(No Model.)

J. F. SAITZ & F. W. McKEE.

CAR FENDER.

No. 544,692. Patented Aug. 20, 1895.

Fig. 1

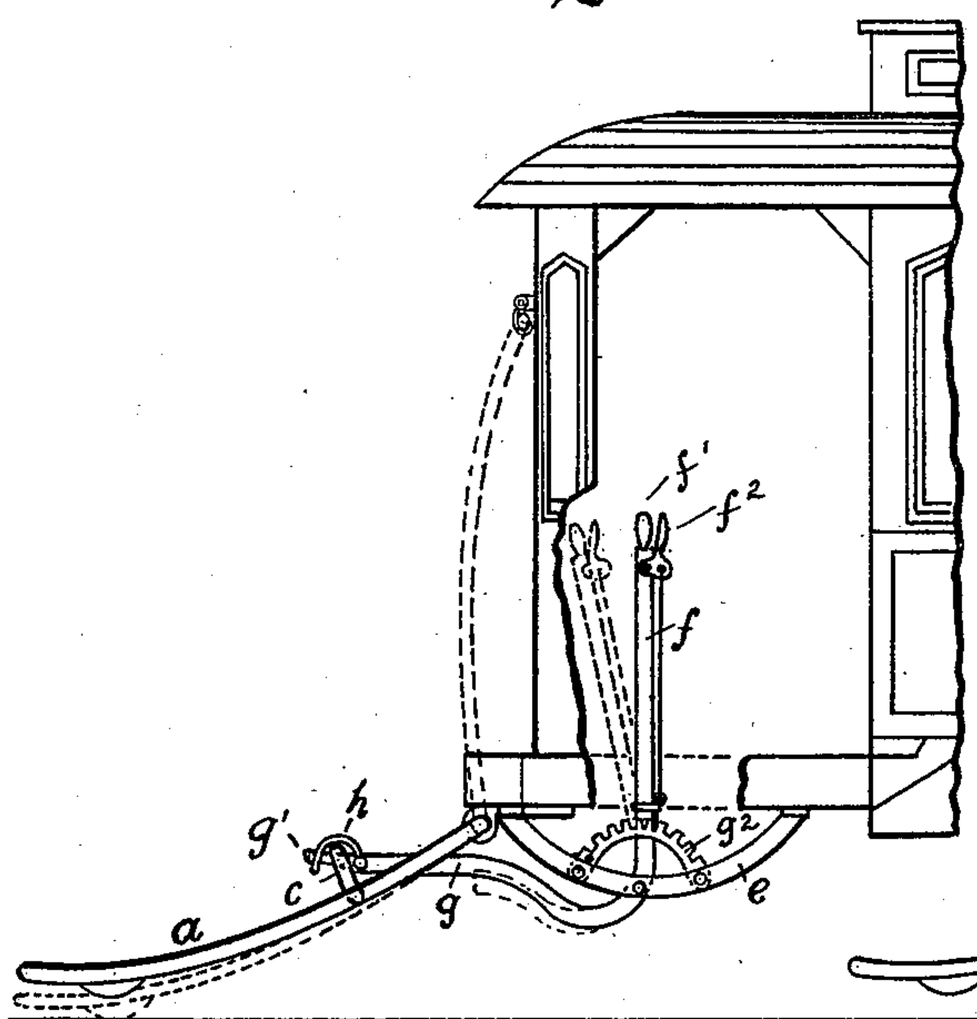
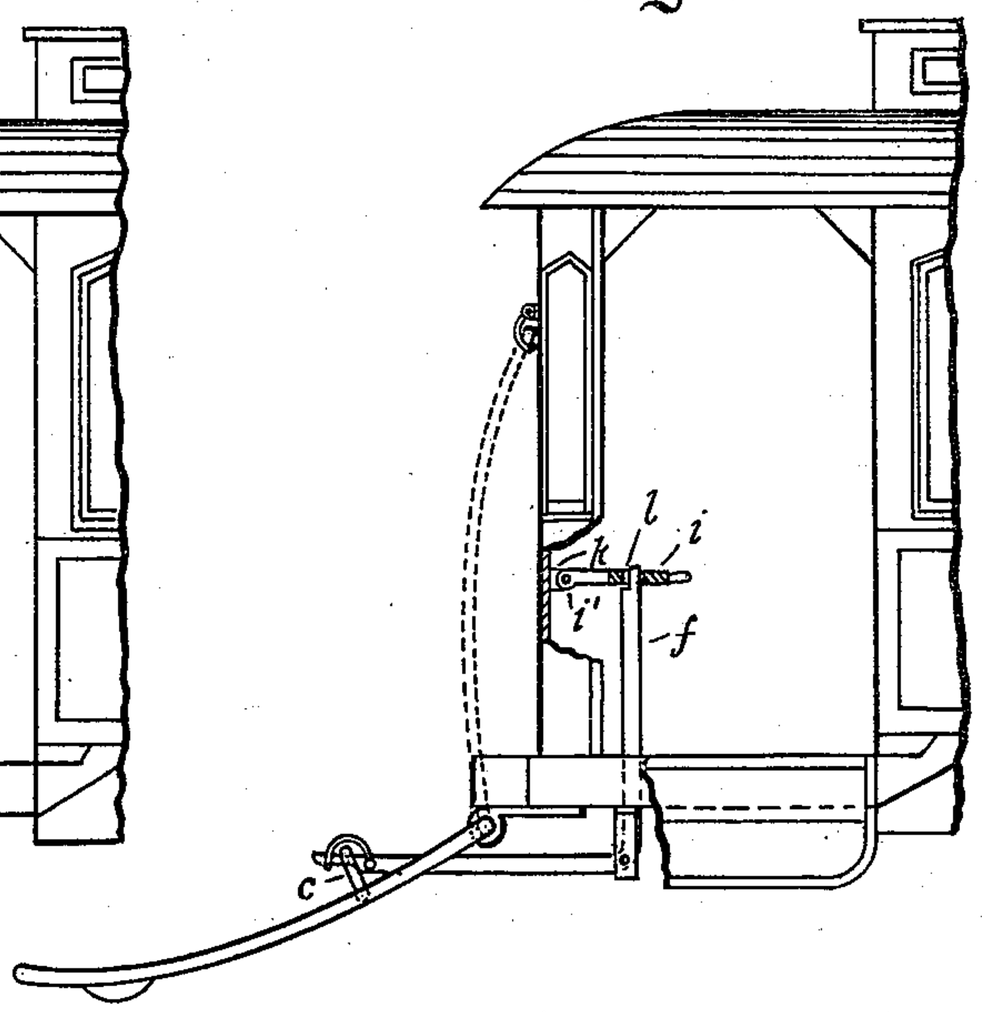


Fig. 4.



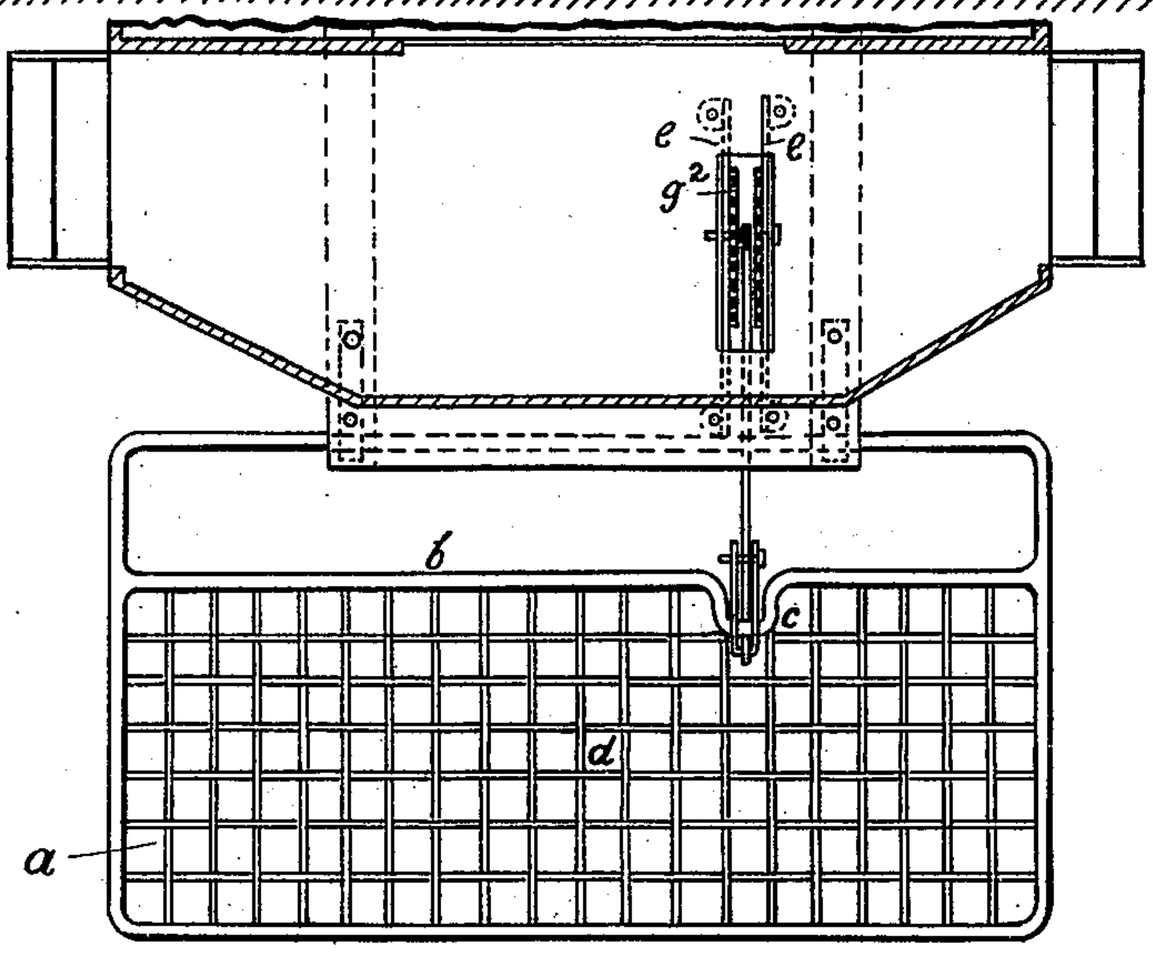


Fig 2

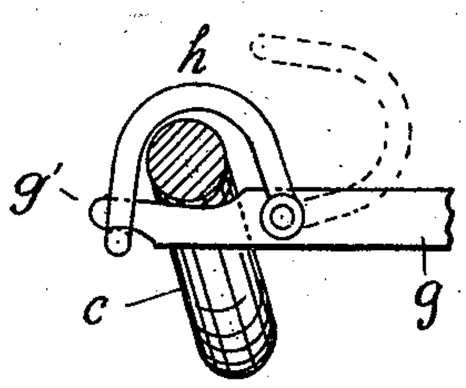


Fig 3.

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UNITED STATES PATENT OFFICE.

JOHN F. SAITZ AND FREDERICK W. McKEE, OF PITTSBURG, PENNSYLVANIA, ASSIGNORS TO FREDERICK W. McKEE AND SAMUEL KELLY, OF SAME PLACE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 544,692, dated August 20, 1895.

Application filed May 6, 1895. Serial No. 548,269. (No model.)

To all whom it may concern:

Be it known that we, JOHN F. SAITZ and FREDERICK W. McKEE, residents of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Fenders for Cars; and we do hereby declare the following to be a full, clear, and exact description thereof.

Our invention relates to fenders for street-railway cars, its object being to provide a simple form of mechanism for holding the fender in its elevated position and for lowering the same quickly to the track.

Our invention comprises, generally stated, a swinging fender having a cross-bar intermediate of its front and rear ends, a rocking lever having a vertical arm which extends up within the car, and a horizontal arm which projects forwardly underneath said fender to support the same.

To enable others skilled in the art to make and use our invention, we will describe the same more fully, referring to the accompanying drawings, in which—

Figure 1 is a side view of our improved fender in its elevated position. Fig. 2 is a plan view. Fig. 3 is an enlarged detail of the device for locking the supporting-arm to the fender. Fig. 4 is a view of a modified form of our invention.

Like letters of reference indicate like parts in each.

The fender *a* has its framework constructed preferably of light tubing bent to give the proper shape to the fender. Between the front and rear bars of the frame is the cross-bar *b*, which may be bent at a suitable point to form the loop *c*. The netting *d* covers a suitable portion of the frame *a*.

Depending from the bottom of the car is the hanger *e*, within which is pivoted the rocking lever, which consists of the upright arm *f* and the forwardly-projecting arm *g* at the lower end thereof. This arm engages at its front end with the loop *c* in the cross-bar *b*. The front end *g'* of the arm *g* is slightly bent upward in order to make the engagement with the loop *c* more positive. Pivoted to the arm *g* is the latch *h*, which passes over the bar *b* and engages the upturned end *g'* of said arm. In this manner the bar *b* is prevented from freeing itself from engagement with the arm *g* when the car oscillates up and down or when the fender is lowered, as will more fully hereinafter appear.

The upright arm *f* forms the operating-lever and has the handle *f'*. This lever *f* may be held at any desired position by means of the spring-arm f^2, which engages with the teeth of the curved rack-bar g^2 on the hanger *e*. By grasping the handle of the lever *f* and at the same time the handle of the spring-arm f^2, and throwing the lever in the proper direction, the fender may be raised or lowered, as may be desired.

In Fig. 4 we have shown a modification of our invention. The upright arm *f* is engaged by the link *i*, pivoted at *i'* to a projection *k*. The inner end of the link *i* has the slot *l* formed therein, into which the upper end of the arm *f* enters. The arm *f* will be held in a vertical position when said arm is in engagement with the slot *l* in the link *i* and the fender is in its elevated position. By simply throwing up the link *i* the arm *f* will be freed and will be drawn forward by the weight of the fender.

When the car is in motion and the motorman sees that the car cannot be stopped in time to prevent its running down a person on the track, by simply grasping the handle of the lever and at the same time the handle of the spring-arm and throwing forward said lever the fender falls at once to the track in position to receive the body on the netting and prevent the same from getting under the trucks of the car. By the use of such a lever the distance at which it is desired to carry the fender from the ground may be easily changed, while the fender may be quickly thrown up out of the way of stones or other objects which would injure said fender.

When the fender is not in use, by throwing back the latch *h* the fender may be swung back to the position shown in dotted lines in Fig. 1 and held there by any suitable device.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. The combination with a car, of a swinging fender, a continuous rocking lever having

a vertical arm extending up within the car and a horizontal arm extending forwardly under the fender and normally supporting said fender in its raised position, said rocking lever being pivoted at the point of divergence of said arms, substantially as and for the purposes set forth.

2. The combination with a car, of a swinging fender having a cross-bar intermediate of its ends, a continuous rocking lever having a vertical arm extending up within the car and a horizontal arm extending forwardly beneath said cross-bar and on which said cross-bar rests, and a releasable connection between said cross-bar and said horizontal arm, substantially as and for the purposes set forth.

3. The combination with a car, of a swinging fender, said fender having a cross-bar with a loop formed therein, a rocking lever, one arm of which extends up within said car, and the other projects forwardly and engages said loop and a latch on said last mentioned arm adapted to swing over said cross-bar and engage the outer end of said arm, substantially as set forth.

In testimony whereof we, the said JOHN F. SAITZ and FREDERICK W. MCKEE, have hereunto set our hands.

JOHN F. SAITZ.
FREDERICK W. MCKEE.

Witnesses:
ROBT. D. TOTTEN,
ROBERT C. TOTTEN.