

No. 610,238.

Patented Sept. 6, 1898.

H. LEHRER.  
CAR FENDER.

(Application filed May 20, 1898.)

(No Model.)

Fig. 1.

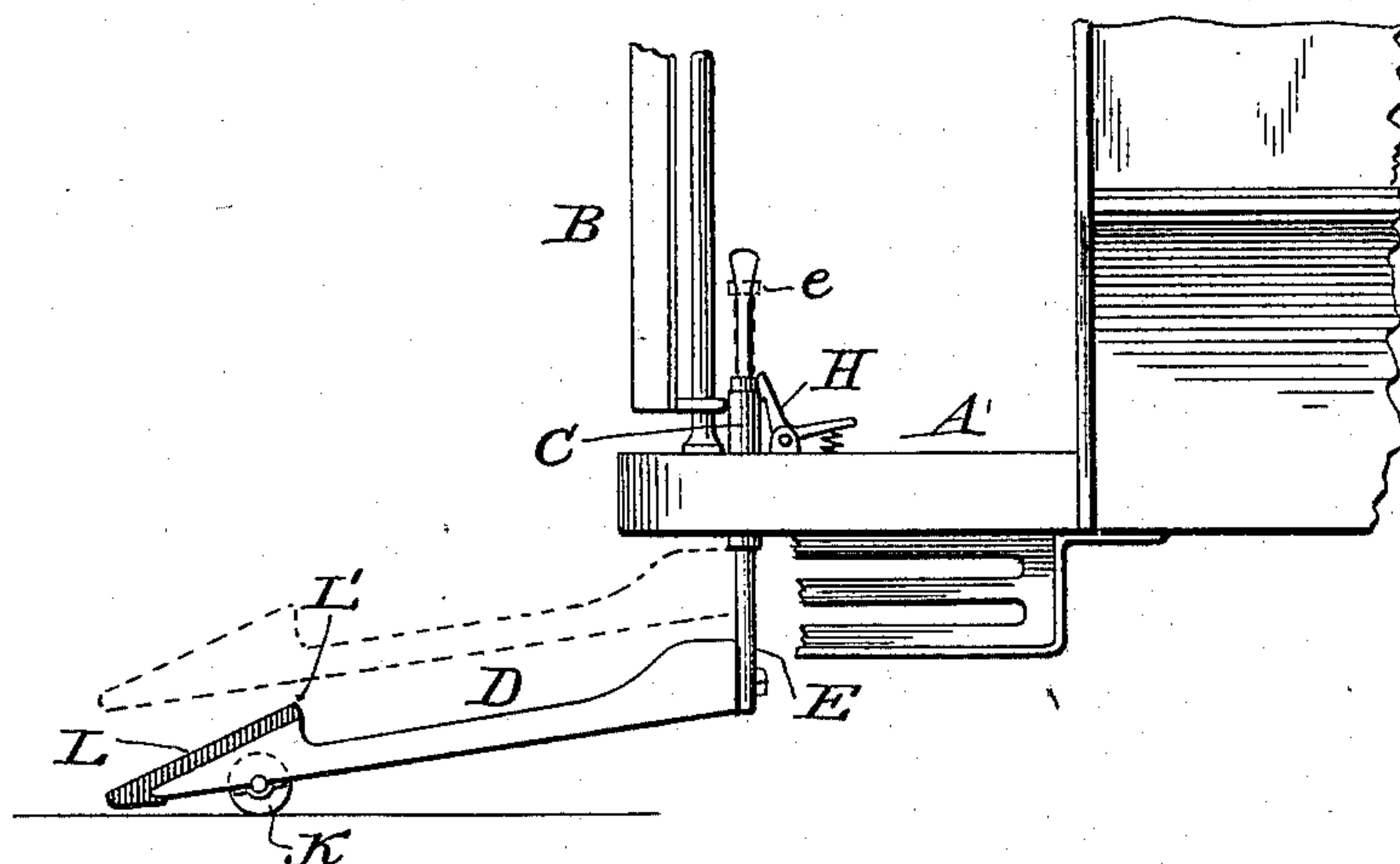


Fig. 2.

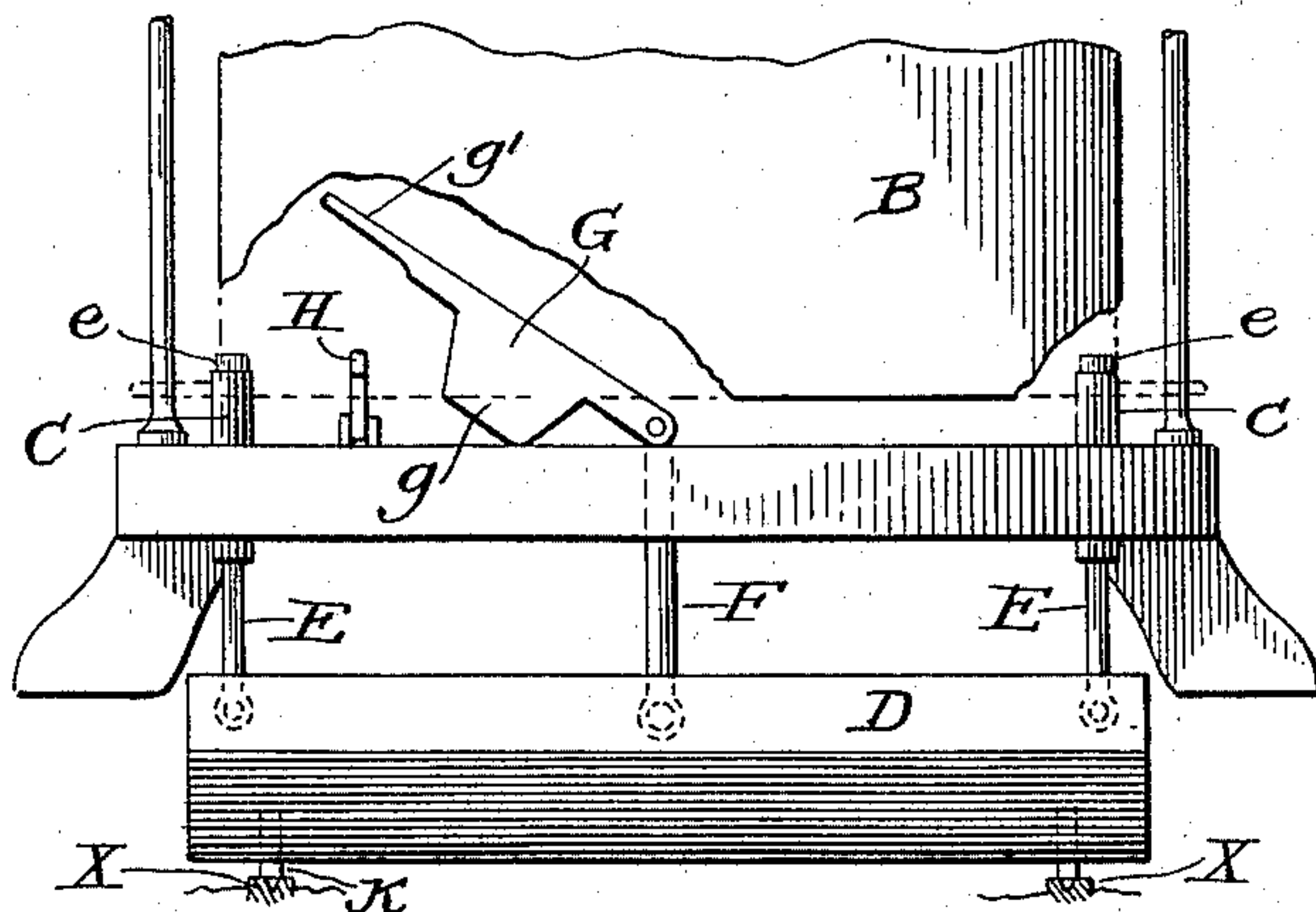
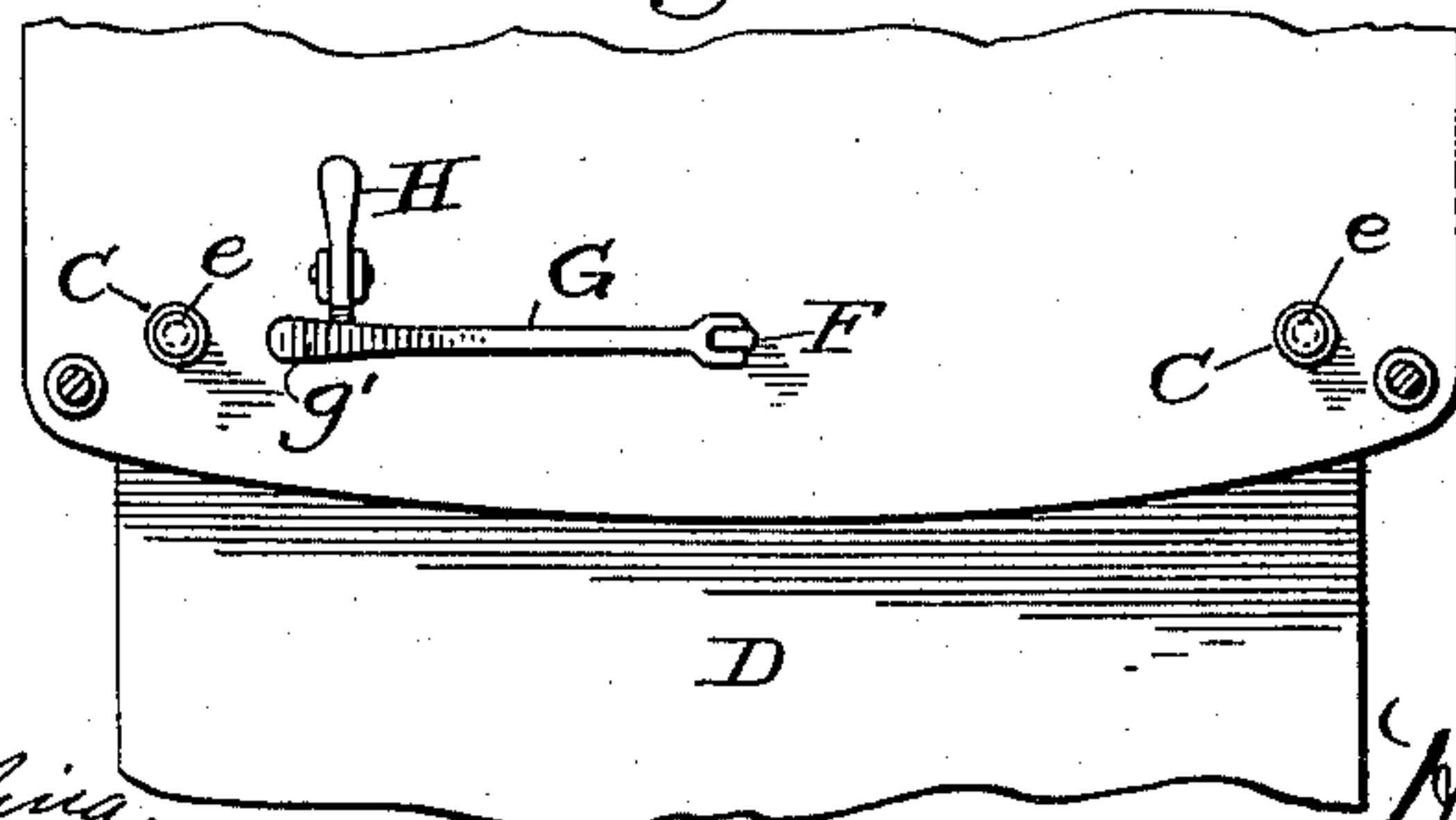


Fig. 3.



WITNESSES

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HARRY LEHRER, OF NEW YORK, N. Y.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 610,238, dated September 6, 1898.

Application filed May 20, 1898. Serial No. 681,230. (No model.)

*To all whom it may concern:*

Be it known that I, HARRY LEHRER, a citizen of the United States, residing at New York, (Brooklyn,) State of New York, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to that class of car-fenders wherein the fender is normally held elevated from the roadway, but may be dropped and allowed to fall at the will of the motorman when required in cases of emergency.

To this end my invention consists in a new organization of devices hereinafter set forth.

In the accompanying drawings, Figure 1 is a side elevation showing one end of the platform of a car; Fig. 2, a front elevation with the dashboard, partly broken; and Fig. 3 is a plan view of a portion of the front platform.

All of the figures show my improved fender.

A is the end platform of a car, and B the dashboard. In the front part of the end of the platform, near each side thereof, is mounted a tubular socket C, which may be of any cross-section, but is preferably circular and extends through the platform.

The fender D has secured to its rear edge two vertical rods or standards E, each of which fits and slides in one of the tubular sockets C and is provided with an enlarged head *e*, which limits the downward movement of the rod or standard in the socket. There is also a third vertical rod or standard F, which passes through an aperture in the car-platform about midway between the two sockets C C and has pivoted to its end projecting above the platform a rocking lever G, having a projecting fulcrum portion *g*, that rests upon the car-platform. Its free end *g'* is adapted to engage a spring catch or trigger H, capable of being released by the foot of the motorman.

The elevated position of the fender is indicated in dotted lines in Fig. 1, the fender being lifted to this position by forcing down the rocking lever G until its end *g'* is engaged by the trigger H. In the event of an emergency requiring the use of the fender the motorman trips the trigger H and the fender falls into the position indicated in full lines.

Preferably the fender is provided in its under face with small rollers or wheels K, which may run upon rails X of the rod, and which, while permitting the body of the fender

to run very close to the ground, prevent its actually coming in contact with the roadway.

The body of the fender may be constructed in any suitable manner and of any desirable material, according to the various well-known methods of construction of such devices. I prefer, however, that its front edge should slope upwardly toward the rear for a suitable distance, as at L, and that the upper face of the fender back of the portion L should be disposed so as to form a receptacle adapted to catch and retain any persons who might be run down by the car.

The sloping forward face L, and particularly its highest point L', I purpose making of rubber to afford a proper cushion and prevent injury to the person falling upon the fender.

The general construction shown in the above description is one that is economical and efficient and may readily be applied to ordinary car-platforms by merely boring the three apertures therein and providing two apertures at the side with proper socket-pieces, in which the vertical rods E can slide or telescope.

I claim as my invention—

1. The combination of the car-platform having tubular sockets C C secured therein at or near its sides, a fender having vertical rods E E sliding or telescoping in such sockets, and a central vertical rod passing through an aperture in the platform, the rocking lever connected with the upper end of the central rod and a catch or trigger adapted to engage the free end of said lever when the fender is in its uppermost position, substantially as set forth.

2. The combination of a car-platform having tubular socket-pieces extending there-through at or near each side thereof, vertical rods E sliding in such tubular sockets and having enlarged heads *e*, a central rod F passing through an aperture in the car-platform, the rocking lever attached thereto and the spring catch or trigger, and a car-fender to which the lower ends of the rods E E F are attached.

In testimony whereof I have hereunto subscribed my name.

HARRY LEHRER.

Witnesses:

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