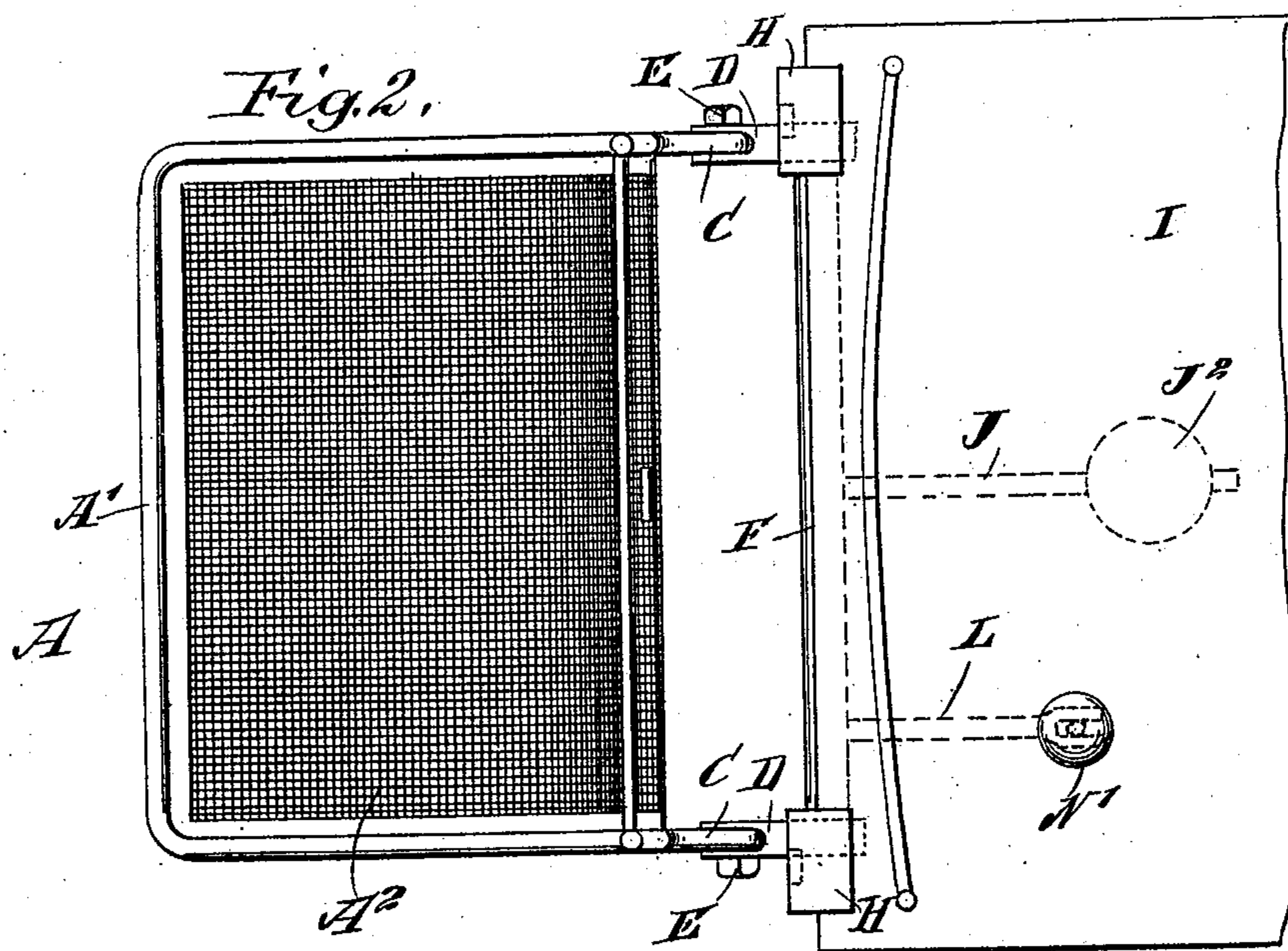
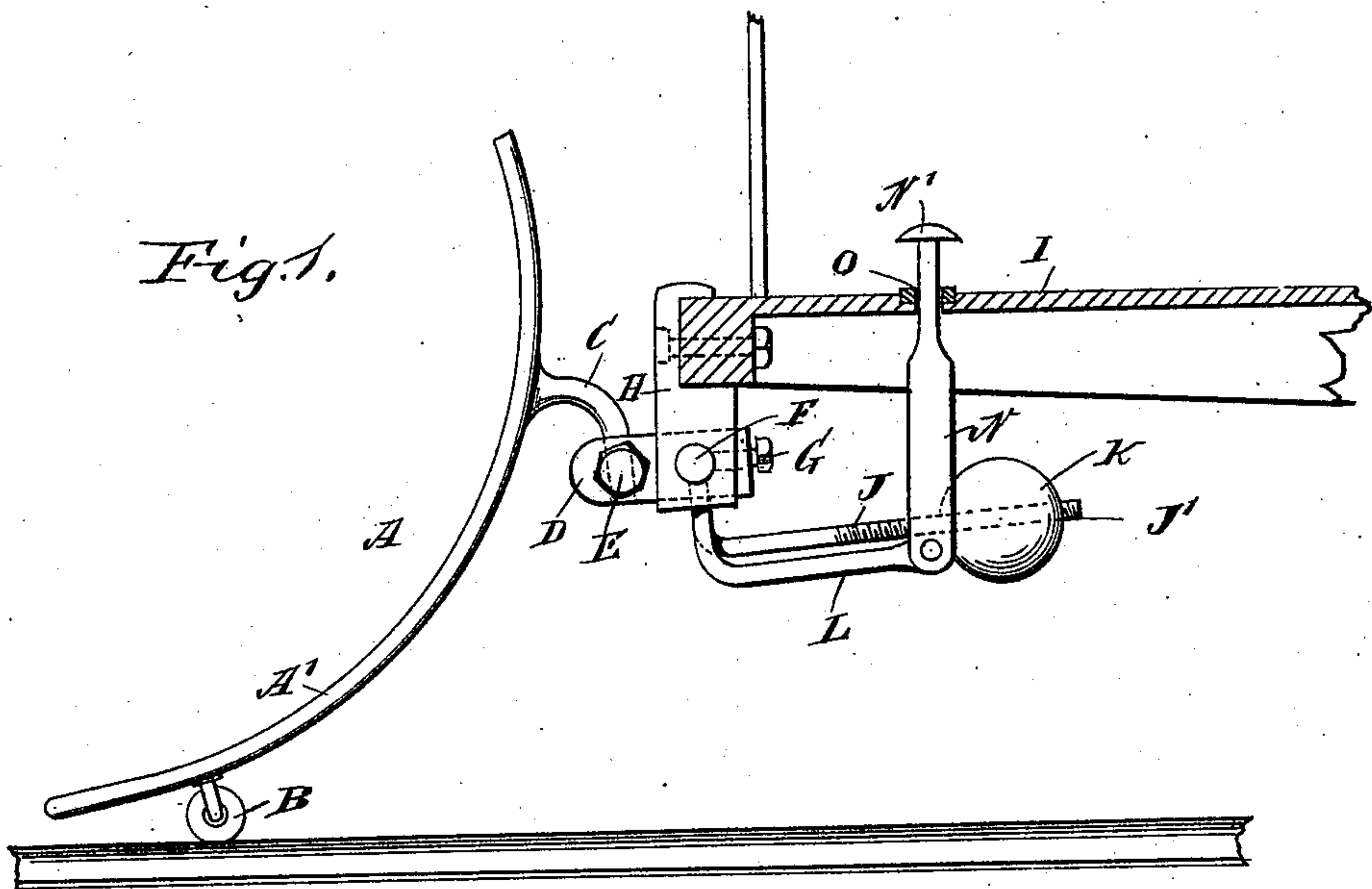


(No Model.)

J. R. & J. A. JACQUES.
CAR FENDER.

No. 574,735.

Patented Jan. 5, 1897.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOSEPH R. JACQUES AND JOSEPH A. JACQUES, OF ST. PAUL, MINNESOTA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 574,735, dated January 5, 1897.

Application filed September 2, 1896. Serial No. 604,656. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH ROMUALD JACQUES and JOSEPH ALEXANDER JACQUES, of St. Paul, in the county of Ramsey and State of Minnesota, have invented a new and Improved Car-Fender, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved car-fender which is simple and durable in construction and arranged to readily pick up any living object or other obstruction in the path of the car.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both the figures.

Figure 1 is a side elevation of the improvement as applied and with the car-platform in section, and Fig. 2 is a plan view of the same.

The improved car-fender is provided with a guard A, made in the shape of a segment and formed with a strong frame A', on which is stretched or secured a net A². On the lower end and on the rear side of the frame A' are journaled wheels B, adapted to travel on the track-rails, so as to hold the front end of the car a suitable distance from the track-rails, as is plainly indicated in Fig. 1.

On the back of the frame A' and near the upper end thereof are secured or formed hooks C, adapted to be hooked into arms D and fastened therein by set-screws E, as plainly indicated in the drawings. The arms D are adjustably held on a transversely-extending shaft F and are adapted to be fastened thereon by suitable set-screws G, said shaft being journaled in suitable bearings H, attached to the cross-beam of the platform I of the car.

On the shaft F and near the middle thereof is secured a rearwardly-extending rod J, formed with threads on its outer end, and a weight K screws on the said threaded end of the rod J to counterbalance the guard A and insure an easy running of the wheels B on the track-rails. On the shaft F is also secured a rearwardly-extending arm L, pivotally connected with a bar N, extending upwardly

and guided at its upper end in a bearing in the platform I, the extreme upper end of said bar being provided with a foot-piece N', adapted to be engaged by the foot of the operator. A pad O is held on the platform I at the bar N to be engaged by the foot-piece N' when the latter is pressed by the operator placing his foot on said foot-piece N' and pressing downward to impart a swinging motion to the shaft F, so as to swing the front end of the guard A upward to move the wheels B from the track-rails whenever the latter is passing over a crossing or the like.

Now it will be seen that by the arrangement described the guard A will readily pick up any living object or other obstruction in the path of the car and retain the same until the car is brought to a standstill. It will also be seen that on account of the guard being counterweighted the wheels B will run very easily on the track, and the operator has full control of the guard to throw the same, with its wheels, out of engagement with the track-rails whenever desired and when passing crossings, switches, and the like.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

A car-fender having two bearings, the upper portion of each being provided with a rearwardly-extending recess adapted to receive the forward portion of the car-platform, a transverse rock-shaft mounted in the lower portion of each bearing, an arm fixed to the rock-shaft and extended rearward therefrom, a weight carried on the arm, two forwardly-projecting arms secured to the rock-shaft, a guard, two hooks secured to the guard, the hooks respectively passing downward into the forwardly-projecting arms of the rock-shaft, an additional arm secured to the rock-shaft and projecting rearwardly, and a bar pivoted to the said additional arm and extending vertically through the platform of the car, substantially as described.

JOSEPH R. JACQUES.
JOSEPH A. JACQUES.

Witnesses:

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