion of which is shown. Fig. 2 is a side elevation of the same. Fig. 3 is an enlarged detail in horizontal section and plan, showing the mechanism for locking the guard in position.

Similar letters of reference indicate corresponding parts.

The drawings show sufficient of the car to illustrate the operation of the guard, but do not show any portion of a fender, as the guard has no immediate connection therewith, and is not confined in its use to a car having any particular style of fender.

A represents the dash-board, B the brake support, or beam beneath the car, C the body of the car and C' the steps, all constructed as usual.

D is the bunter, which, as usual, extends for some distance in front of the car.

E E are two vertical rods secured to the front end of the car, preferably to the rail *a* of the dash-board A, at their upper ends, and

to the brake support B at their lower ends. These rods are placed as nearly as possible at the opposite ends of the dash-board. My guard, which consists principally of two horizontal upper and lower curved bars F and a series of vertical bars F' connecting said curved bars, is adapted to slide vertically on these rods. The object of a guard is to prevent a person falling on a fender from striking the bunter or car, or from being thrown between the fender and the car body. A guard placed in a position to accomplish these results must necessarily avoid the bunter, and hence mine is made of the curved shape shown. I do not claim that a guard, broadly speaking, is new. My guard, however, has the advantage of being a vertically sliding one, the object of such a construction being to allow the guard to be slid up when the fender at that end is not intended to be used, in order that the car may be shackled to another car, it being apparent that with the guard in the position shown, shackling is impossible. Hence the ends F'' of the rods F embrace loosely the vertical rods E. In order that the guard may be locked in either of the two positions mentioned, viz., that shown or an elevated position, levers H are secured at H' to springs *h* whose opposite ends are secured at *h'* to the front of the upper rod F near its ends. The outer ends of the springs H are provided with bolts or catches I (Fig. 3), which extend normally into suitable holes or sockets J formed in the vertical rods E near their upper ends and near their centers. When the guard is to be raised, the inner ends of the levers H are pressed, thus removing the bolts I from the openings J, and, when the guard has been sufficiently lifted, the bolts will spring into the upper sockets J, thus locking the guard in its upper position.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In combination with a car, a guard situated in front of the dash-board and extending substantially across it and adapted to be raised from a position in front of the bunter

to a position above and clearing the bunter, and to be sustained in either of said positions, substantially as set forth.

2. In combination, a car provided at its end  
5 with the vertical rods E, and the guard consisting essentially of the horizontal upper and lower rods F and vertical connecting rods F',

said guard being adapted to slide vertically on said rods E and be locked in a raised position therein, substantially as described.

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Witnesses:

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