(No Model.) 2 Sheets—Sheet 1.

J. F. EISENHOWER.

CAR FENDER.

No. 601,131. Patented Mar. 22, 1898.

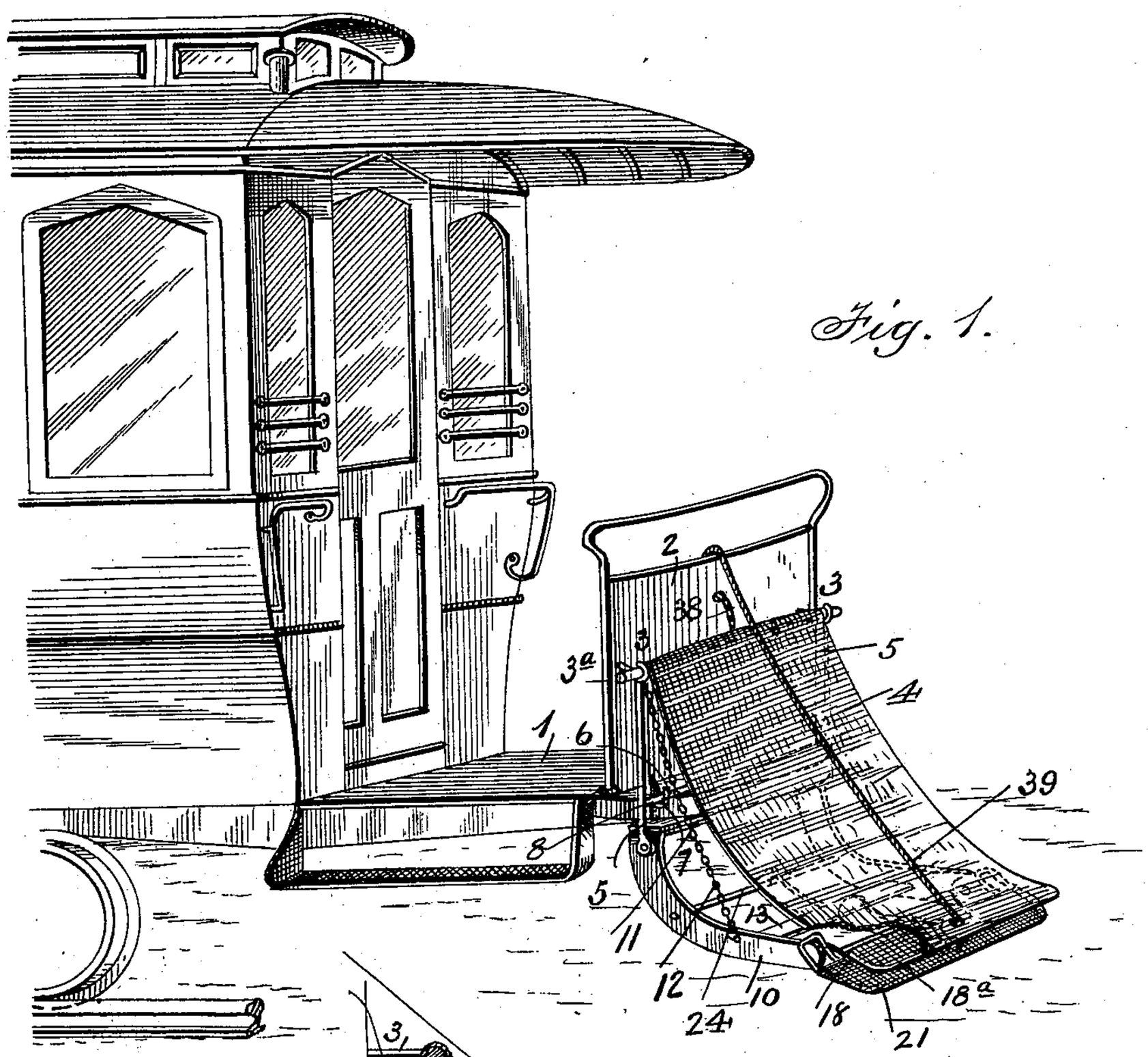

Fig. 1.

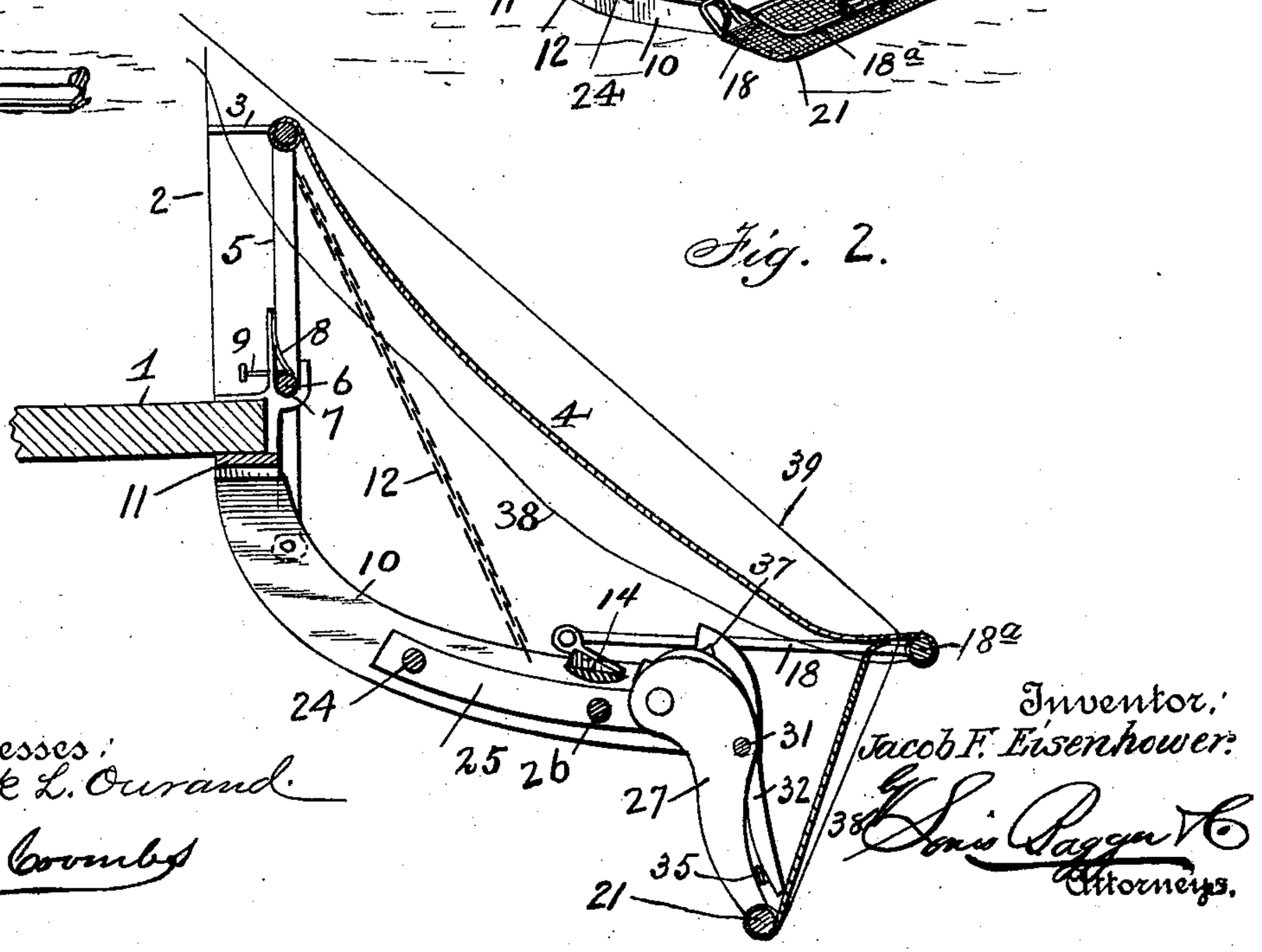

Fig. 2.

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(No Model.) 2 Sheets—Sheet 2.

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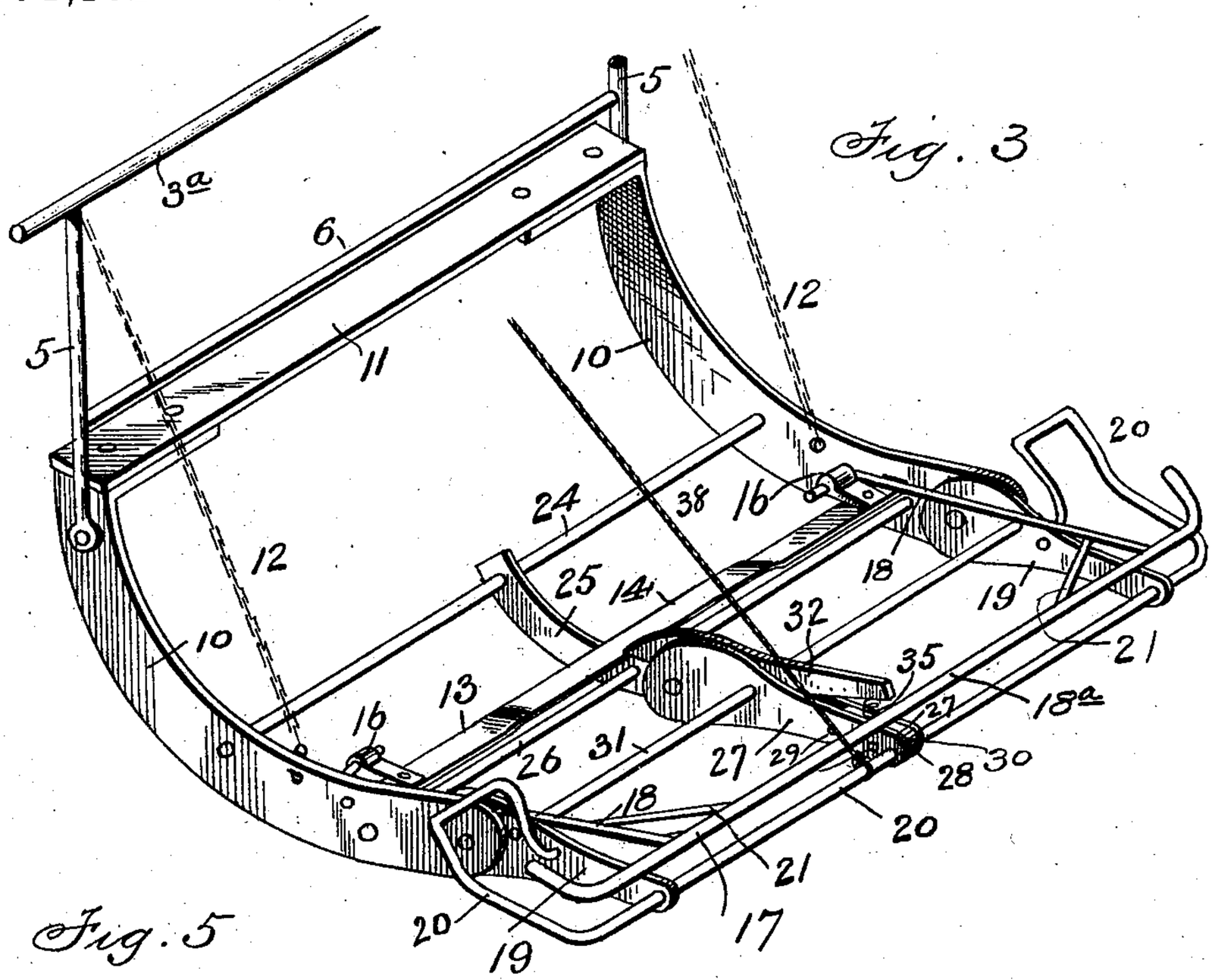

Fig. 5

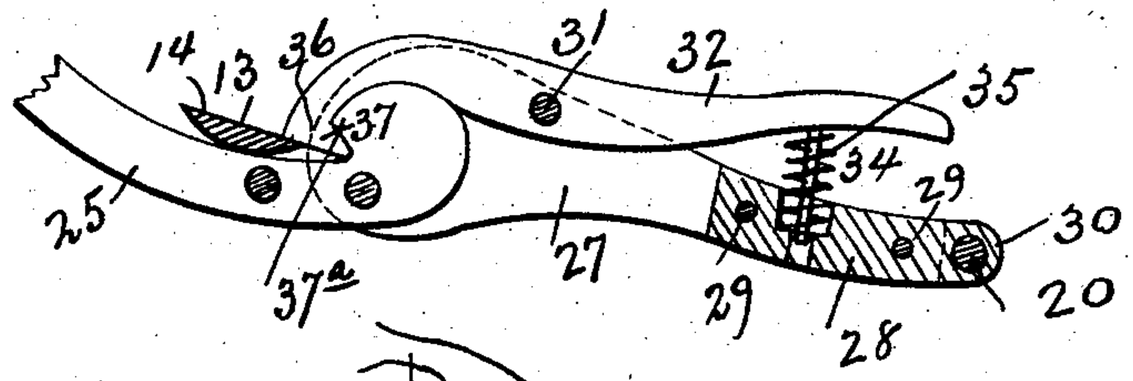

Fig. 3

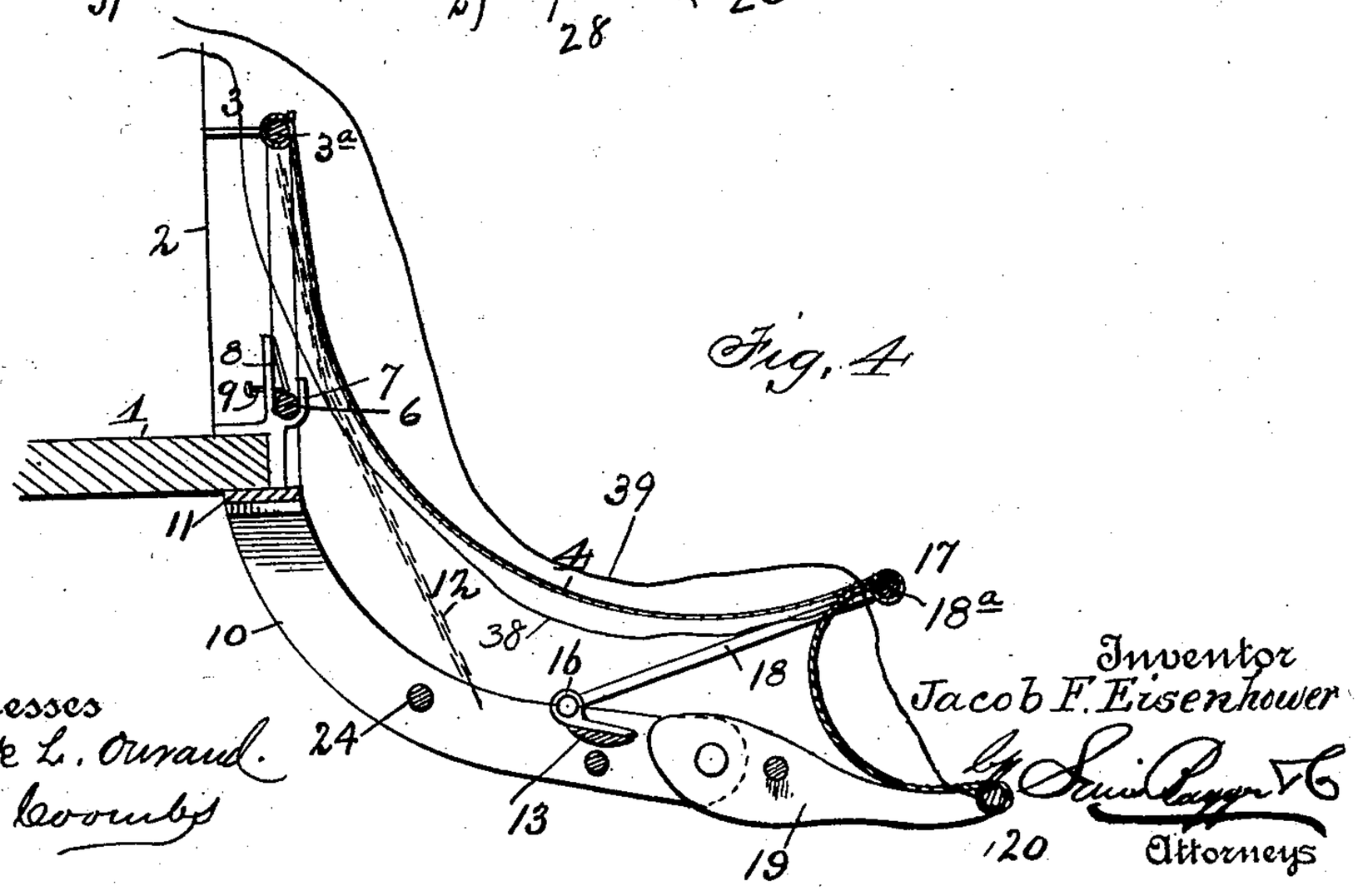

Fig. 4

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UNITED STATES PATENT OFFICE.

JACOB F. EISENHOWER, OF LEHIGHTON, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 601,131, dated March 22, 1898.

Application filed December 20, 1897. Serial No. 662,582. (No model.)

To all whom it may concern:

Be it known that I, JACOB F. EISENHOWER, a citizen of the United States, and a resident of Lehighton, in the county of Carbon and State of Pennsylvania, 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, which form a part of this specification.

My invention relates to fenders for street-cars; and its object is to provide an improved construction of the same by which a person on the track in the way of the car will be struck and caught by a scoop and at the same time a supplemental scoop will be automatically released, so as to fall down below the main scoop, preventing the car from running over the person in case he is not caught by said main scoop. The construction is such also that when a person is caught by the main scoop it will fold up and be locked, so as to prevent the person from falling out. The said supplemental scoop can also be released by the motorman or gripman as well as automatically, so as to catch any obstruction on the track.

The invention consists, essentially, in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view showing a portion of a car provided with my improved fender. Fig. 2 is a longitudinal sectional view of the fender, showing the supplemental scoop depressed or lowered. Fig. 3 is a perspective view of the fender with the supplemental scoop elevated and the netting removed to show the construction of the parts. Fig. 4 is a longitudinal section of the fender, showing the position of the parts when a person is caught by the scoop. Fig. 5 is a detail sectional view showing the locking-lever and connections for holding the supplemental scoop in an elevated position.

In the said drawings the reference-numeral 1 designates a car-platform, and 2 the dashboard thereof. Secured to said dashboard, at each side thereof, is a hook 3, with which engages a transverse rod 3^a, to which is secured the upper canvas strip or wire-netting 4 of the main scoop. This rod is provided with two depending rods 5, connected by a transverse rod 6, which engages with hooks 7, secured to the car-bumper. These hooks are provided with springs 8 and rods 9, which springs bear upon the rod 6 and hold it in engagement with the hooks, so that said rod cannot be released until the springs are retracted by means of the rods 9.

Pivotally connected with the lower ends of the rods 5 are forwardly-extending curved arms 10, connected together at their rear ends by a bar 11, which when the device is in operative position abuts against the lower side of the car-platform, and thus holds the arms in place. Chains 12, secured to the dashboard and to the said arms, also serve to hold the latter in position. Pivotally connected to said arms, near the front ends thereof, is a transverse rectangular rock-bar 13, bent intermediate the ends so as to form a central portion 14, which is at an angle to the end portions. The purpose of this rock-bar is to engage with a lever, hereinafter described, by which the supplemental scoop is locked and held above the track. Pivotally connected with lugs 16 on said rock-bar is a bail 17, comprising the side arms 18, transverse portion 18^a, to which latter the lower end of the canvas or wire-netting 4 of the main scoop is connected. Pivoted to the front ends of the arms 10 are forwardly-extending arms 19, to which is secured a transverse bar 20. This bar extends beyond said arms and the ends are bent backwardly and then inwardly and forwardly and secured to said arms intermediate the ends thereof. Connected with the bar 20 is a piece of canvas, wire-netting, or other suitable material, the rear end of which is secured to the canvas strip or wire-netting 4 near the front end of the same.

The numerals 21 designate bars for bracing and strengthening the bail 17.

Secured to the arm 10, about midway of the length, is a transverse rod 24, provided with a central curved arm 25, also secured at the front end to a transverse rod 26. Pivoted to the front end of arm 25 are two forwardly-extending plates 27, connected together at the front ends by a block 28 and rivets or bolts 29. This block is provided with a lug 30,

through which the bar 20 passes. Passing through said plate is a transverse rod 31, secured to the arm 19, upon which is fulcrumed a lever 32, which is located between the plates 27. The front end of the lever is provided with a pin 34, which projects into a recess in the block 28, in which recess is seated a coiled spring 35. The rear end of said lever is formed with a hook 36, which engages with the rock-bar 14 and holds the supplemental scoop in an elevated position above the track. In its inner side said hook is formed with a notch 37, which engages with a catch 37^a on the arm 25 when a person has been caught by the main scoop and its front folded up, so as to hold said front in its folded position.

The numeral 38 designates a rope which is connected with bar 18^a and extends back to the dashboard.

The numeral 39 designates a rope connected with the front scoop and also extending back to the dashboard, so that the device can be folded up against the latter when not in use.

The operation is as follows: The device is shown in operative position in Figs. 1 and 2, the arms 10 being let down and the supplemental scoop being elevated so as to rest just below the front end of the main scoop and held in such position by the hooked rear end of the lever 31, engaging with the rock-bar 14. In case a person is on the track in the way of a car he will be struck by the bar 17 of the main scoop. This will cause said bar to move back slightly and the bars 18, connected therewith, will turn the rock-bar so as to disengage the angularly-disposed central portion from the hook of the lever and allow the supplemental scoop to drop down, as seen in Fig. 2, and catch the person, thereby preventing him from going beneath the car. When a person is caught by the main scoop, his weight will cause the front part to fold up, as seen in Fig. 3, and the notch in the hook of lever 32 to engage with the catch 37 of the arm 25 and thus hold it in such folded position and preventing the person from falling out. By means of the rope 38 the supplemental scoop can be lowered by the gripman or motorman should he see a person or obstruction on the track, and by means of the rope 39 the fender can be folded up against the dashboard when not in use.

Having thus fully described my invention, what I claim is—

1. In a car-fender, the combination with the main scoop, the rock-bar journaled thereto provided with cranks and the bail connected with said cranks, of the supplemental scoop pivoted to and located below said main scoop, and the locking-lever pivotally connected with said supplemental scoop and adapted to engage with said rock-bar, substantially as described.

2. In a car-fender, the combination with the the curved arms pivotally connected with a car, the main scoop comprising the canvas or wire-netting and the transverse front and rear bars, to which said canvas or wire-netting is secured, the rods secured to the said front bar and the bent rock-bar to which said rods are pivotally connected, of the supplemental scoop comprising the arms pivoted to the front ends of said curved arms, the transverse bar and the canvas or wire-netting secured to said main scoop, the central curved arm, the plates pivoted thereto, and the spring-actuated lever, having a hook at the rear end adapted to engage with said rock-shaft, substantially as described.

3. In a car-fender, the combination with the curved arms pivotally connected with a car, the main scoop comprising the canvas or wire-netting and the transverse front and rear bars to which said canvas or wire-netting is secured, the rods secured to said front bar, and the bent rock-bar to which said rods are pivotally connected, of the supplemental scoop comprising the arms pivoted to the front ends of said curved arms, the transverse bar and the canvas or wire-netting secured thereto and to said main scoop, the central curved arm having a catch at the rear end and the spring-actuated lever having a hook at its rear end formed with a notch in the inner side adapted to engage with said catch, substantially as described.

4. In a car-fender, the combination with the main scoop and the pivoted supplemental scoop, of the curved arm having a catch at the rear end, the forwardly-extending plates pivoted to said arm, and the spring-actuated lever having a hook formed with a notch adapted to engage with said catch, substantially as described.

5. In a car-fender of the character described, the combination with the transverse bar secured to a car, and to which the rear end of the front scoop is secured, the hooks with which said bar engages, the vertical rods, the transverse rod secured thereto, the hooks provided with springs and operating-rods, of the curved arms pivoted to said vertical rods and the transverse rod connecting the rear ends thereof, substantially as specified.

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

JACOB F. EISENHOWER.

Witnesses:
T. H. SNYDER,
E. P. BURKET.