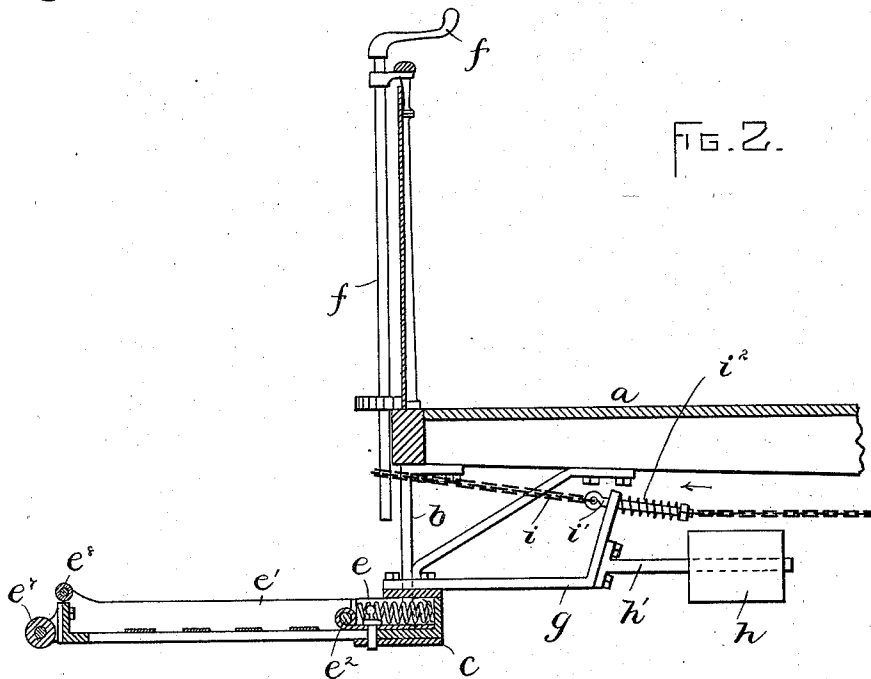
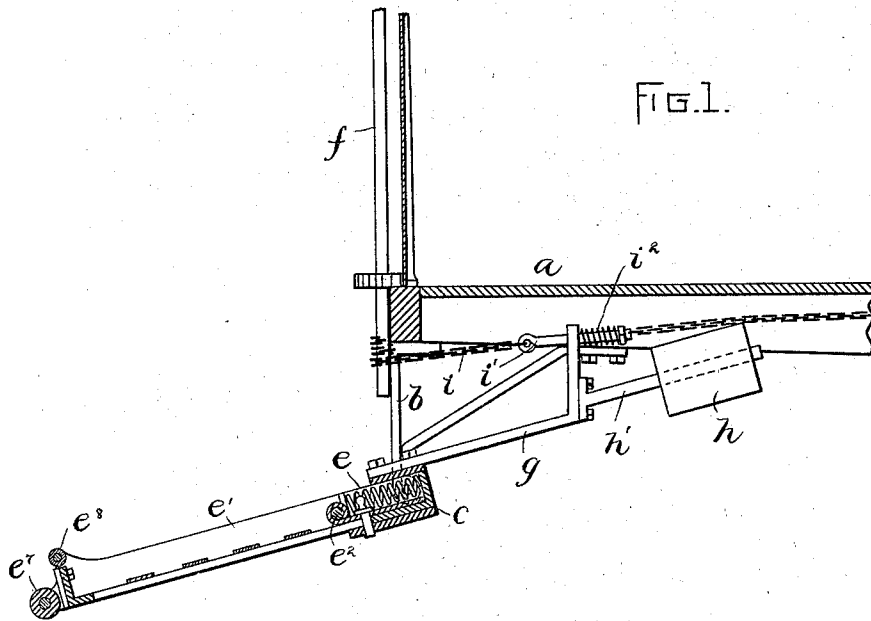


(No Model.)

S. A. POLITSKY.
CAR FENDER.

No. 558,982.

Patented Apr. 28, 1896.



WITNESSES:

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Attys

UNITED STATES PATENT OFFICE.

SIMON A. POLITSKY, OF BOSTON, MASSACHUSETTS.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 558,982, dated April 28, 1896.

Application filed August 2, 1895. Serial No. 558,012. (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 a longitudinal section of a portion of a car-platform and of a fender embodying my improvements, the fender being depressed at its forward end. Fig. 2 represents a similar view showing the fender raised.

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

In the drawings, *a* represents the platform of a street-car, and *b b* brackets affixed to and projecting downwardly from the platform. The fender or guard is pivotally connected with said brackets, so that it can swing thereon and occupy the different positions shown in the drawings. The fender as here shown comprises the rear portion or holder *c*, which is connected with the brackets *b*, and two sections or parts *e e'*, pivoted or jointed together at *e''*, so that the forward part *e'* can swing vertically. To the forward end of the portion *e'* is applied a roller *e''*, arranged to bear upon the pavement when the fender is depressed. Above the roller *e''* is a rubber guard or buffer *e'''*.

f represents a vertical rod or shaft journaled in bearings in the platform *a*, adapted to be rotated by the motorman or attendant on the platform, the said shaft having a crank *f'*.

g represents an arm affixed to the fender *c* and projecting rearwardly therefrom under

the platform, the rear end of said arm being preferably bent upwardly, as shown. To said arm is secured a weight *h*, adapted to overcome the weight of the fender and hold the same in the raised position shown in Fig. 2, the weight being preferably adjustably secured to the arm *g* by means of a supplemental arm *h'*, upon which the weight is adjustable.

i represents a chain attached at one end to the shaft *f* and engaged with the arm *g*, the arrangement being such that when the shaft *f* is rotated to wind the chain upon it the chain will pull the arm *g* forward and upward, thus raising the weight *h* and depressing the forward end of the fender, as shown in Fig. 2. When the shaft is rotated in the opposite direction to unwind the chain, the weight acts to raise the forward portion of the fender.

The chain *i* is preferably extended beyond the arm *g* and connected to the brake mechanism of the car, so that it serves both as a means for depressing the fender and applying the brakes, said operations being therefore performed simultaneously.

In order that the bearing of the fender upon the pavement or track may not interfere with the effective application of the brakes by the chain, I provide a yielding connection between the chain and the arm *g*, so that the chain may be moved in the direction indicated by the arrow after the fender has been depressed and is in contact with the pavement. Said yielding connection as here shown comprises a rod *i'*, interposed between the two sections of the chain and adapted to slide through the arm *g*, and a spring *i''*, interposed between the rear end of said rod and the arm *g*, said spring being sufficiently stiff to prevent the rod *i'* from sliding in the arm *g*, excepting when the forward end of the fender bears upon the pavement.

I claim—

The combination with a car, of a fender having trunnions journaled in bearings affixed to the car, and provided with an upwardly-projecting arm at the rear of its center of motion, a shaft or rod journaled in the car-platform and projecting in front of said arm, a weight secured to the fender at the rear of its center of motion and adapted to raise the forward portion of the fender, a flexible connec-

tion or chain secured to the shaft and to the
arm and adapted to be wound upon the shaft
by the rotation thereof to depress the forward
portion of the fender, and a yielding connec-
5 tion between the said chain and arm whereby
a yielding movement of the fender is permit-
ted when it is held by the chain in contact
with the pavement.

In testimony whereof I have signed my
name to this specification, in the presence of
two subscribing witnesses, this 25th day of
July, A. D. 1895.

SIMON A. POLITSKY.

Witnesses:

A. D. HARRISON,
E. BATCHELDER.