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S. A. POLITSKY.

CAR FENDER.

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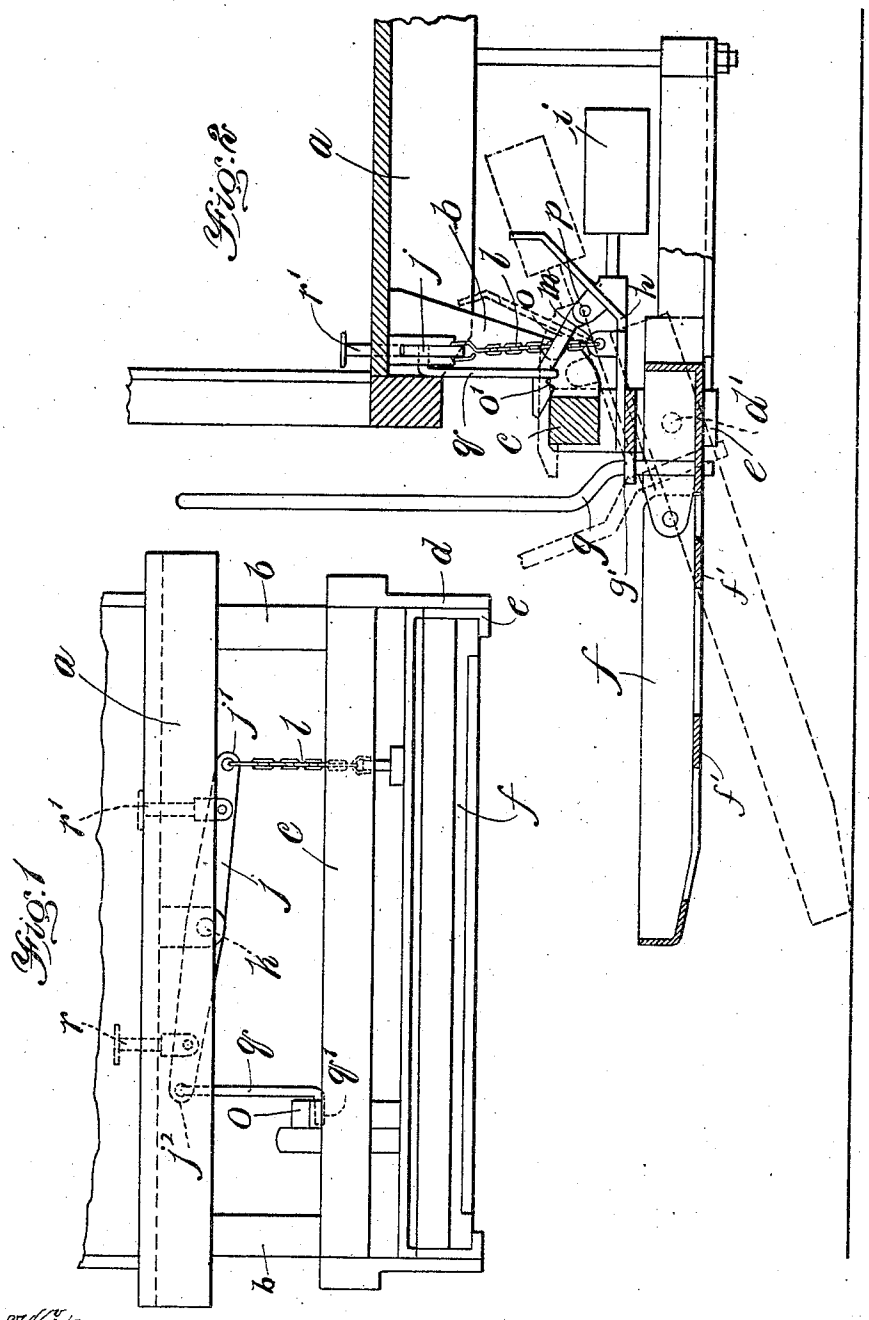

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UNITED STATES PATENT OFFICE.

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CAR-FENDER.

No. 848,602. Specification of Letters Patent. Patented March 26, 1907.

Application filed April 2, 1906. Serial No. 309,268.

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 fenders for street-cars, &c., and has for its object to provide a novel and improved structure of fender which is arranged to project beyond the forward end of a car and to be depressed into position to receive without injury a person who may be encountered upon the track; and it comprises the novel means for manually depressing the fender, locking it in depressed position, and releasing the lock, as hereinafter described and claimed.

Of the accompanying drawings, Figure 1 represents a front end elevation of a portion of a car with a fender constructed according to the present invention attached thereto. Fig. 2 represents a sectional elevation of the same.

The same reference characters indicate the same parts in both figures.

a represents the platform of a street-car, and *b b* represent brackets which extend downward therefrom, these brackets supporting a cross-bar *c*, secured to and extending below which are sockets or bearings *d*, adapted to receive the trunnions *d'*, which are formed on a box or casing *e*, which is adapted by said trunnions and bearings to rock or oscillate in order that the fender *f*, which is held by said casing, may be caused to stand horizontally parallel with and above the track, as shown in full lines in Fig. 2, or to be depressed at its forward end to occupy an inclined position with its forward end close to the track, as shown in dotted lines in said figure. The fender may be made in any desired manner of construction, having a rectangular frame and transverse bars *f'*, which form an open bottom, and is detachable from the box, being held in position by bars *g*, which are held in lugs *g'*, projecting forward from the fender-box *e*, and project through holes in the bottom of the fender, and the casing also carries a rearwardly-projecting arm *h*, upon which is held a counterweight *i*, which is sufficiently heavy to swing the fender about its pivotal connection and hold its forward end elevated.

The novelty of this invention consists in the means for depressing the forward end of the fender against the force of this weight, for holding it depressed, and for releasing the holding means. These instrumentalities consist of a lever or bar *j*, which is pivoted at *k* to the platform of the car and has arms of approximately equal length extending on opposite sides of the pivot or fulcrum.

One of the arms *j'* has connected to it a tension attachment, which is preferably a chain *l*, connected at its lower end to a lug *m*, formed on or secured to the projection *h*, this tension member *l* being adapted when the lever is operated in one direction to draw upwardly on the lug *m* and swing the fender about its pivot to depress the forward end of the same.

o is a latch pivoted to a lug *p* on the projection *h*, which extends from its pivot toward and projects at its end over the cross-bar *c*. This latch has near its end a locking-shoulder *o'*, which when the fender is turned to depress its forward end is arranged to slip over the forward edge of the cross-bar *c* and drop into locking engagement therewith. This holds the fender depressed with its forward edge closely adjacent the track against pressure of the counterweight tending to elevate the same.

In order to release the latch, there is provided a bar *q*, carried by the other arm j^2 of the lever, which hangs downwardly and is provided on its end with a lateral projection or hook *q'*, which extends under a portion of the latch *o*. When the lever *j* is then moved in the opposite direction from that which depresses the fender, this bar *q* engages beneath the latch and lifts the locking-shoulder thereof out of engagement with the cross-bar, allowing the counterweight to raise the fender into its normal position.

Connected to the lever on opposite sides of its pivot are projecting stems *r* and *r'*, which extend above the floor of the car-platform into position where they may be depressed by the foot of the motorman or other operator to depress one or the other end of the lever. It will be apparent that by pressing upon the stem *r* the fender is swung downward, while when the stem *r'* is operated the latch is released and the fender allowed to resume its horizontal position.

The above-described mechanism constitutes a simple and efficient means by which the fender may be manually operated to lower its forward end when a person is seen on the track in front of the car in danger of being struck, so that the contact with the fender may come at a low point and eliminate all danger of the body being rolled beneath the wheels.

The upper portions of the bars *g* preferably project upwardly, as shown in Fig. 2, and may be used as supports for a diaphragm of netting extending crosswise of the fender from one bar *g* to the other.

I claim—

1. The combination with a car, of a fender pivoted to one end thereof, manually-operated means in connection with the fender for positively depressing the outer end of the fender, a latch yieldingly mounted on the fender and movable therewith, a fixed member which engages the latch to lock the fender in its depressed position, and separate manually-operated means for releasing said latch.

2. The combination with a car, of a fender pivoted to one end thereof, a counterweight connected to the fender and arranged to hold its outer end elevated, manually-operated means for depressing the outer end of said fender against the force of said counterweight, a latch for holding it in position with its outer end depressed, and means for releasing said latch.

3. The combination with a car, of a fender pivoted to one end thereof, manually-operated means for depressing the outer end of said fender, a latch pivoted to the fender and adapted to engage with a stationary portion of the car-frame for holding the fender with its outer end depressed, and means for releasing said latch.

4. The combination with a car, of a fender pivoted to one end thereof, manually-operated means for depressing the outer end of said fender, a latch carried by the fender and arranged to be moved over and to slip into locking relation with a laterally-extending portion of the car-frame for holding the fender with its outer end depressed, and means for releasing said latch.

5. The combination with a car, of a fender pivoted thereto adjacent one end, a counterweight connected to said fender in such manner as to hold elevated the free outer end of the latter, a member mounted on the car and operable in opposite directions, a connection between said member and the fender whereby movement of the member in one direction causes depression of the free end of the fender against the resistance of said counterweight, a lock for holding the fender depressed, and means for releasing said lock on actuation of said member in the opposite direction.

6. The combination with a car, of a fender pivoted thereto adjacent one end, a counterweight connected to said fender in such manner as to hold elevated the free outer end of the latter, a bar pivoted to the car and operable in opposite directions, a connection between said bar and the fender whereby movement of the bar in one direction causes depression of the free end of the fender against the resistance of said counterweight, a lock for holding the fender depressed, and means for releasing said lock on actuation of said bar in the opposite direction.

7. The combination with a car, of a fender pivoted thereto adjacent one end, a counterweight connected to said fender in such manner as to hold elevated the free outer end of the latter, a member mounted on the car and manually operable in opposite directions, a connection between said member and the fender whereby movement of the member in one direction causes depression of the free end of the fender against the resistance of said counterweight, a lock for holding the fender depressed, and means for releasing said lock on actuation of said member in the opposite direction.

8. The combination with a car, of a fender pivoted thereto adjacent one end, a counterweight connected to said fender in such manner as to hold elevated the free outer end of the latter, a lever pivoted to the car-frame, a connection between one arm thereof and the fender, whereby movement in one direction of the lever may depress the free end of the fender, a latch for holding the fender depressed against the pressure of the counterweight, and means connected to the other arm of the lever for releasing the latch upon actuation of the lever in the opposite direction.

9. The combination with a car, of a fender pivoted thereto adjacent one end, a counterweight connected to said fender in such manner as to hold elevated the free outer end of the latter, a lever pivoted to the car-frame, a connection between one arm thereof and the fender, whereby movement in one direction of the lever may depress the free end of the fender, a latch carried by the fender arranged to drop into locking engagement with a portion of the car-frame when the fender is depressed to hold the same in such position against the pressure of the counterweight, and means connected to the other arm of the lever arranged to engage and release the latch when the lever is moved in the opposite direction.

10. The combination with a car, of a fender pivoted thereto adjacent one end, a counterweight connected to said fender in such manner as to hold elevated the free outer end of the latter, a lever pivoted to the car-frame, a connection between one arm thereof and

the fender, whereby movement in one direction of the lever may depress the free end of the fender, a latch for holding the fender depressed against the pressure of the counterweight, means connected to the other arm of the lever for releasing the latch upon actuation of the lever in the opposite direction, and projecting members mounted on the lever on opposite sides of its fulcrum in position to be engaged by the foot of the operator.

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

SIMON A. POLITSKY.

Witnesses:

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C. F. BROWN.