

No. 823,003.

PATENTED JUNE 12, 1906.

E. TALLAKSEN.
CAR FENDER.

APPLICATION FILED DEC. 20, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

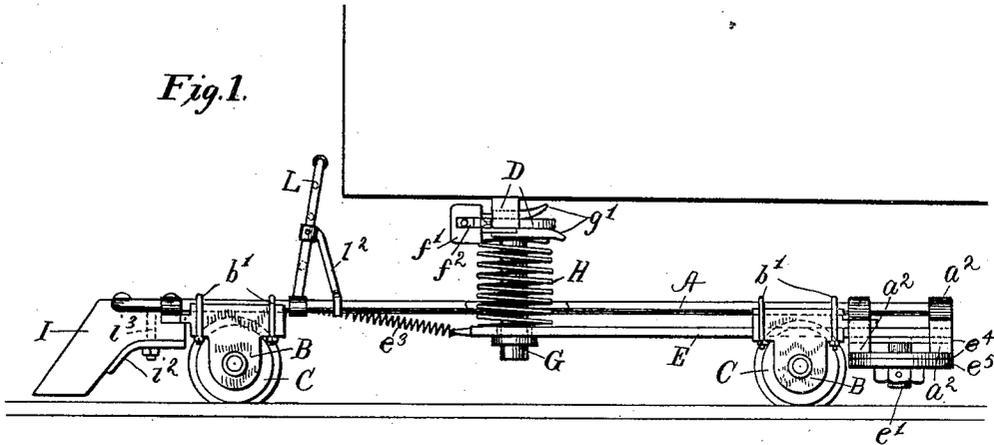
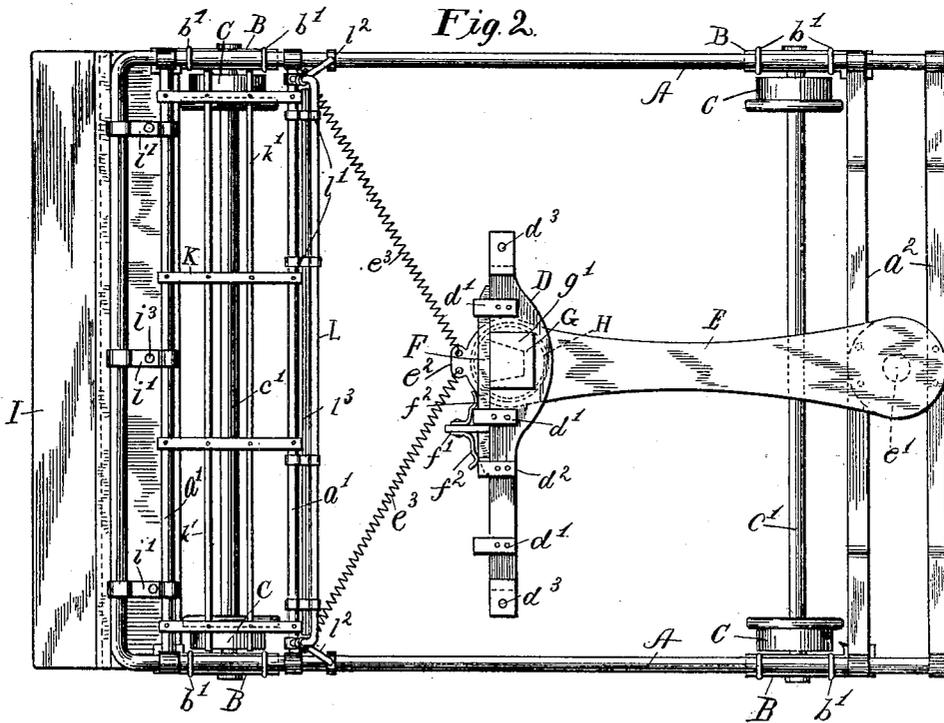


Fig. 2.



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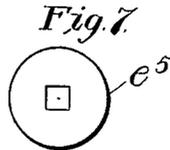
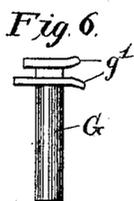
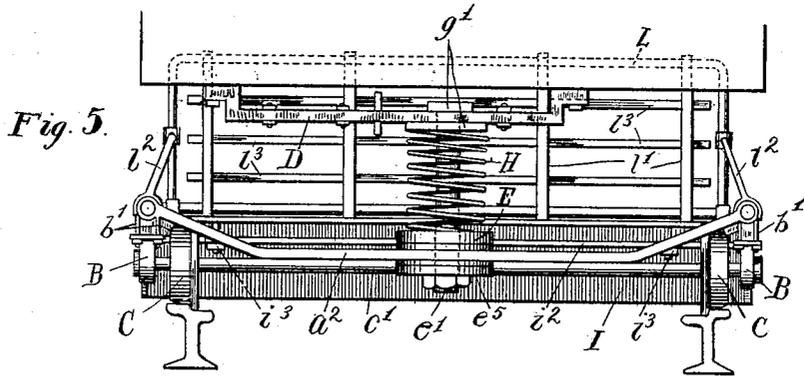
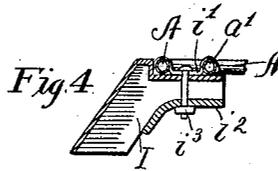
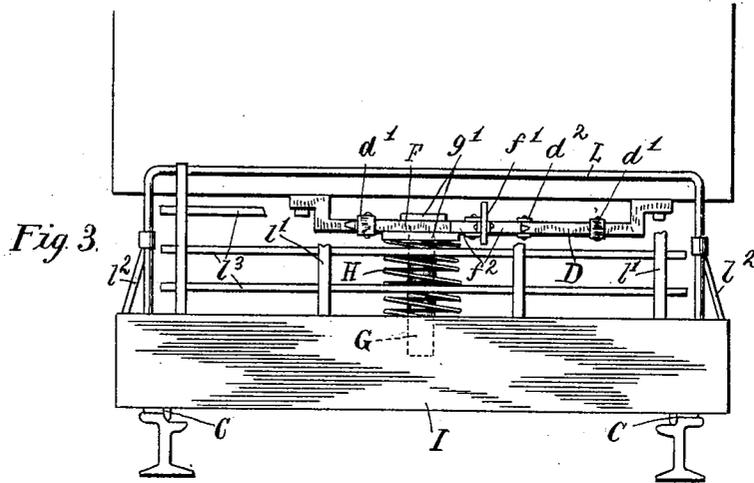
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2 SHEETS—SHEET 2.



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CAR-FENDER.

No. 823,003.

Specification of Letters Patent.

Patented June 12, 1906.

Application filed December 20, 1905. Serial No. 292,544.

To all whom it may concern:

Be it known that I, EINAR TALLAKSEN, a subject of the King of Norway, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to improvements in car-fenders which comprise a frame or truck supported on axles and track-wheels, a fender proper carried at the front end of the truck, and a flexible connection between the truck and the car, whereby the fender-wheels will be held on the track notwithstanding the bouncing or jolting of the car.

My invention includes means whereby the fender will follow the track when the car is rounding curves and return in alinement with the car when the curves are passed.

An important object of my invention is to provide a fender that can be easily and quickly detached from one end of a car and attached to the opposite end, thus permitting the use of one fender to a car where two are commonly required.

Other advantages of construction and operation in my fender will be apparent to those skilled in the art from an inspection of the accompanying drawings, in which—

Figure 1 is a view of my fender in side elevation. Fig. 2 is a top plan view of the fender. Fig. 3 is a front elevation of the same. Fig. 4 is a fragmentary sectional view of the fender-shoe. Fig. 5 is a rear elevation of the fender. Figs. 6 and 7 are details of parts.

Referring to the drawings, A A represent a frame which extends on three sides of the fender-truck and consists of iron tubing bent into the shape shown. $a' a'$ represent two tubular bars which extend transversely of and are rigidly coupled to the forward part of the frame, and $a^2 a^2$ are two truss-bars which extend transversely of the rear portion of the frame and at their ends are bent upwardly and furnish collars in which the members A are secured, thus serving to connect and brace said frame members.

B represents four hangers which are secured by clip-yokes b' to the frame members A. In these hangers are journaled the ends of the axles $c' c'$, on which are mounted the track-wheels C, which are of the usual flanged type and are arranged to run on the rails on which the car-wheels travel.

D is a hanger which is bolted through bolt-

holes d^3 in its ends to the under side of the car-platform. Each end of the car will be equipped with one of these hangers. From the forward edge of the hanger project clips $d' d^2$, in which is slidably arranged a locking-bar F. This bar is provided with an operating-arm f' and with spring members f^2 , which are secured to the arm and have their free ends bearing on the adjacent clip d' , thus preventing the bar from becoming accidentally displaced through the jolting of the car.

E is a coupling member which is formed with a downwardly-extending pivot-stud e' at its rear end and with an opening at its forward end, as shown by dotted lines in Fig. 1, to permit the passage of the member G, to be described. The extreme forward end of the coupling terminates in an extension e^2 , in which holes are provided to receive the rear ends of spiral springs e^3 , which diverge from said connection and are suitably secured at their forward ends to one of the cross-bars a' . The stud e' passes through suitable openings in the circular plates $e^4 e^4$, which are bolted to the bars a^2 , which are placed between them, and its lower end is threaded to receive a nut. A portion of the stud is squared to fit the corresponding opening in the washer e^5 , so that said washer will turn with the stud and furnish a bearing of relative large area for the member E in its pivotal movements.

G (see Fig. 6) represents the pivot for the forward end of the coupling E, and same is formed with a bifurcate head g' , the neck portion of which is shaped to fit the tapered opening (shown in dotted lines, Fig. 2) in the hanger-bar D, so that the portions g' embrace said bar and are held in such position by the locking-bar F. The outer ends of the parts g' are flared in opposite directions, so as to guide or facilitate the application of the member G to the bar D.

From the construction described it will be apparent that while the forward end of the coupling member will be constantly held in alinement with the car-platform, the pivotal connection of the coupling with the rear portion of the fender-truck and the flexible connection between said coupling and the forward portion of the truck will permit the wheels of the latter to follow the track at curves without danger of jumping the track, thus bringing the front of the fender at all

times across the track in position of greatest efficiency. As soon as the curves are passed the tension of the springs e^2 will be exerted to restore the truck to its normal position in alinement with the car-platform beneath which it is placed.

I represents the shoe of the fender, and same may be made of any suitable material. It is shown as hollow, with the usual upwardly and rearwardly inclined front face. It is connected with the frame by means of slip-yokes i^1 , which embrace the bars A a' and are connected with a plate i^2 , which extends longitudinally along the under side of the shoe by bolts i^3 .

The fender-guards K and L are of well-known construction, in which cross-bars and longitudinal bars are secured together to form skeleton frames. The section L is pivotally mounted on the bar a' , so that it can be folded down over the section K when not in use. Braces l^2 are connected with the ends of the section L and have their lower ends straddle the frame members A, thus supporting the section in an upright position.

Surrounding the member G and between its head g' and the forward end of the coupling E is a spiral spring H, which serves as a cushion between the car and the member E, thus modifying the shocks incident to the bouncing of the car. This spring is of relatively large cross-diameter, so that it affords a wide bearing on the coupling, whereby the tension of the spring is exerted to modify the vibration of the truck incident to travel of its wheels over the ordinary car-tracks.

In the use of my improved fender, where only one is applied to a car and it is desired to transfer it to the opposite end of a car, it is only necessary to slide the coupling-bar back so as to permit the member G to be drawn away from the hanger D, whereupon the fender will be lifted from the track and turned around, the car run ahead on the track, the fender replaced on the track, and the members G D recoupled by sliding the bar F back into operative position.

Various modifications may be made in the construction and arrangement of the details of my improved fender without departure from its essential features and principles.

Having thus described my invention, what I claim is—

1. In a car-fender, a truck composed of a frame, axles and track-wheels, a fender-shoe and fender-guards connected with said truck, a coupling member pivotally connected at its rear end with the rear portion of the truck, and means for pivotally connecting

the front end of said member with the under side of a car-platform.

2. In a car-fender, a truck composed of a frame, axles and track-wheels, a fender-shoe and fender-guards connected with said truck, a coupling member pivotally connected at its rear end with the rear portion of the truck and means for pivotally and detachably connecting the front end of said member with the under side of a car-platform.

3. In a car-fender, a truck composed of a frame, axles and track-wheels, a fender-shoe and fender-guards connected with said truck, a coupling member pivotally connected at its rear end with the rear portion of the truck, springs connecting the forward end of said member with the front portion of said truck, and means for pivotally and detachably connecting the front portion of the coupling member with the under side of a car-platform.

4. In a car-fender, a truck composed of a frame, axles and track-wheels, a fender-shoe and fender-guards connected with said truck, a coupling member pivotally connected at its rear end with the rear portion of the truck-frame, a hanger secured to the under side of a car-platform, means for pivotally and detachably connecting said coupling member with said hanger, and a spring arranged between said hanger and said coupling member.

5. In a car-fender, a truck composed of a frame, axles and track-wheels, a fender-shoe and fender-guards supported by said truck, a coupling member pivotally connected at its rear end with the rear portion of the truck-frame, a hanger secured to the under side of a car-platform, a locking-bar slidably mounted on said hanger, means for pivotally connecting said coupling member with said hanger, said means adapted to be released by said locking-bar, and a spring arranged between said hanger and coupling member.

6. In a car-fender, a frame, means for operatively supporting said frame under the floor of a car, a coupling member connected at its rear end with said frame, and at its front end pivotally and detachably connected with the under side of the car-floor, and flexible means for maintaining the frame in alinement with the car, for the purpose set forth.

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

EINAR TALLAKSEN.

Witnesses:

F. BENJAMIN,
WM. B. MOORE.