

No. 873,197.

PATENTED DEC. 10, 1907.

M. WILENSKI.
FENDER FOR STREET CARS.
APPLICATION FILED FEB. 14, 1907.

2 SHEETS—SHEET 1.

Fig. 1.

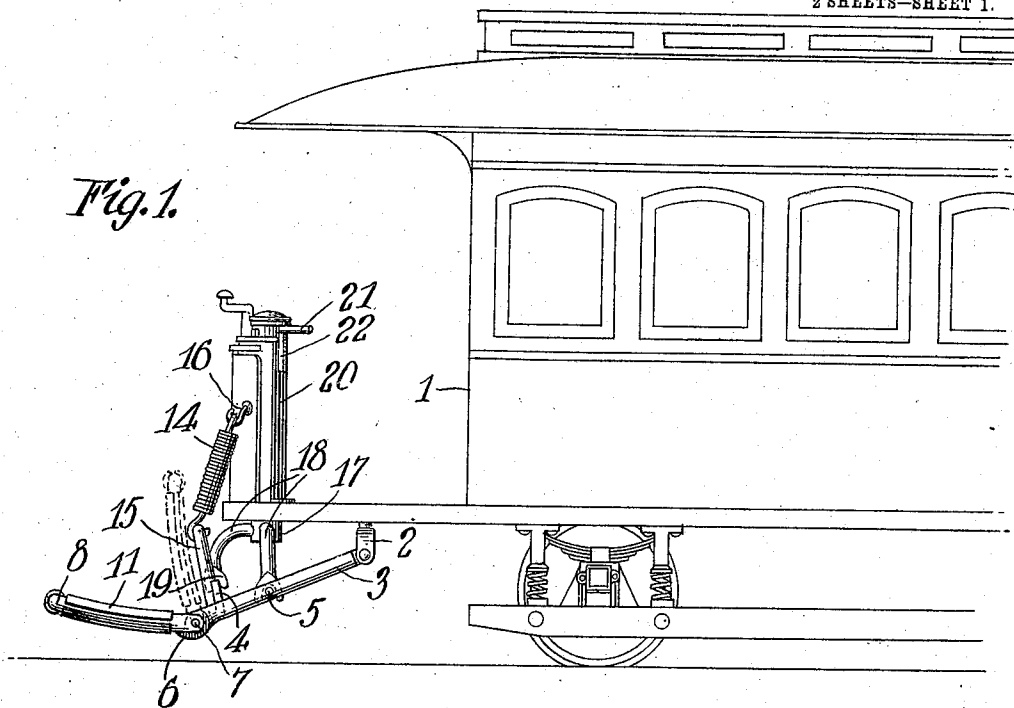
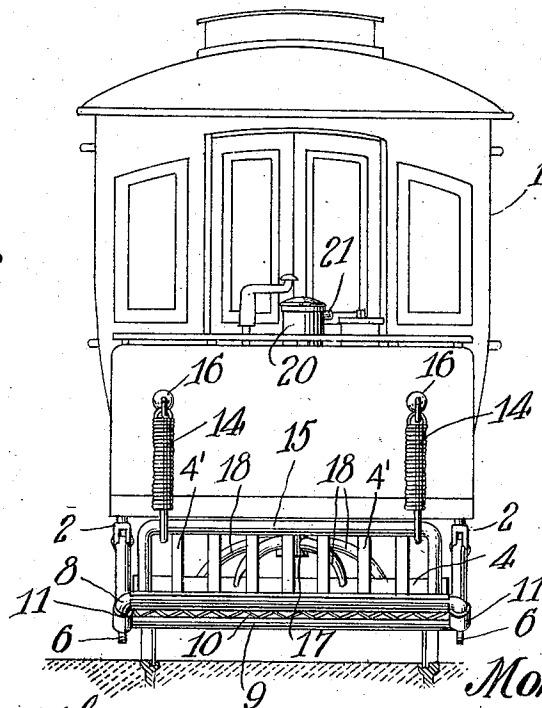


Fig. 2.



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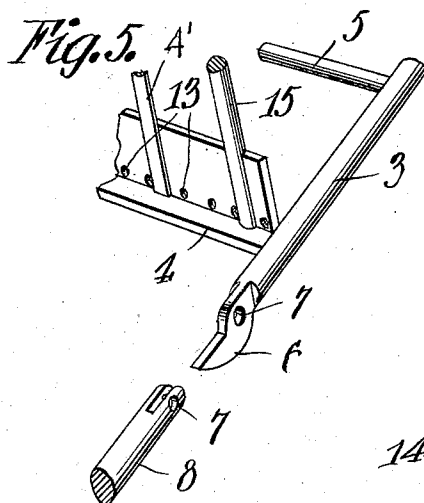
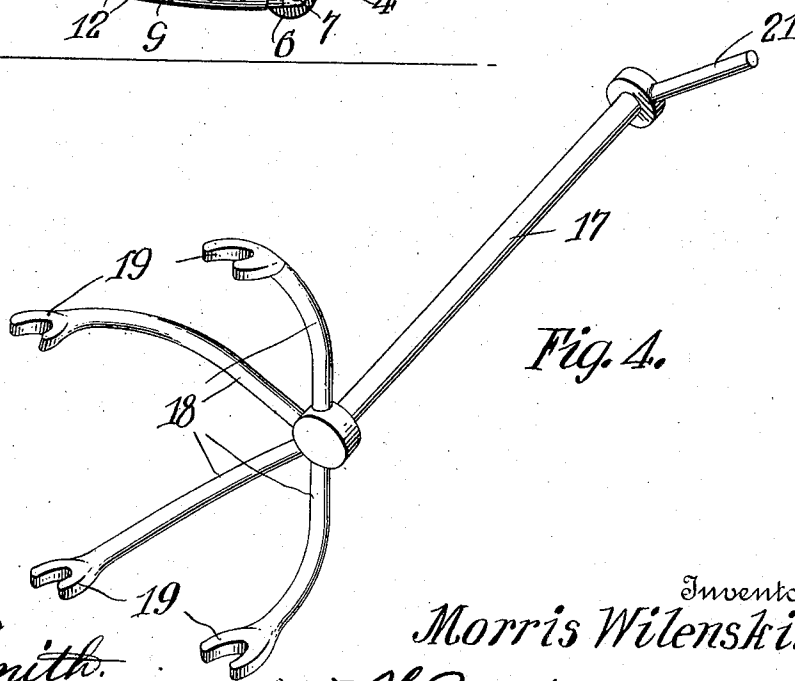
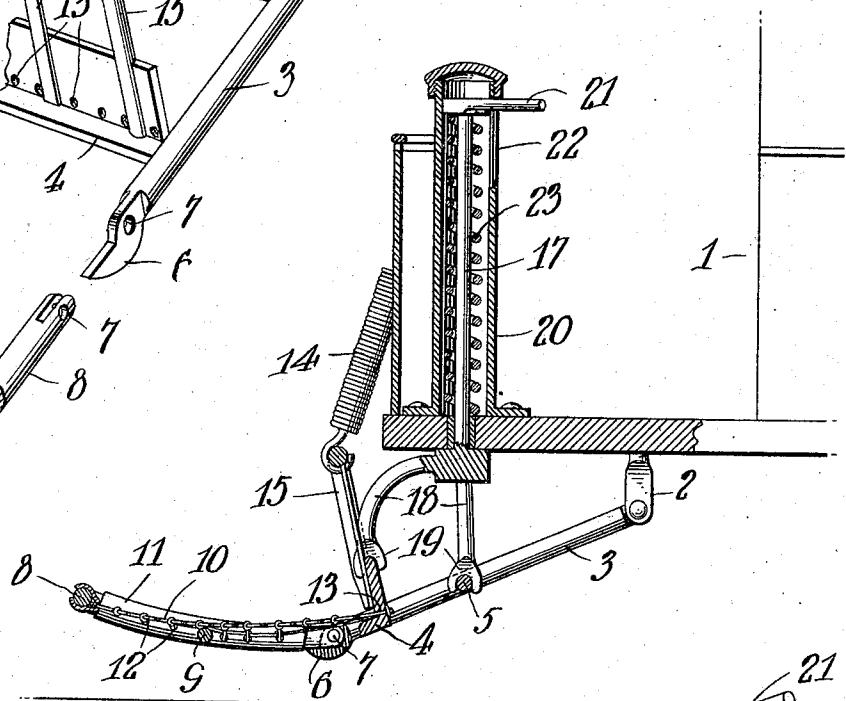


Fig. 3.



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UNITED STATES PATENT OFFICE.

MORRIS WILENSKI, OF CHICAGO, ILLINOIS.

FENDER FOR STREET-CARS.

No. 873,197.

Specification of Letters Patent.

10, 1907.

Application filed February 14, 1907. Serial No. 357,330.

To all whom it may concern:

Be it known that I, MORRIS WILENSKI, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Fenders for Street-Cars; 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.

My invention relates to fenders for street cars, and has for its object to provide a device of this kind which can be readily applied to ordinary street cars in such manner as to be efficient in saving life, and which will be easily operated by the motormen when occasion requires.

Referring to the accompanying drawings which illustrate the invention, Figure 1 is a side elevation of a street car provided with my improved fender; Fig. 2 is an end elevation of the same; Fig. 3 is a vertical, longitudinal, sectional view through the fender and through the car platform; Fig. 4 is a perspective view of the operating rod. Fig. 5 is a broken perspective detail view of a portion of the fender.

Referring more particularly to the drawings, 1 indicates a street car which may be of any desired construction and is provided near its forward end with two depending retainers, preferably in the form of eye-bolts 2.

Pivotally secured at their rear ends in the eye-bolts 2 are side pieces 3, which are rigidly secured together by means of cross bars 4 and 5. The forward ends of the side pieces 3 are extended beyond the forward cross pieces 5 and perforated and shouldered, as at 6. Pivotally mounted upon these extensions, as by means of pivots 7 is the forward or scoop portion of my fender, which preferably consists of a rigid metallic, substantially U-shaped frame 8, which has its rear ends adapted to be supported upon the shoulders 6 when in its extended or operative position, but which is adapted to be turned up in front of the car, as shown in dotted lines in Fig. 1, for convenience in using the car at certain times.

A light cross piece 9 is preferably arranged across the frame 8 to add to its strength and also to assist in supporting the net 10, which is preferably formed from flexible material, as cords, and is attached to the frame 8 in any suitable manner, as by means of metallic

shells 11, which are adapted to be pressed around the frame and provided with perforations 12 for the reception of the cords. The rear edge of the net is preferably connected with the forward cross piece 4, as by means of perforations 13 therein, through which the cords may be passed or other cords for securing the net thereto.

The fender is adapted to be yieldingly held up out of its operative position by means of coiled springs 14, which are secured at their lower ends to a bail 15 rising from the cross piece 4 and at their upper ends are adapted to be detachably secured to the front of the car by means of hooks 16. A rear wall for the net is adapted to be provided by suitable means between the bail 15 and the upper edge of the cross pieces 4, preferably in the form of vertical bars or rods 4'.

Projecting upwardly through the platform of the car is a presser rod 17 which has its lower end bifurcated or divided into legs 18, preferably four in number, the lower ends of which are shouldered, as being notched at 19 and adapted to engage with the cross pieces 4 and 5, respectively. The notches in the rear legs 18 are large enough to permit of the slight rearward movement of the cross bar 5, as the frame 3 swings on its pivot 2, and the cross bar 4 passes out of the notches in the forward legs as the front of the fender descends by the pressure upon the cross bar 5. The upper end of the presser rod is supported in any desired manner, preferably within a slotted standard 20, which projects upwardly from the platform, and has a handle 21 which is adapted to project through a slot 22 in said standard. A coiled spring 23 is located within the standard and is adapted to normally force the rod upward, as by engaging with the handle 21 at one end of the bottom of the platform, at the other.

As above described, it will be seen that my improved fender can be easily applied to any cars now in use, and that the forward edge or scoop is normally held so far above the track by the springs as to not interfere with the ordinary operation of the car in any manner. But as soon as it is desired to use the fender, as for picking up a person who has accidentally fallen in front of the car, the motorman, after turning off the current immediately grasps the handle on the presser bar with his left hand and forces it downward, which will cause the forward edge of the scoop of the

fender to be immediately lowered on to the track so as to pass under the body of the person and lift him up into the net where he will be preserved from injury, until the car has been brought to a standstill.

For the purpose of manipulating the fender in this manner by the motorman, the presser bar is preferably located between the electrical controller and the hand brake.

Although I have shown what I consider the most desirable form for constructing my improved fender, it is evident that changes and alterations can be made in the same, and I reserve the right to make all such variations as will come within the scope of my invention.

Having described my invention, I claim:—

1. A fender for street cars, consisting of jointed side pieces pivotally secured at their rear ends to the car body and provided at their forward ends with a scoop, and means through the platform of the car for lowering the scoop.

2. In a fender for street cars, jointed side pieces pivotally secured at their rear ends to the car body and provided at their forward ends with a scoop, a wall at the rear of the scoop, springs connected with said wall at one end and detachably connected with the car body at the other.

3. In a fender for street cars, hinged side pieces pivotally secured at their rear ends to the car body and provided at their forward ends with a scoop, cross pieces between said side pieces, means for yieldingly supporting the fender in inoperative position, a presser bar through the platform of the car, the upper end of which is provided with a handle and the lower end is bifurcated for engaging with said cross pieces, and a spring for normally holding said bar upward.

4. In a fender for street cars, hinged side pieces pivotally secured at their rear ends to

the car body, and provided at their forward ends with a scoop, cross pieces between said side pieces, means for yieldingly supporting the fender in inoperative position, a slotted standard on the platform, a presser rod in said standard, the upper end of which is provided with a handle which is projected through said slot, and the lower end bifurcated, the ends, of said bifurcations being recessed for engaging with said cross pieces, and a coiled spring around the rod within said standard, the upper end of which engages with said handle and lower end with said platform.

5. In a fender for street cars, side pieces pivotally secured at their rear ends to the car body and having their forward ends shouldered, a substantially U-shaped frame pivotally secured to the side pieces in position for engaging with said shoulders, a net in said frame, means for yieldingly holding the forward ends of the side pieces of said frame in an elevated position, and means for forcing the same downward.

6. In a fender for street cars, side pieces pivotally secured at their rear ends to the car body and having their forward ends shouldered, cross pieces between the said pieces, the forward cross piece being perforated, a substantially U-shaped frame pivotally secured to the side pieces so as to rest upon said shoulders, perforated clamps partially encircling said frame, a net secured at its edges to said clamps and to the perforated portion of said cross bar, and means for forcing the side pieces and frame downward.

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

MORRIS WILENSKI.

Witnesses:

F. ROBYN,
JAMES J. DEVINE.