

(No Model.)

W. A. KUHLMAN.
CAR FENDER.

No. 506,785.

Patented Oct. 17, 1893.

Fig. 1.

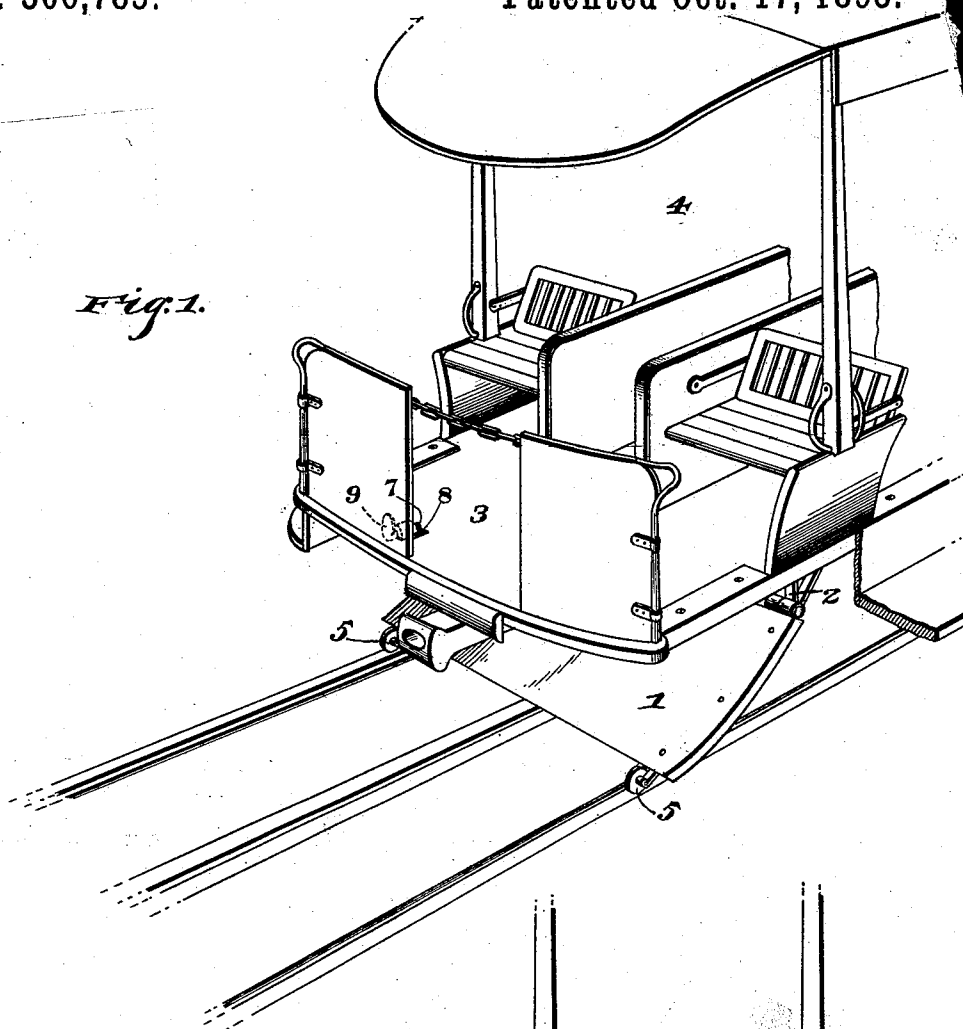
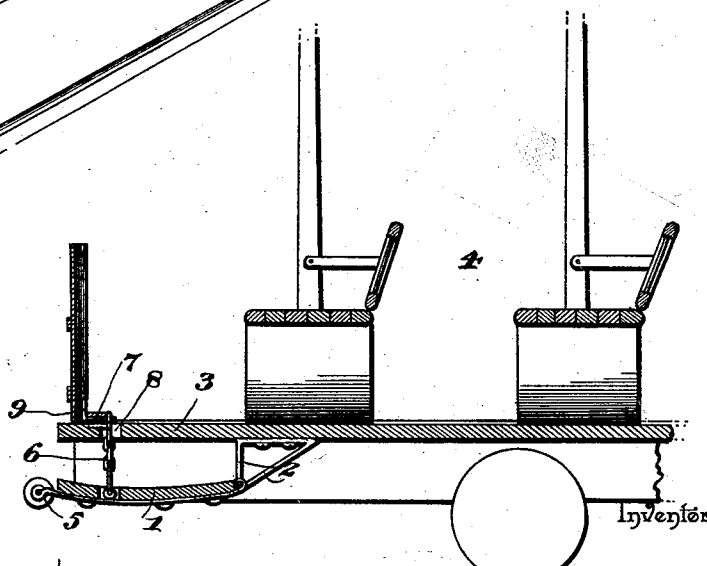


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM ADAM KUHLMAN, OF TOLEDO, OHIO.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 506,785, dated October 17, 1893.

Application filed March 28, 1893. Serial No. 468,012. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM ADAM KUHLMAN, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented a new and useful Car-Fender, of which the following is a specification.

The invention relates to improvements in car fenders.

The object of the present invention is to provide for electric and other kinds of street cars a fender, which when not in use will be out of the way and not interfere with the coupling of a car, and which may be rapidly brought into operative position to prevent a person on the track being run over or caught in a motor.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claim hereto appended.

In the drawings—Figure 1 is a perspective view of a car provided with a fender constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view of the front end of the car.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a rectangular fender, hinged at its inner or rear end to brackets 2 and arranged beneath the front platform 3 of a car 4 and terminating short of the front end of the car, whereby it will not interfere with couplings, and it may be quickly lowered into operative position, as illustrated in Fig. 1 of the accompanying drawings, even although a person should be directly in front of or in actual contact with the front end of the car. The brackets 2 are triangular, consisting of arms disposed at an angle and a connecting brace; and the front end of the fender is provided with small wheels 5, which are adapted, when the fender is in operative position, to rest upon the rails to maintain the fender a short distance above and out of contact with the pavement to enable it to pick up a person readily without injuring him. The fender is slightly curved and provided at one side near

its front end with a chain 6, which is adapted to be engaged by a bolt 7, mounted on the platform 3 in advance of an opening 8, and provided at its front end with a foot plate 9, whereby it may be readily disengaged from the chain to allow the fender to drop. The chain is exceedingly advantageous as a fastening device, as it will offer no obstruction to a person being picked up by the fender, and can not injure him.

It will be seen that the arrangement of the fender beneath the platform of the car is exceedingly advantageous, in that it is out of the way when not in use and may be so rapidly brought into operative position. By being arranged beneath the car it may be brought more rapidly and effectively into position for use, than would be the case were it arranged on the front of the car and hinged thereto, for if, when the fender is not in position for use, the car should strike a person it would be impossible to lower the fender in time to be of service; but by locating it beneath the car this objection is avoided.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

The combination of a car provided in its front platform with an opening and having beneath it hanger brackets, a fender hinged at its inner end to the brackets and having its outer end terminating at the front end of the car and provided with wheels adapted to run on the rails, a chain attached to the fender near the front end thereof, and a bolt mounted on the platform and arranged adjacent to the opening and adapted to engage the chain, and provided with a plate adapted to be engaged by the foot to release the chain, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM ADAM KUHLMAN.

Witnesses:

J. I. GETZ,

N. HADNETT.