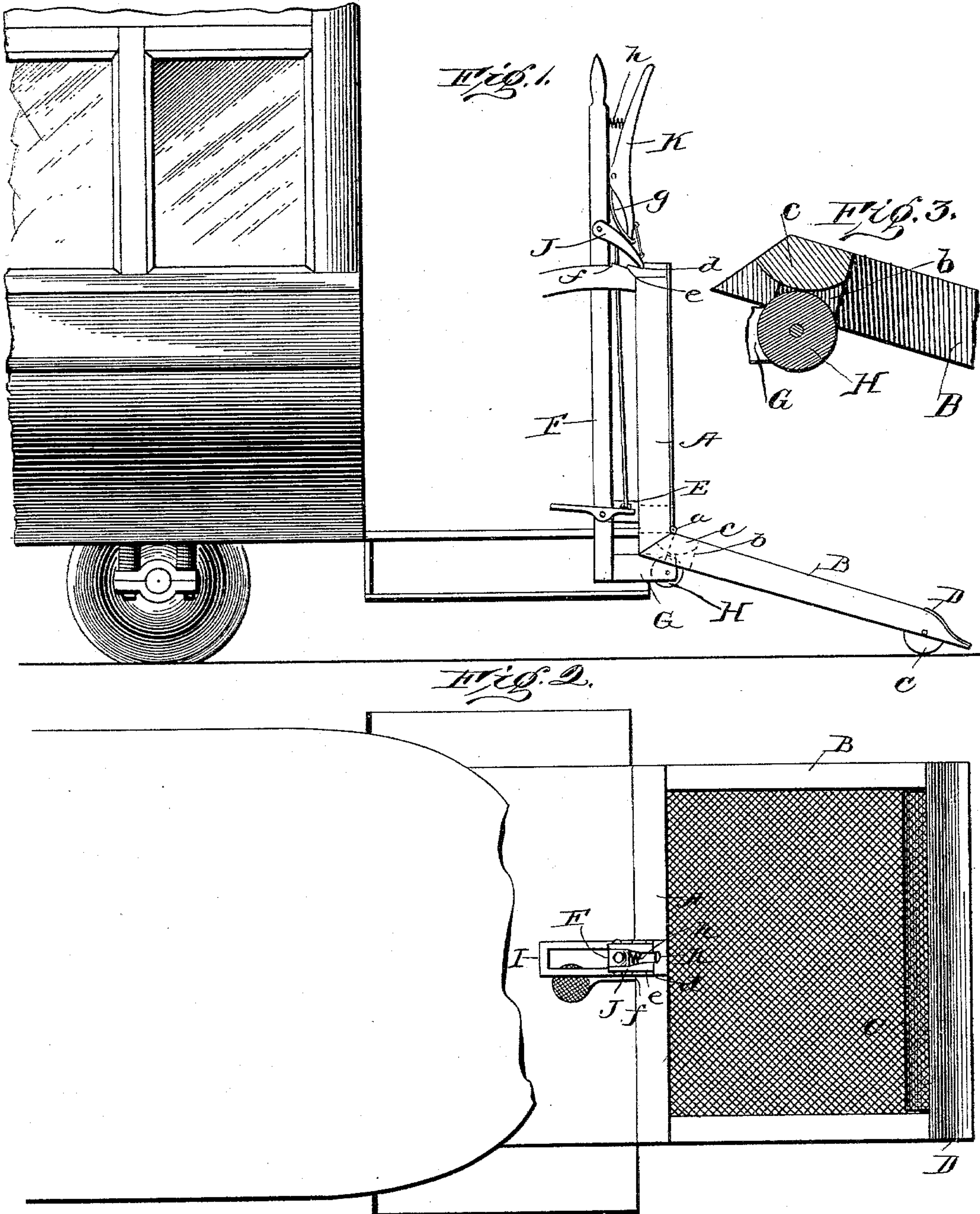


(No Model.)

H. C. SPANGLER.  
CAR FENDER.

No. 597,864.

Patented Jan. 25, 1898.



Witnesses:  
J. M. Fowler Jr.  
Owen B. Fowler

Inventor  
Henry C. Spangler  
By Patrick O'Farrell  
Attorney



# UNITED STATES PATENT OFFICE.

HENRY C. SPANGLER, OF HARRISBURG, PENNSYLVANIA.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 597,864, dated January 25, 1898.

Application filed May 20, 1897. Serial No. 637,401. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY C. SPANGLER, a citizen of the United States of America, residing at Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in car-fenders, and has for its object to provide a safety-fender which may be raised from or lowered to the track, as desired.

With this object in view my invention consists in the particular construction of the various parts and in the novel manner of combination or arrangement of said parts, all of which will be described hereinafter, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a side elevation of my improved fender attached to a car. Fig. 2 is a top plan view of the same. Fig. 3 is an enlarged detail view.

In carrying my invention into operation I employ a safety-guard formed with a skeleton frame composed of two parts A and B, covered with a suitable yielding material, such as woven wire, and hinged together, as at *a a*.

The ends of their respective sides which adjoin each other are beveled at a sufficient angle to support the frame B when in the down position ready for use. The lower end of the frame B is provided with a roller C and a suitable flexible band D.

The upper frame A is adapted to be secured to the front of a car and is provided at its lower end and in the center with an arm E, having fulcrumed thereto a lever F, said lever having an arm G secured to its lower end and extending at right angles thereto, with a wheel H mounted upon its end, said wheel resting in the semicircular slot *b* in the enlarged portion *c* in the center of the hinged end of the lower frame B.

The upper end of the lever projects up beyond the frame A through the slot I, which is secured to the upper end of the frame, and

is provided on its sides with corresponding ratchets *d, e, and f*. Mounted upon the lever is a dog J, which is held in engagement with the ratchets by a suitable spring *g*. When the dog rests in the ratchet *d*, the fender is in the down position. When it rests in the ratchet *e*, the fender is in a partially-raised position, and when in the ratchet *f* the fender is in the up or closed position.

Mounted upon the lever F is a shorter lever K, and at its upper end it is provided with a suitable spring *h* between itself and the said lever, and at its lower end it is connected by a link to the dog, thus affording means by which to raise the same when it is desired to lower the frame B. I also employ another device for raising the dog, which consists of a rod attached to the under part of the said dog and which extends down through the slot I and engages a suitable foot-lever. This device may be dispensed with when desired to use the hand-lift, or the hand-lift may be dispensed with and this lift used in place thereof. Both may be used at the same time, if desired.

It will thus be seen that I provide a car-fender which is exceedingly cheap and simple in its construction and one that will efficiently perform all of its intended functions.

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

1. In a car-fender the combination of two parts hinged together, a lever fulcrumed upon an arm secured to the frame substantially midway of the hinged end of the part secured to the car, an arm secured at right angles thereto, a wheel mounted upon the said arm, said wheel adapted to traverse the semicircular slot in the enlarged portion in the hinged end of the free part, substantially as shown and described.

2. In a car-fender the combination of two parts hinged together having their adjacent ends beveled, a lever fulcrumed upon an arm secured to the frame substantially midway of the hinged end of the part secured to the car, said lever having an arm secured at right

angles thereto, said arm supporting a wheel, adapted to operate the free part, the handle of the lever extending up through a slot, said slot provided with a ratchet, a dog mounted 5 upon the said lever held in engagement with the ratchet by a spring, and operated by a short lever mounted upon the long lever, and a rod connected to the dog and to the foot-

lever, substantially as shown and for the purpose set forth. 10

In testimony whereof I affix my signature in presence of two witnesses.

HENRY C. SPANGLER.

Witnesses:

GEORGE R. PRITCHARD,  
W. C. MCGANN.