

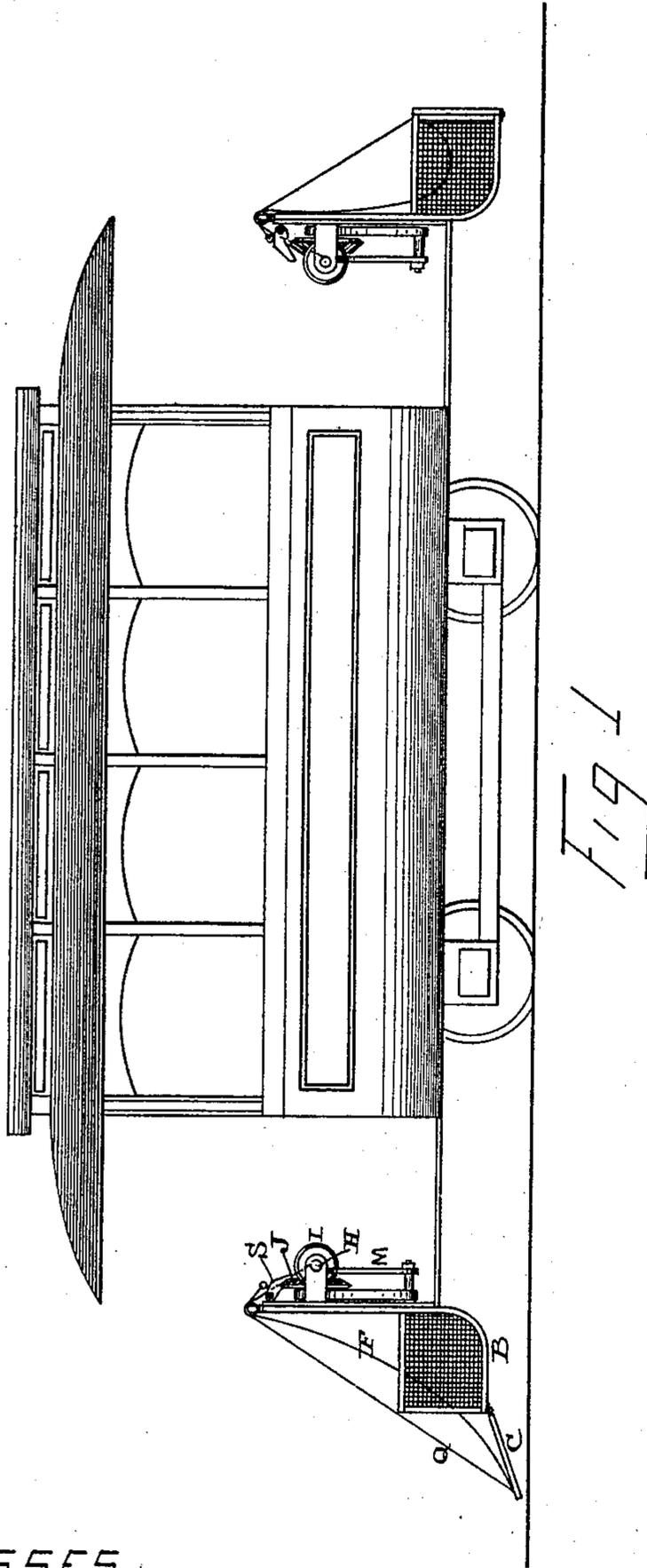
(No Model.)

2 Sheets—Sheet 1.

I. STOECKERT.
CAR FENDER.

No. 583,717.

Patented June 1, 1897.



WITNESSES
T. A. Lehmann
G. J. Mosher

SIDOR

INVENTOR

STOECKERT

by Oscar A. Michel & Co.
Attys.

(No Model.)

2 Sheets—Sheet 2.

I. STOECKERT. CAR FENDER.

No. 583,717.

Patented June 1, 1897.

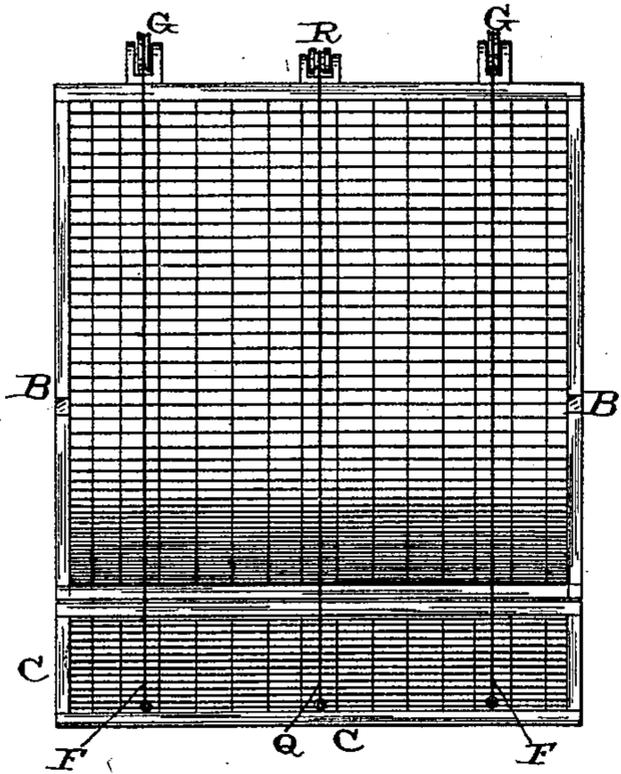


Fig 2

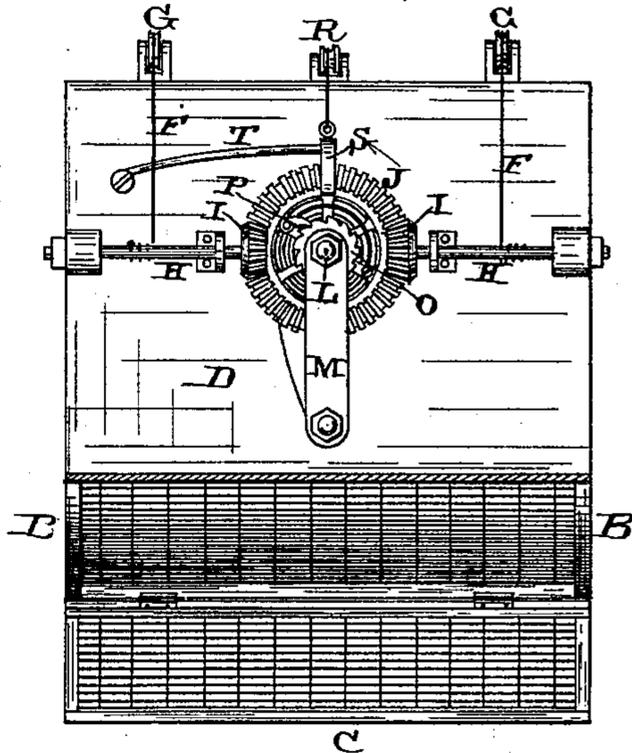


Fig 3

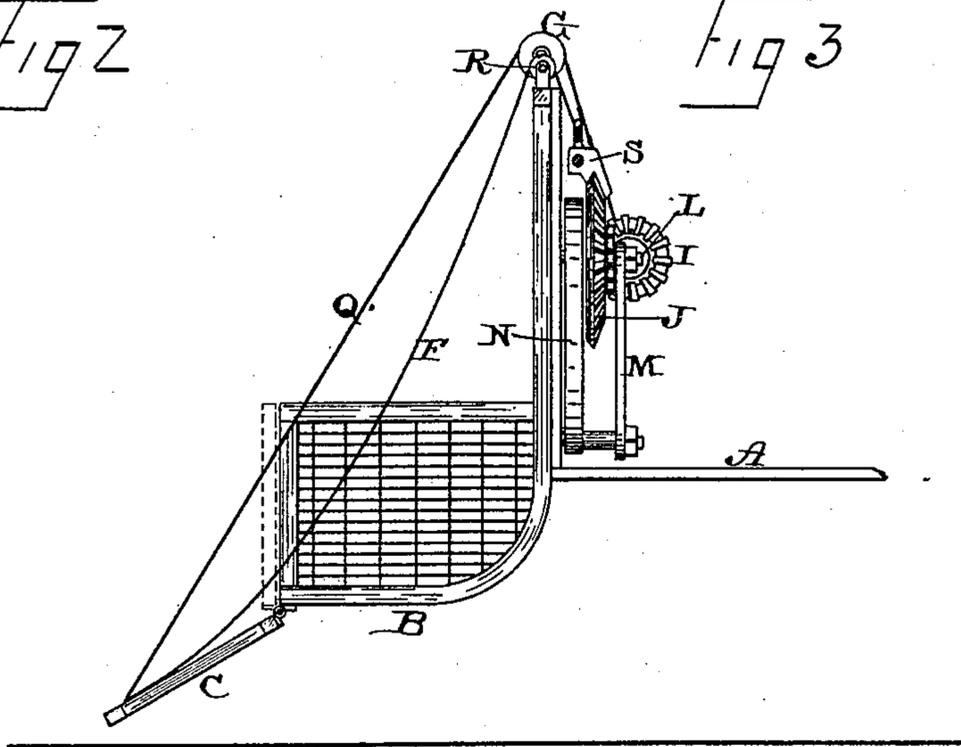


Fig 4

WITNESSES

F. A. Schmann.

G. J. Mosher.

INVENTOR

ISIDOR

STOECKERT

*by Oscar A. Michel & Co.
Attys.*

UNITED STATES PATENT OFFICE.

ISIDOR STOECKERT, OF BROOKLYN, NEW YORK.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 583,717, dated June 1, 1897.

Application filed September 3, 1896. Serial No. 604,817. (No model.)

To all whom it may concern:

Be it known that I, ISIDOR STOECKERT, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Car-Fenders; and I do hereby 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 letters of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in fenders for cars; and it consists in a basket or a receptacle in which persons or objects are to be caught, and which is provided with a hinged door or side combined with suitable cords or wires connected with the outer edge of the door or side, a shaft or shafts journaled on the dashboard, a mechanism for causing the shafts to revolve, a catch which releases the spring-actuated mechanism on the dashboard so that it will wind up the cords or wires and close the door of the basket or receptacle, and a separate cord or wire located at the center of the receptacle, and which is connected at its upper end to the catch which prevents the spring-actuated mechanism from acting until a person or object strikes against this cord, all of which will be more fully described hereinafter.

The object of my invention is to provide a fender for street-cars in which the basket or receptacle is provided with a hinged side or door at its front edge and which side or door remains normally open until a person or object is struck by the fender and then a mechanism upon the dashboard causes the door to close for the purpose of preventing the person or object from falling from the receptacle or basket.

In the accompanying drawings, Figure 1 is a side elevation of a street-car, to which one of my fenders is applied at each end. Fig. 2 is a front elevation of one of the fenders alone. Fig. 3 is a view taken from the inside of the dashboard and showing the operating mechanism. Fig. 4 is a side elevation of the fender on an enlarged scale.

A represents the platform of the street-car

and D the dashboard, to the outer side of which the fender B is applied. This fender may either be given the shape here shown or any other that may be preferred, and is provided on its outer side with a hinged door or side C, which is adapted to be closed after a person or object has been caught by the fender, but which remains normally open, as shown in Figs. 2, 3, and 4, the front edge extending down near the track, as shown. Near each end of this door C is secured a cord, wire, or chain F, which passes up over the guiding-pulleys G, above the edge of the platform, and which have their rear ends fastened to the short shafts H, journaled on the inner side of the dashboard. To the inner end of each shaft H is secured a pinion I, which meshes with the large beveled gear J, which is secured to the shaft L. The inner end of this shaft L is supported by the plate M, while its outer end is journaled in or upon the dashboard, and to this inner end is secured one end of the spring N. Also placed upon the shaft L is a ratchet-wheel O, with which a pawl P engages, so that when the shaft is turned the spring is wound upon the shaft for the purpose of causing the gears to revolve when they are left free to do so.

Secured to the center of the door C is a cord Q, which extends up over the pulley R, and has its rear end secured to a catch S, which is supported by a spring-rod T, and which catch engages with the gear-wheel J for the purpose of preventing it from being revolved by the spring until the catch is operated. The cord, wire, or chain Q is struck by the person or object when caught up by the fender and the pressure against the cord Q causes it to draw up the catch S and thus leave the spring free to instantly cause the gears to revolve. As soon as the gear J is set in motion by the spring the shafts H wrap the cords F around them and thus instantly close the door C, as shown in dotted lines in Fig. 4, so as to prevent the person or object that has been caught up from falling out upon the track. After the shaft L has been turned by a key, so as to wind up the spring, the action of my device is entirely automatic in every respect. The door C remains in position (shown in solid lines in Fig. 4) until something presses against

the cord, wire, or chain Q, which instantly raises the latch S and then the mechanism on the dashboard closes the door.

Having thus described my invention, I
5 claim—

1. In a car-fender, a fender having a hinged door or side, cords, wires, or chains attached to the door, and a separate cord, wire, or chain
10 bined with the shafts for winding up the cords, a spring-actuated mechanism for revolving the shafts, and a catch which engages with the spring-actuated mechanism, and which catch is connected to and operated by
15 the central cord, wire, or chain, substantially as described.

2. In a fender, the shaft L, the gear J placed thereon, and a spring and ratchet-wheel also

connected to the shaft, combined with the ratchet, the two shafts H, the pinions I, which
20 mesh with the gear J, the catch S, and the cords, wires, or chains, which are connected at their front ends to the door C, and the fender provided with a hinged door which remains normally open, substantially as set
25 forth.

In testimony that I claim the invention set forth above I have hereunto set my hand this 10th day of August, 1896.

ISIDOR ^{his} × STOECKERT.
mark

Witnesses:

OSCAR A. MICHEL,
GREGOR WALZEL.

Witness to applicant's mark:

OSCAR A. MICHEL.