

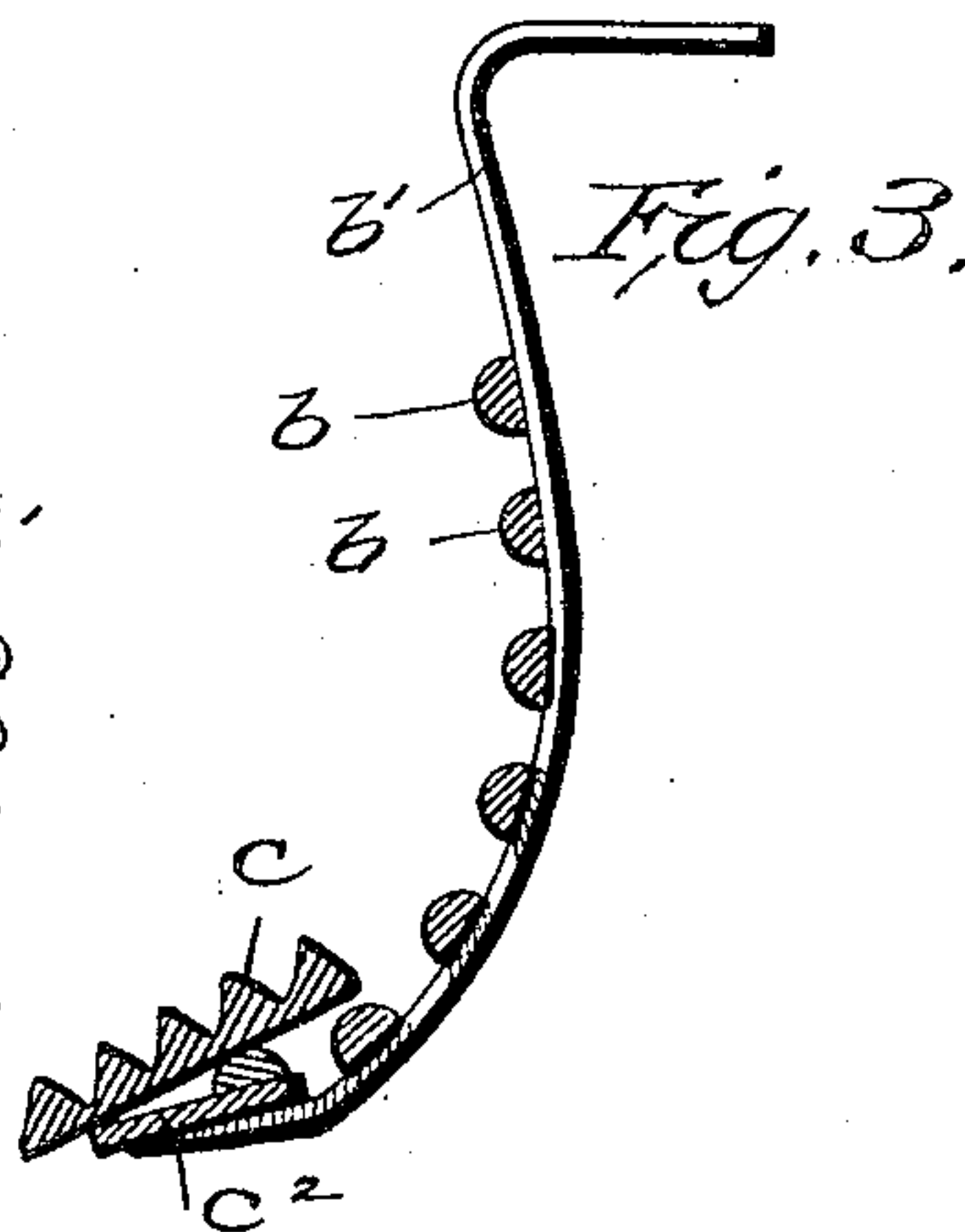
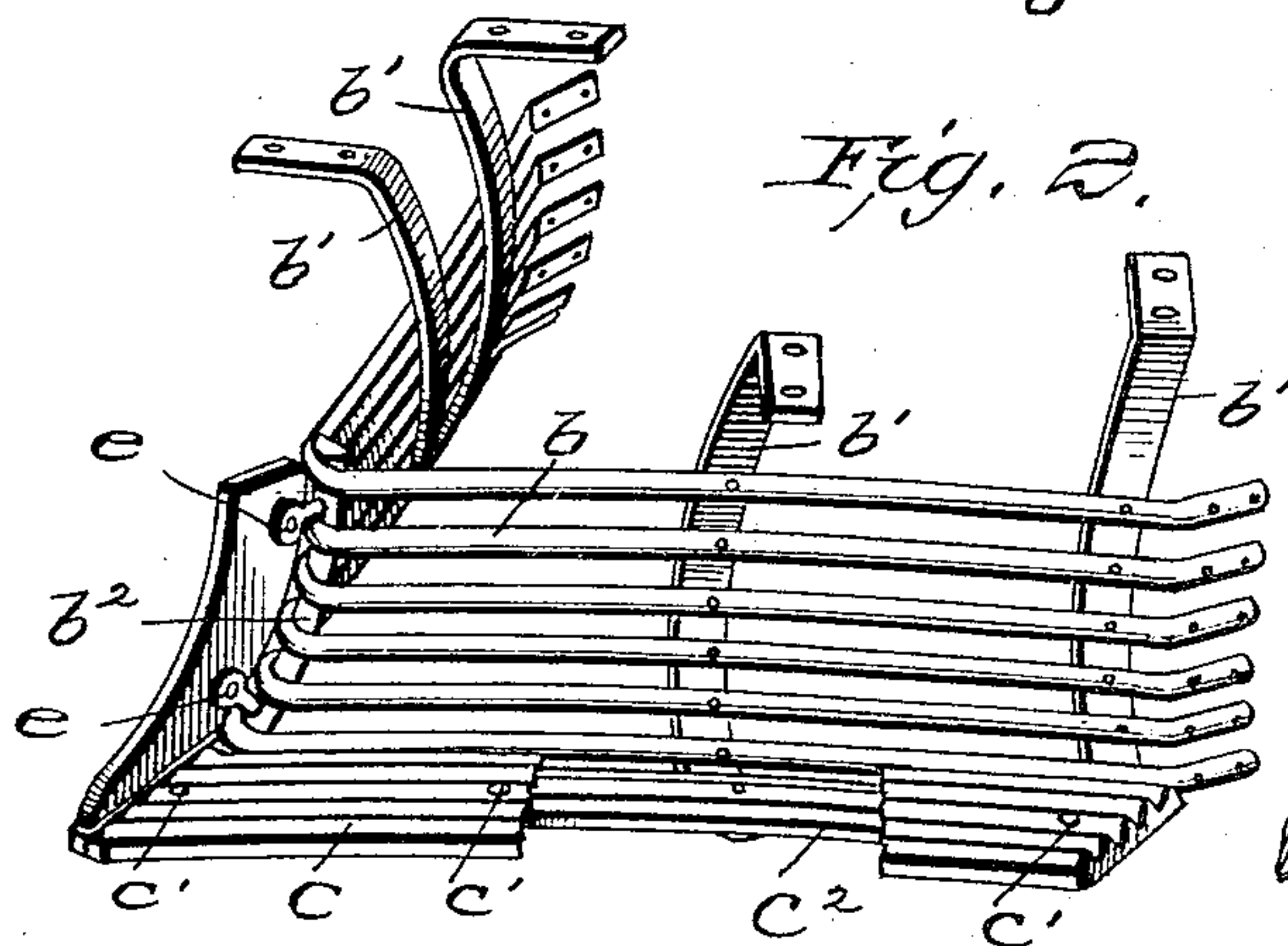
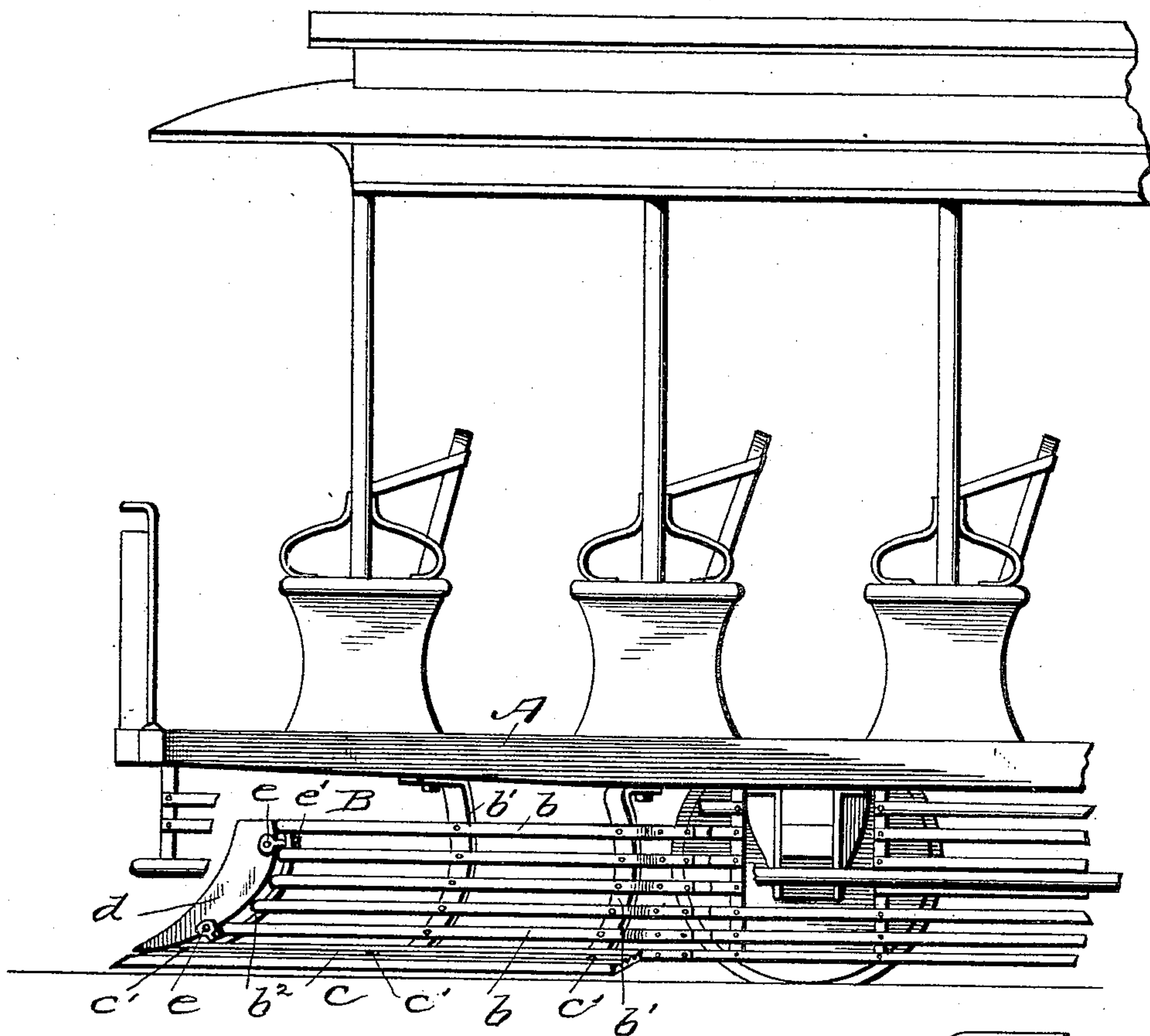
(No Model.)

H. C. KENNEDY & G. W. ROLETTER.  
STREET CAR FENDER.

No. 529,275.

Patented Nov. 13, 1894.

*Fig. 1*



Witnesses  
*Wm. H. Steidman*  
*A. L. Hough*

Inventors  
*Henry C. Kennedy*  
*George W. Rolletter*  
*Franklin H. Hough*  
Attorneys



# UNITED STATES PATENT OFFICE.

HENRY C. KENNEDY AND GEORGE W. ROLETTER, OF PHILADELPHIA,  
PENNSYLVANIA.

## STREET-CAR FENDER.

SPECIFICATION forming part of Letters Patent No. 529,275, dated November 13, 1894

Application filed July 10, 1894. Serial No. 517,162. (No model.)

*To all whom it may concern:*

Be it known that we, HENRY C. KENNEDY and GEORGE W. ROLETTER, citizens of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Street-Car Fenders; and we 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in fenders for street railways, and especially to fenders which are designed to be carried beneath the platform of the car and which do not project out beyond the front or rear ends of the platforms.

We also aim to provide means for throwing objects which are likely to come in contact with the sides of the fender, which is made preferably, in a V-shape, from the tracks, rather than to scoop them up or catch them.

A further object of the invention resides in the provision of an elastic strip which is made desirably, of thick rubber, and is held at the forward end or apex of the fender, so that when an object strikes the free edge of the said strip, the elastic piece will bend to one side thus avoiding a heavy jar to both the object and to the fender.

To these ends and to such others as the invention may pertain, the same consists further in the novel construction, combination and adaptation of parts as will be hereinafter more fully described and then specifically defined in the appended claims.

We clearly illustrate our invention in the accompanying drawings which with the letters of reference marked thereon form a part of this specification, and in which drawings, similar letters of reference indicate like parts throughout the several views, in which—

Figure 1, is a side elevation of a street car equipped with our improved fender. Fig. 2 is an enlarged perspective view of the fender. Fig. 3, is a section through one side of the fender.

Reference now being had to the details of the drawings by letter, A represents the platform of an ordinary street car, to the under side of which is bolted or otherwise securely fastened the fender B, which is held to the under side of said platform by means of the ribs  $b'$  which ribs are riveted to the metallic bars  $b$  which are bent so as to form a substantially V-shaped fender, having a wide metallic base strip  $c^2$ , having its free longitudinal edges slightly concaved which is for the purpose of being more effectual in throwing objects from the tracks. On the upper surface of this strip  $c^2$  is held the elastic corrugated rubber strip which is fastened to the metallic strip by means of rivets secured between the corrugations. The ends of the fender bars  $b$  are bent slightly where they meet the side bars of the side fenders, and are bolted to the said ends, thus preventing any catching on the projected ends. To the upright post  $b^2$  is held the elastic piece  $d$  which is made preferably of rubber of at least two inches in thickness, and is secured by means of the clevises  $e$  by being held thereto by nuts on the screw threaded shank of the clevis. This rubber strip extends the entire length of the post and extends forward a sufficient distance, of at least several inches, so as to offer a resilient resistance to any objects which may come into contact therewith. When an object strikes the free edge thereof, the rubber will bend, thus throwing the object to one side when it will be, by the peculiar construction of the fender, gently thrown from off the tracks.

It will be seen that a fender of this description while being an ornament to a car, is held to the under surface of the platform, the apex of the fender being flush with the end of the platform, and that in case a human being comes in contact with the point, the flexible rubber will give, breaking the force of the blow, and then will resume its normal shape.

Having thus described our invention, what we claim to be new, and desire to secure by Letters Patent, is—

1. In a fender for street cars, the combination of the V-shaped track cleaner composed of the metallic bars  $b$  held by vertical posts to the under side of a truck platform, and

having the concaved pieces  $c^2$ , of the corrugated elastic strips C secured thereto and overlapping the said concaved edges and conforming thereto in shape, substantially as shown  
5 and described.

2. In combination with a street car fender substantially V-shaped having its lower ends concaved, and an elastic strip secured thereto, an elastic member held to the apex of the  
10 fender and curved to conform to the shape of the post  $b^2$ , the bars  $b$  of the fender de-

signed to be fastened at their ends to the ends of the bars of the side fenders, all substantially as shown and described.

In testimony whereof we affix our signatures 15  
in presence of two witnesses.

HENRY C. KENNEDY.  
GEORGE W. ROLETTER.

Witnesses:

A. L. HOUGH,  
W. CLARENCE DUVALL.