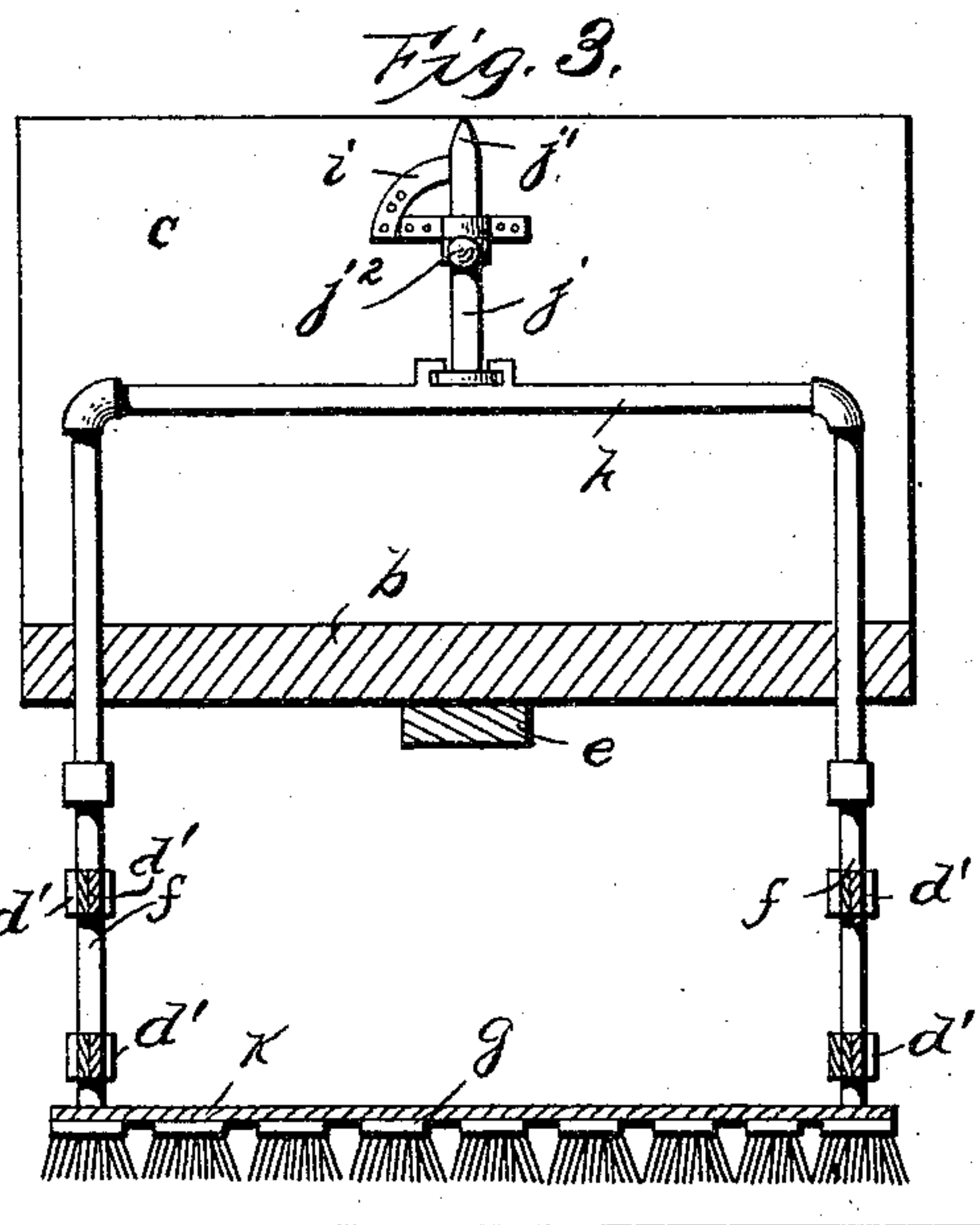
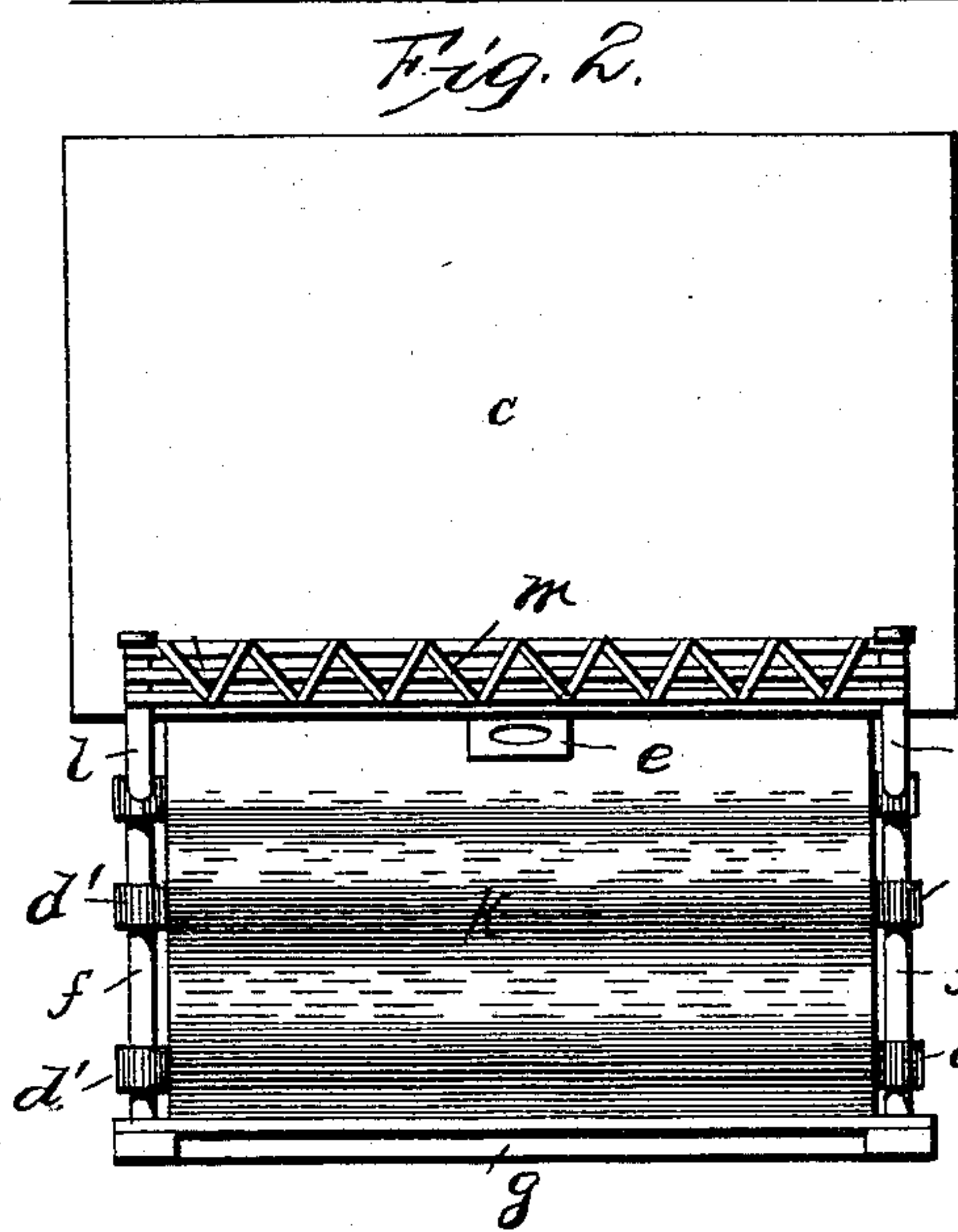
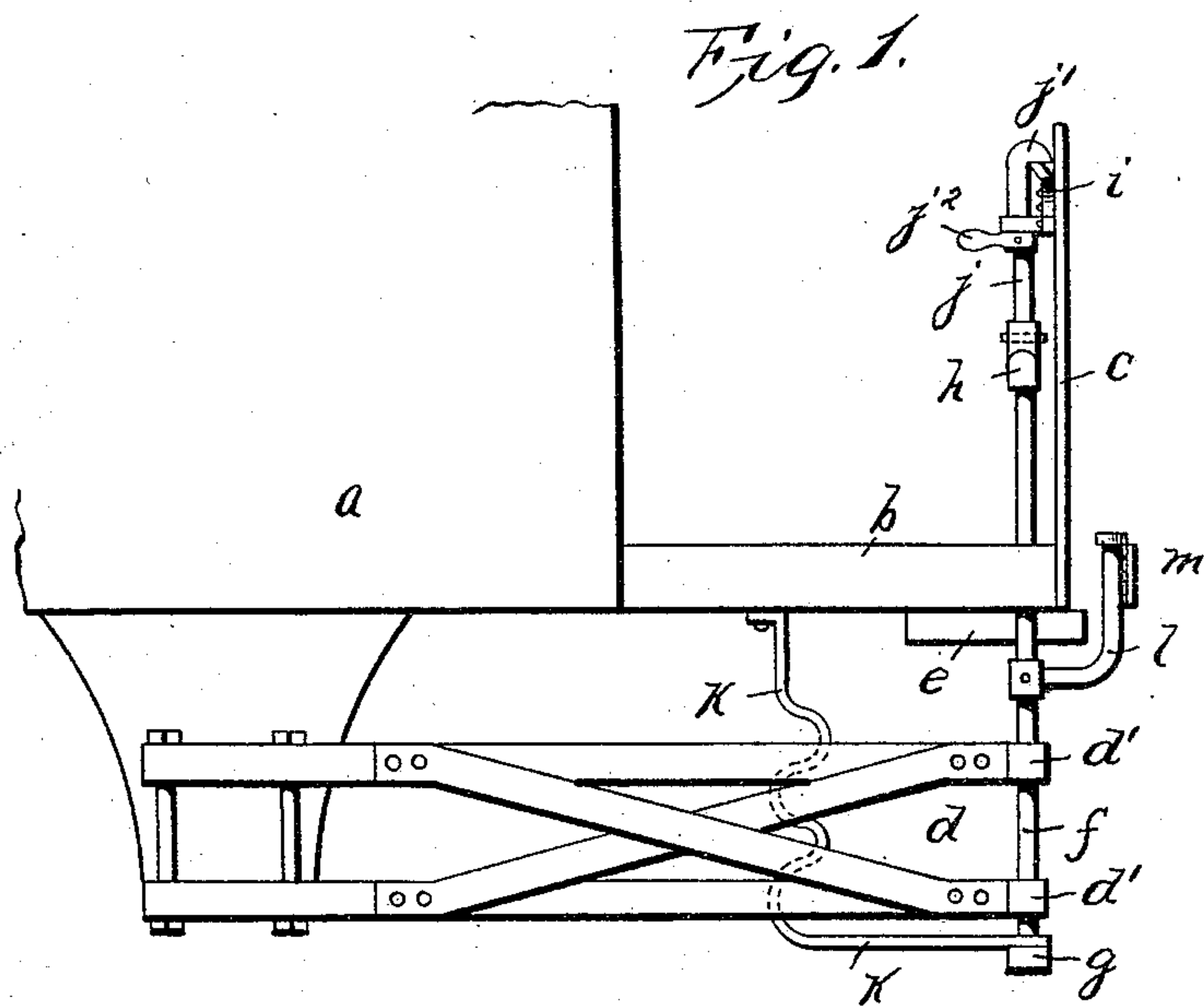


(No Model.)

O. ROTHROCK.  
CAR FENDER.

No. 543,405.

Patented July 23, 1895.



Witnesses:  
C. Ballantruff  
Hubert Peck

Inventor:  
Oscar Rothrock  
per *C. E. Duff*  
Attorney



# UNITED STATES PATENT OFFICE.

OSCAR ROTHROCK, OF NEW YORK, N. Y.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 543,405, dated July 23, 1895.

Application filed July 12, 1894. Serial No. 517,504. (No model.)

*To all whom it may concern:*

Be it known that I, OSCAR ROTHROCK, of Ulster Park, in the county of Ulster and State of New York, have invented certain new and useful Improvements in Car-Fenders; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 part of this specification.

This invention relates to certain improvements in car-fenders; and it consists in certain novel features of construction and in combinations of parts, more fully and particularly described and pointed out hereinafter.

Referring to the accompanying drawings, Figure 1 is a side elevation showing part of a car provided with a fender embodying my invention. Fig. 2 is a front view showing a part only of the car. Fig. 3 is an elevation of the inner side of the car-dash.

In the drawings, the reference-letter *a* is a car having the platform *b* and dash *c*.

*d* are forward side extensions from the truck-frames of the car, having the vertical bearings *d'* at their front ends.

*e* is the coupling-head or bumper, as the case may be.

*f f* are vertical bars movable vertically in said side bearings *d'* and at their lower ends secured to the ends of the vertically-movable front bar *g*. These bars *f f* are extended upwardly beside the dash, and through the platform if they are arranged behind the dash. The upper ends of the bars *f f* can be connected by the cross-bar *h* and provided with

suitable means to raise and lower the front bar. The means here shown comprise a stop *i* on the dash and a vertical turn-shaft *j* at lower end, journaled in said cross-bar *h* to raise the same, and at its upper end provided with a nose *j'* to rest on or swing free of said stop *i*, to uphold the fender or to permit the same to drop to the roadway. This shaft usually has the lateral controlling-handle *j<sup>2</sup>*, by which the motorman can easily drop the fender, when desired, or can lock the same in the elevated position when raised, so that the nose can pass above the stop. The vertically-

movable front bar can be provided with brushes if desired.

I do not limit myself to this peculiar controlling mechanism, but show it as a convenient form.

A shield or length of flexible material of sufficient strength is secured at its upper end to a rigid part of the car and at its lower end to the vertically-movable front bar, so as to form the receptacle *k*, which raises and lowers with the front bar and forms a shield and protector for persons falling against the same, and will pick up and hold persons on the track and protect them from injury.

When the motorman sees a person on the track he merely has to release the lock, permitting the front bar to drop to the roadway with the flexible shield or receptacle.

The side bars can be provided with front upwardly-extending arms *l l* in front of the dash and moving with the side bars. A flexible buffer or shield *m* is secured to said arms and extends across the front of the dash normally above the buffer or coupling-head, but so that when the fender is dropped it will be in front of said head, and thereby prevent injury to pedestrians by striking said head. This buffer is usually composed of flexible slats or the like, so as to spring back if necessary when the cars are coupled together.

It is evident that various changes might be made in the forms, constructions, and arrangements of the parts described without departing from the spirit and scope of my invention. Hence I do not wish to limit myself to the exact construction herein set forth, but consider myself entitled to all such changes as fall within the spirit and scope of my invention.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A fender comprising a vertically movable receptacle arranged beneath the car end with controlling means extending above the car platform, and with a transverse flexible buffer carried by the controlling means, and arranged in front of the dash to protect pedestrians from the bumper or coupling head, substantially as described.

2. In a vehicle, a vertically movable fender arranged beneath the car end with upwardly



extending bars extending above the plane of the platform and provided with controlling means, the lateral arms from said bars extending upwardly in front of the dash, and  
5 the buffer secured to said arms and extending transversely in front of the dash so as to move down in front of the bumper or coupling head when the fender is dropped, substantially as described.

10 3. In a vehicle, the flexible shield arranged beneath the car end and secured at its rear end, a vertically movable front bar to which the front end of said shield is secured so as to form a vertically movable receptacle, and  
15 the bars extending upward from the ends of said front bar and connected at their upper ends above the plane of the platform and provided with operating means, substantially as described.

20 4. A vehicle, having vertical guides beneath its platform, a vertically movable bar beneath the guides, and a flexible shield at its front

end secured to said front bar, vertical bars secured at their lower ends to the ends of the front bar and extending upwardly through  
25 said guides to a point above the platform and provided with a controlling handle and a lock to hold the front bar and shield raised.

5. A vehicle having a vertically movable fender beneath its front end constituting a  
30 compartment and comprising a transverse front bar and the bars extending upwardly from the ends of said front bar through suitable guides to a point above the platform and there provided with means for vertically mov-  
35 ing and locking said front bar, substantially as described.

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

OSCAR ROTHROCK.

Witnesses:

A. VAN NOSTRAND,  
LORENZO HUNT.