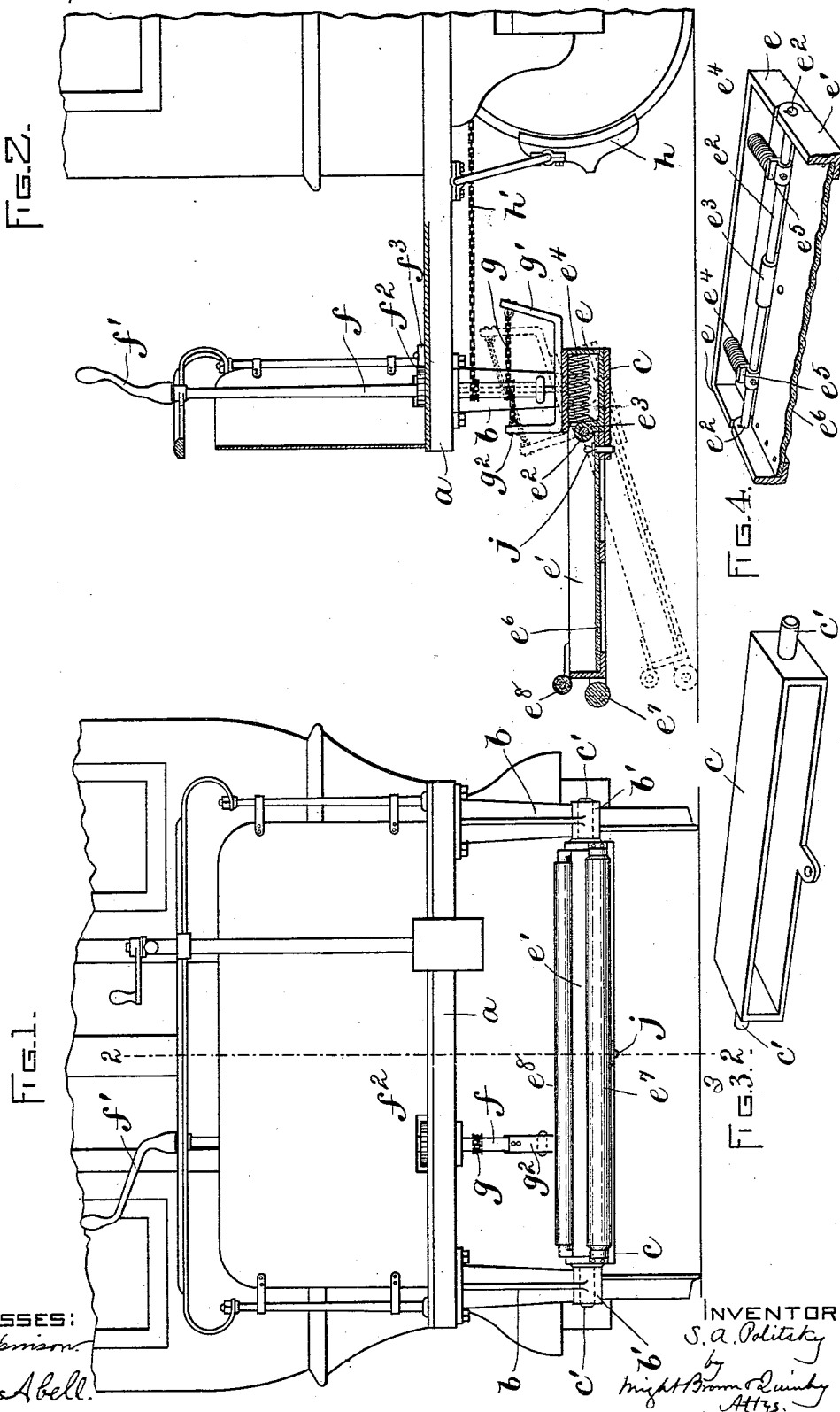


(No Model.)

S. A. POLITSKY,
CAR FENDER.

No. 555,119.

Patented Feb. 25, 1896.



WITNESSES:

A. J. Harrison.

Rollins A bell.

INVENTOR:

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by
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UNITED STATES PATENT OFFICE.

SIMON A. POLITSKY, OF BOSTON, MASSACHUSETTS.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 555,119, dated February 25, 1896.

Application filed May 20, 1895. Serial No. 549,873. (No model.)

To all whom it may concern:

Be it known that I, SIMON A. POLITSKY, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

This invention relates to that class of car-fenders which project in advance of the car below the platform and are controlled by mechanism on the platform operated by an attendant.

The invention has for its object to provide certain improvements in fenders of this class whereby the fender while normally held in position to encounter and safely land a person in a standing position may be quickly adjusted to position to catch a person lying upon the track.

The invention consists in the improvements which I will now proceed to describe and claim.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents an end elevation of a portion of a street-car provided with my improved fender. Fig. 2 represents a section on line 2 2 of Fig. 1. Figs. 3 and 4 represent perspective views of parts of the fender.

The same letters of reference indicate the same parts in all the figures.

In the drawings, *a* represents the platform of a street-car, and *b b* brackets affixed to and projecting downwardly from the platform, said brackets being provided at their lower ends with bearings *b' b'*.

c represents a casing or holder, which is provided at its ends with trunnions *c' c'*, journaled in the bearings *b'*. With the holder *c* is engaged the fender, which is composed of two sections or parts *e e'*, pivoted or jointed together at *e²*, so that the forward part *e'* can swing vertically. The part *e* of the fender is formed to be inserted in the holder *c*, the part *e'* projecting forward from the holder, the joint or hinge *e²* being located in advance of the holder. In Fig. 4 the part *e* is shown as provided with a socket *e³*, which receives the pivot-rod *e³*, the ends of said rod being engaged with the side pieces of the part *e'* of the fender. Springs *e⁴* are shown as interposed between the rear wall of the part *e* and ears or supports *e⁵*, affixed to the pivot-rod *e³*,

said springs exerting a downward pressure on the forward part *e'* of the fender. The said forward part *e'* is preferably a box-like structure having a grated bottom, which may be composed of flexible metal strips and may support a sheet or bottom piece *e⁶*, of rubber. To the forward end of the portion *e'* is applied a roller *e⁷*, arranged to bear upon the ground when the fender is depressed, as shown in dotted lines in Fig. 2. Above the roller *e⁷* is a rubber guard or buffer *e⁸*, extending across the front of the fender to cushion the blow of the fender against a person encountered by it.

f represents a vertical rod or shaft journaled in bearings in the platform *a* and adapted to be rotated by the motorman or attendant on the platform, said shaft having a crank portion of the rod or shaft *f* and the fender-holder *c* whereby said holder may be turned in its bearings to depress or raise the fender when the rod or shaft is rotated. Said connection is a chain *g* having a turn surrounding the shaft *f* and connected at its ends to arms *g' g²* affixed to the holder *c* at opposite sides of said shaft. Rotation of the shaft in one direction causes a longitudinal movement of the chain in the direction required to move the fender and its holder from the full-line position shown in Fig. 2 to the dotted-line position. An opposite rotation of the shaft will restore the fender to its full-line position, where it may be held by a locking device, which may be a ratchet *f²* fixed to the shaft *f* and a dog or pawl *f³* on the platform arranged to engage said ratchet.

When the fender is depressed, the roller *e⁷* bears upon the pavement, the jointed connection between the two sections of the fender enabling the forward portion of the fender to rise and fall, and thus accommodate itself to irregularities of the pavement, the springs *e⁴* constantly pressing the fender downwardly against the pavement.

The shaft *f* is preferably the shaft that operates the brake-shoes *h*, the usual chain *h'*, which imparts motion to the brake-shoes, being connected with said shaft, as shown in Fig. 2, the arrangement being such that the rotation of the shaft which depresses the fender applies the brakes to the wheels.

The fender is adapted to slide in the holder *c*, and may be pushed backwardly out of the way when its use is not required by removing a pin *j*, which connects the fender with the holder *c*.

I claim—

1. The combination with a car, of a fender having trunnions journaled in bearings affixed to the car and provided with upwardly-projecting arms at opposite sides of its center of motion, a shaft or rod journaled in the car-platform and projecting between said arms, and a flexible connection between said shaft and arms whereby the rotation of the shaft is caused to raise or lower the fender.

2. The combination with a car, of a holder or frame having trunnions journaled in bear-

ings on the car, a fender supported by said holder and projecting forward therefrom, said fender being composed of two sections jointed or hinged together at a point in front of the holder, whereby the forward section is adapted to yield when its forward end strikes the pavement, and means for swinging said holder to depress and raise the forward end of the fender.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 15th day of May, A. D. 1895.

SIMON A. POLITSKY.

Witnesses:

A. D. HARRISON,

ROLLIN ABELL.