

(No Model.)

2 Sheets—Sheet 1.

R. WILKINSON.
CAR FENDER.

No. 552,162.

Patented Dec. 31, 1895.

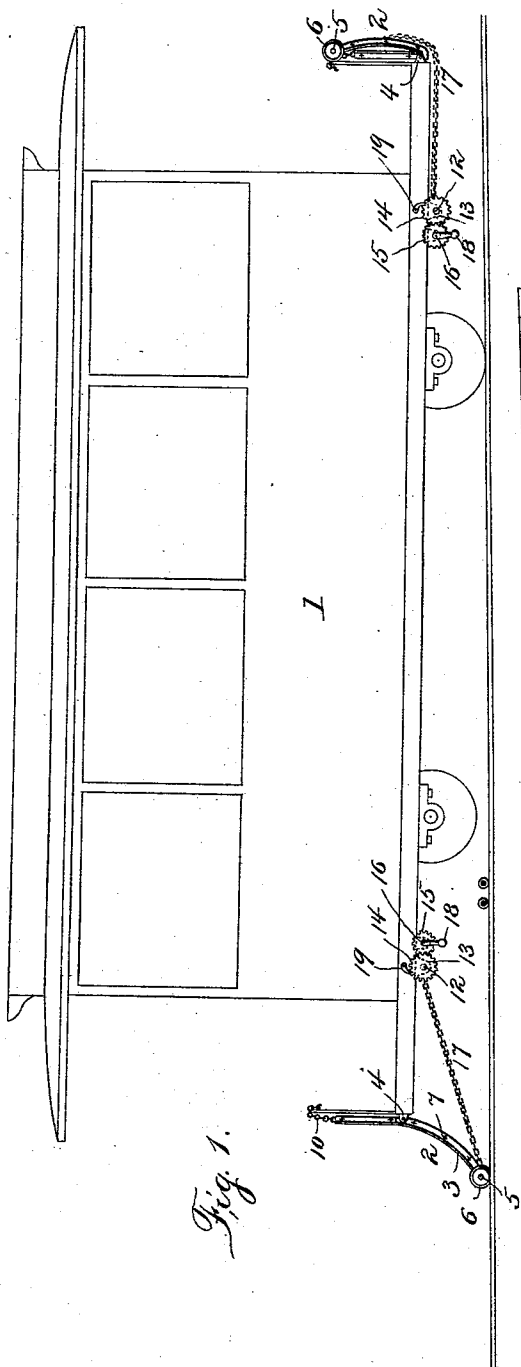


Fig. 1.

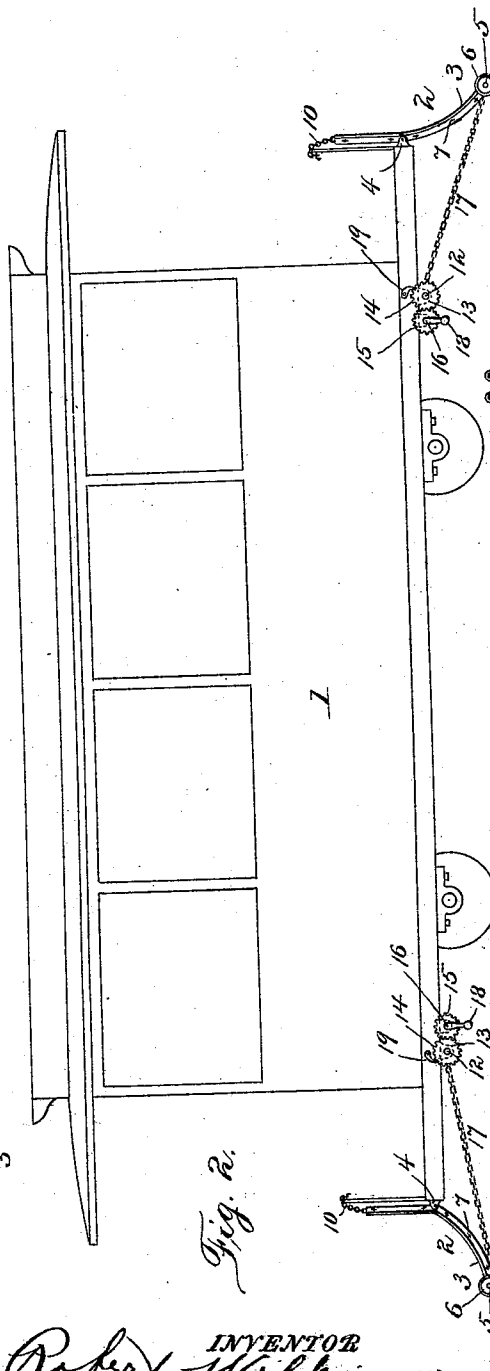


Fig. 2.

WITNESSES
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2 Sheets—Sheet 2.

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Fig. 4.

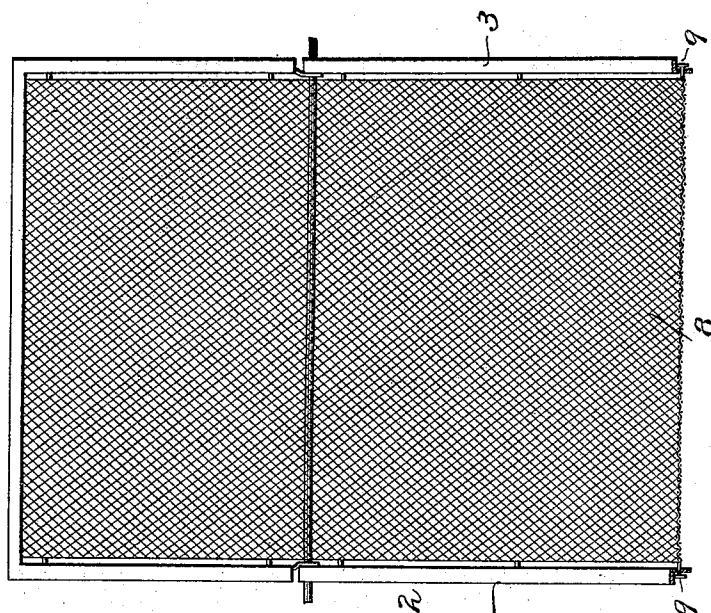
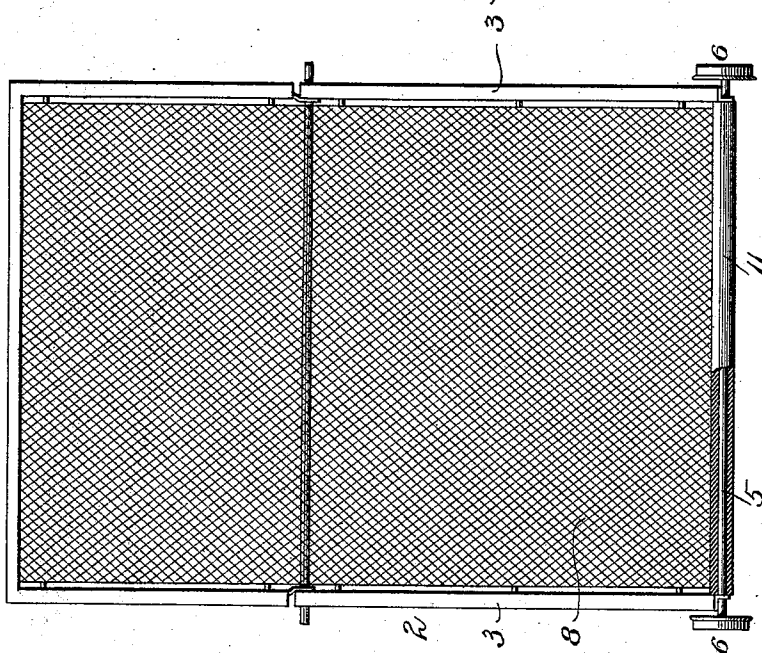


Fig. 3.



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UNITED STATES PATENT OFFICE.

ROBERT WILKINSON, OF PHILADELPHIA, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 552,162, dated December 31, 1895.

Application filed September 6, 1895. Serial No. 561,617. (No model.)

To all whom it may concern:

Be it known that I, ROBERT WILKINSON, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-fenders.

The object of the invention is to provide a fender which may be used not only for saving life and limb, but which may be lowered so as to elevate the car and to sustain its weight when passing over firemen's hose.

With these objects in view the invention consists of certain features of construction and combination of parts, which will be hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a car equipped with my improved fender, showing the front end elevated to allow the front truck to pass over a section of fire-hose. Fig. 2 is a similar view showing the other end elevated to allow the rear truck to pass over the hose. Fig. 3 is a front view of the fender. Fig. 4 is a transverse sectional view of the fender.

In the drawings, 1 denotes a car, which may be of any well-known or approved construction, and 2 denotes the fender, which consists of the side arms 3, having their rear upwardly-curved ends pivoted in brackets 4 and secured to the front of the car and their forward ends connected by a cross-rod 5, to the ends of which are journaled rollers 6. These side arms 3 are preferably constructed of angle-iron, as shown, and are provided with a series of openings 7. A netting 8 is secured to the cross-rod 5 at its lower end, and the sides of the netting are provided with pins 9, which are inserted through the holes in the side arms, and are given a quarter-turn, so as to hold the netting to the arm. The upper end of the netting is connected by a chain 10 to the dashboard of the car.

The cross-rod 5 may be provided with a buffer 11 to lessen the shock when the fender strikes an object.

12 denotes the winding-shaft, which is jour-

naled in brackets 13, secured to the sills of the body, and which is provided at its ends with a gear-wheel 14 in mesh with a similar gear 15, journaled to stud-shafts 16, projecting laterally from the brackets. Chains 17 are connected with this shaft and with the cross-rod 5 of the fender.

When it is desired to allow the car to pass a section of fire-hose which is stretched across the track, the arms 3 of the fender are drawn downward by rotating the winding-shaft after they have passed the hose, thus elevating the front end of the car and allowing the front truck thereof to pass above and over the hose until the rear truck has nearly approached it. Now by operating the winding-shaft at the rear end of the car that end will be elevated and the rear truck of the car will be allowed to pass clear of the hose, when the car is then lowered, and may continue on its way. Any means may be employed for rotating the winding-shaft, and, as shown, I have provided a crank 18. To prevent the unwinding of the shaft while the car-body is supported by the fender, I provide a pawl 19, which engages one of the gear-wheels and holds it against a reverse motion.

The netting may be easily removed from the arms of the fender at one end of the car and attached to the arms of the fender at the other end of the car, and the set of arms at the rear end of the car may be raised up against the dashboard when not in use.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination with a car, of arms pivoted to the ends thereof and adapted to be folded upwardly against the dash board of the car, rollers at the lower ends of the arms, and means for forcing the arms downward to elevate and support the car trucks above the track as described.

2. The combination with a car, of arms pivoted to the ends thereof in such manner as to adapt said arms to swing in an arc of a circle to permit them to lie up against the dash board of the car, and to descend to bring their lower ends in close proximity to the track rails, rollers carried by the arms and adapted to engage the rails when the arms are lowered and support the car, as described.

3. The combination with a car, of arms piv-
oted to the ends thereof and adapted to be
folded upwardly against the dash board of
the car, rollers at the lower ends of the arms,
5 means for forcing the arms downward to ele-
vate and support the car trucks above the
track, and a netting attached to the arms, as
described.

10 4. The combination with a car, of arms piv-
oted to the ends thereof and adapted to be
folded upwardly against the dash board of
the car, rollers at the lower ends of the arms,
and adapted to be brought in contact with
the track for the purpose stated, a cross rod

joining the arms at their lower ends, said 15
arms being provided with openings, a netting
secured at one end to the cross rod and pro-
vided with pins, adapted to engage the open-
ings and the upper end of the netting being
detachably connected to the dash board, all 20
as described.

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

ROBERT WILKINSON.

Witnesses:

GAVEN B. CLARK,
WILLIAM P. MATHIEU.