

No. 626,116.

Patented May 30, 1899.

F. WALTER.  
STREET CAR FENDER.

(Application filed Mar. 31, 1899.)

(No Model.)

2 Sheets—Sheet 1.

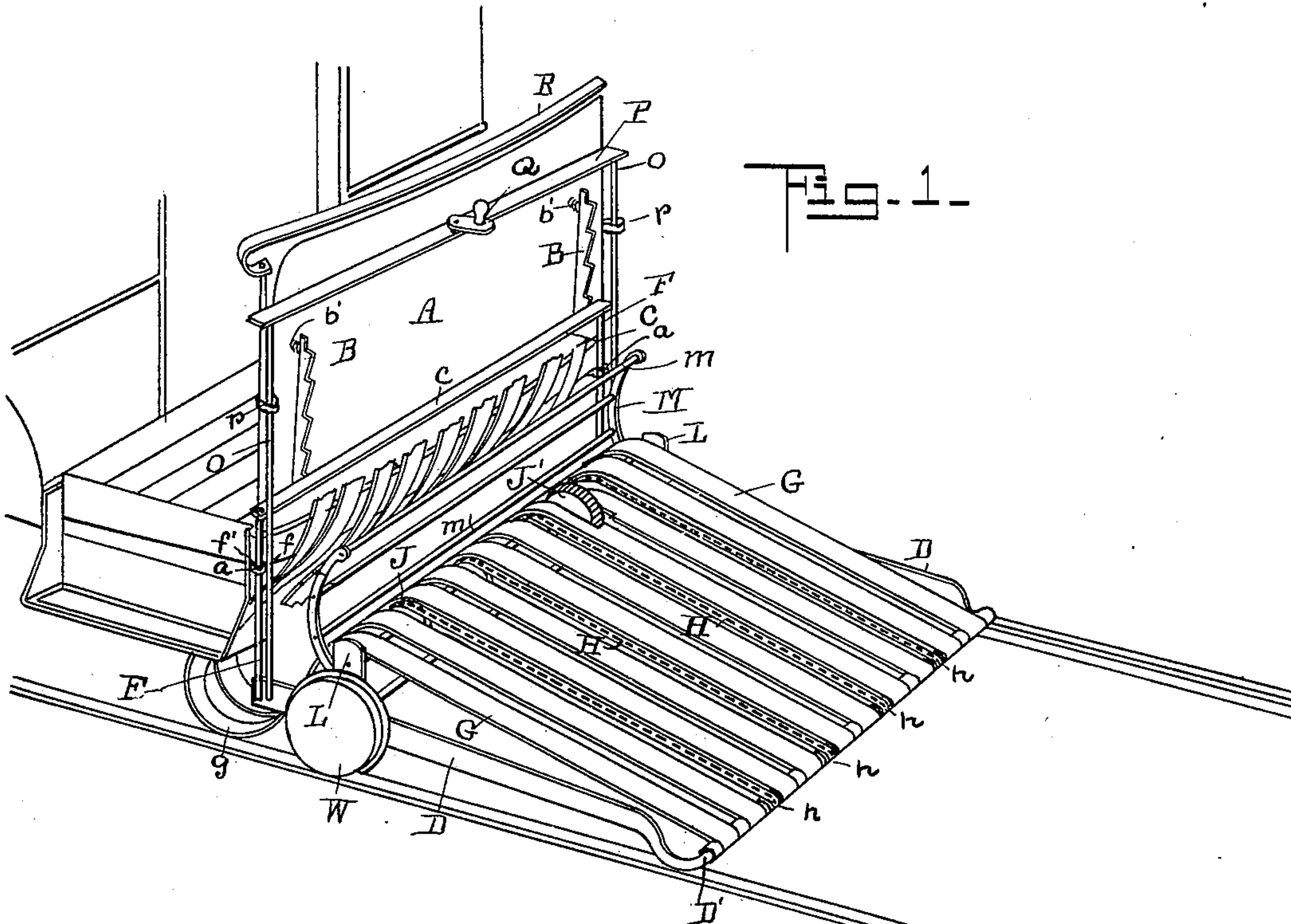


Fig. 1.

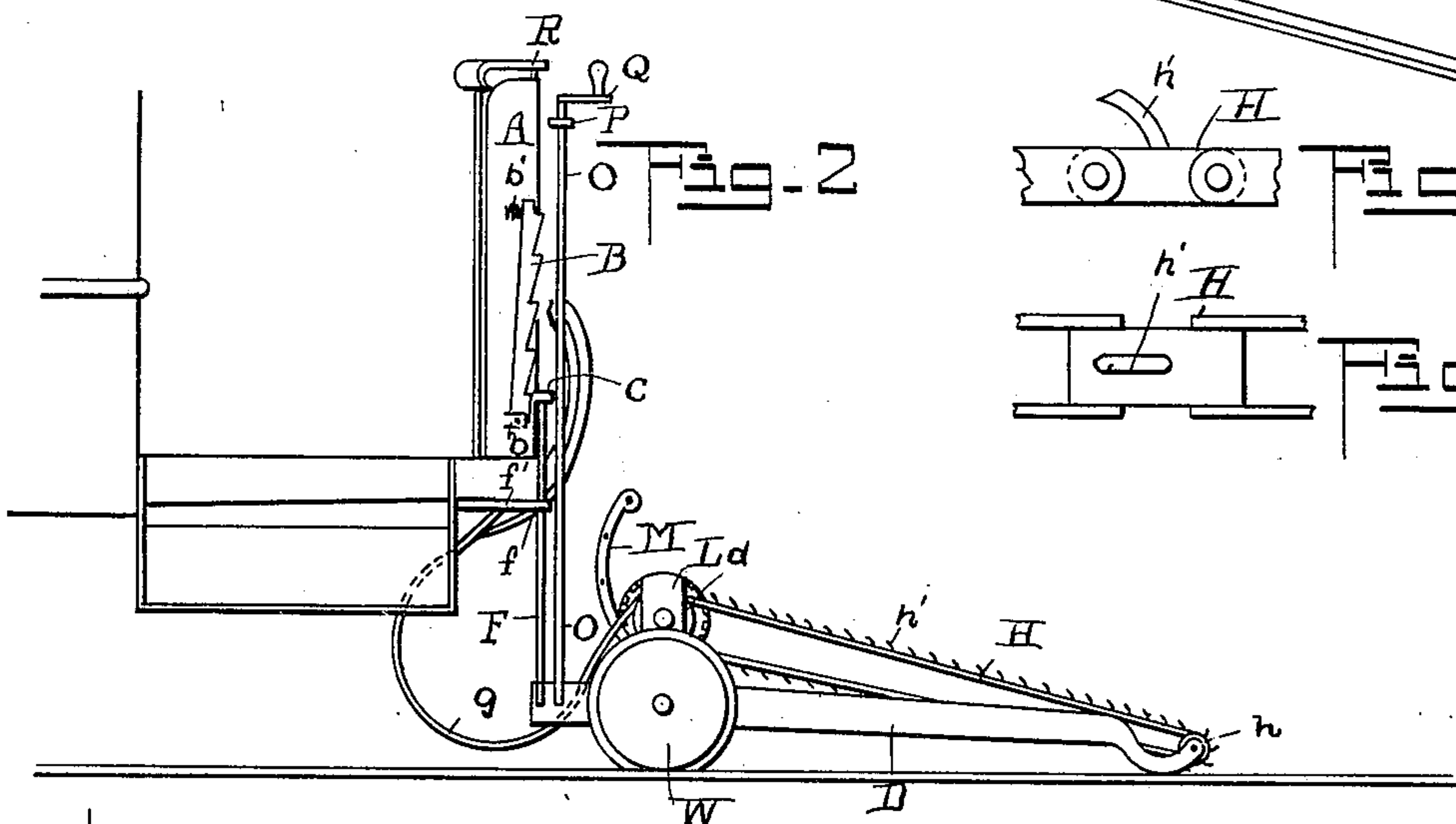


Fig. 2.

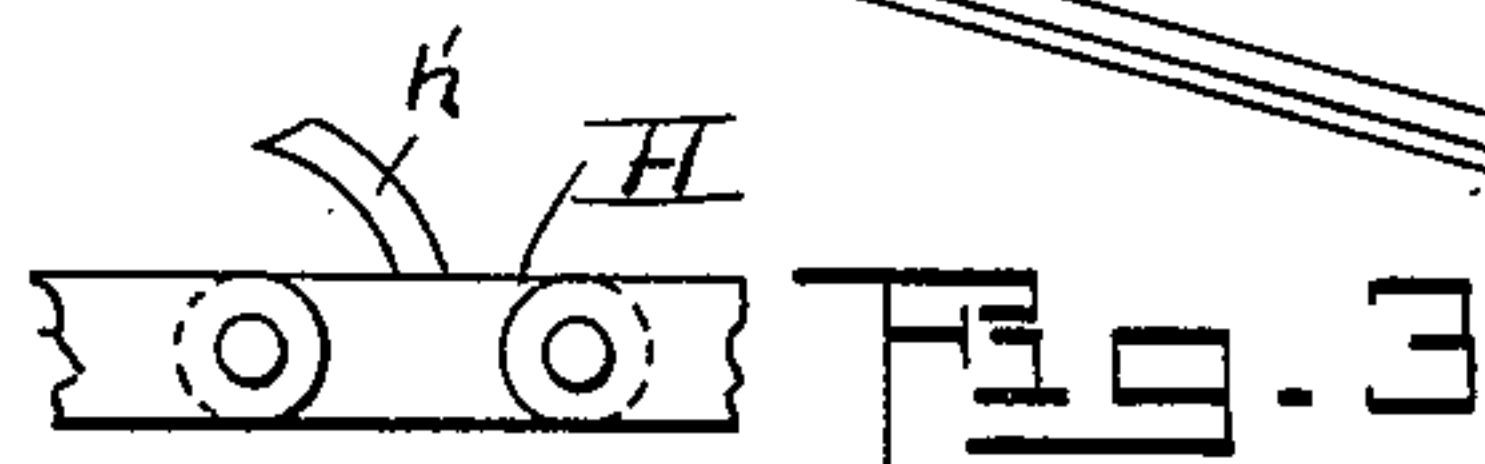


Fig. 3.

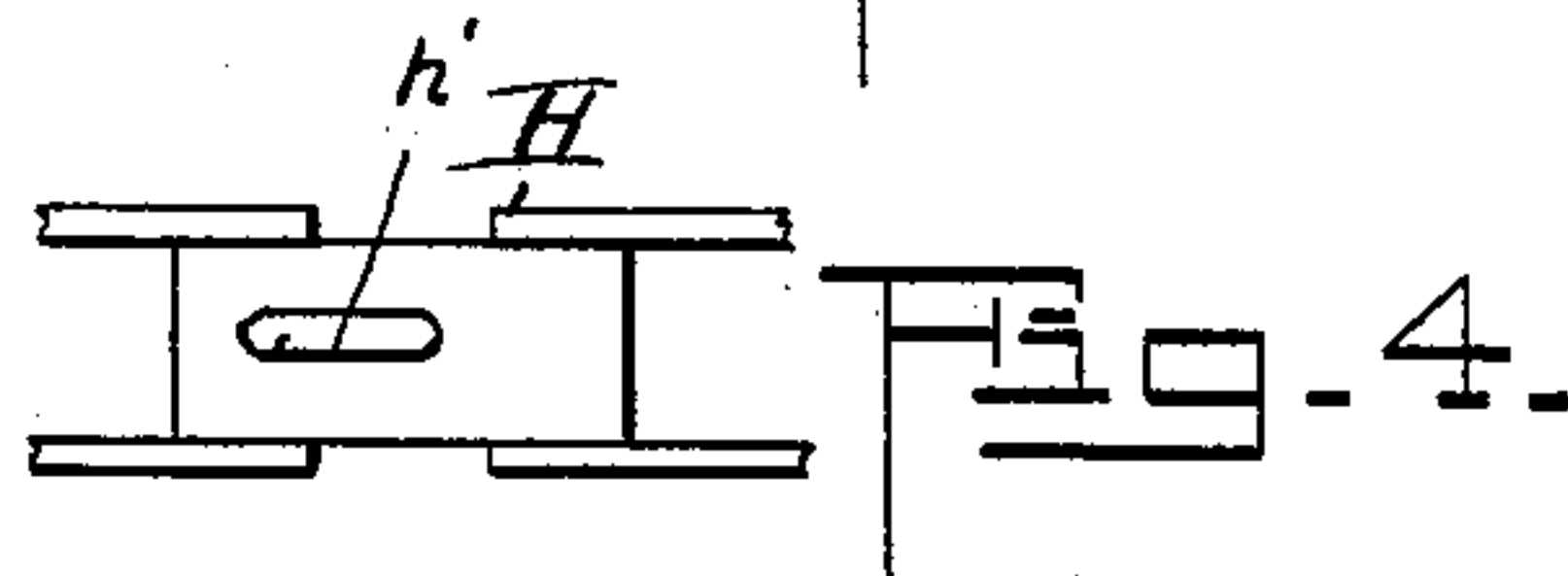


Fig. 4.

Witnesses:  
J. T. Erwin,  
James Sims

Inventor:  
Franklin Walter  
Frederick W. Cameron, Atty

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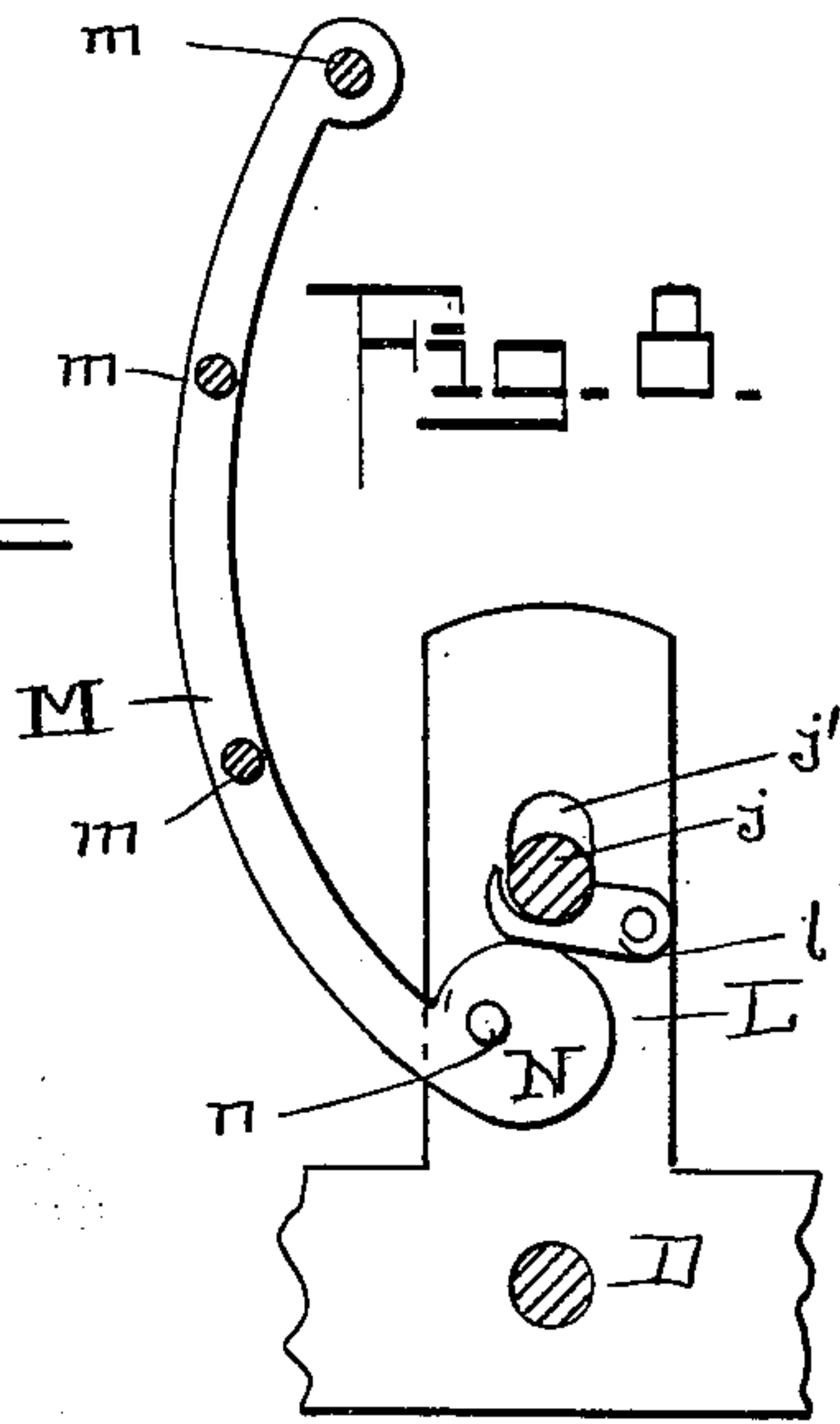
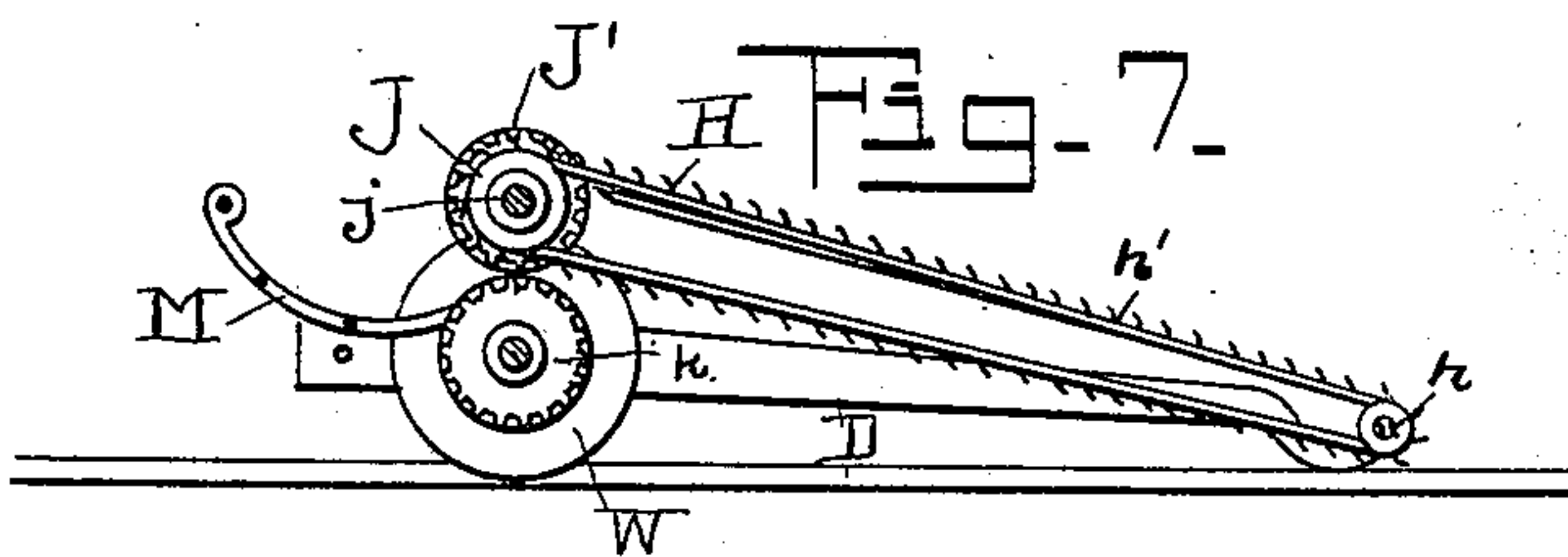
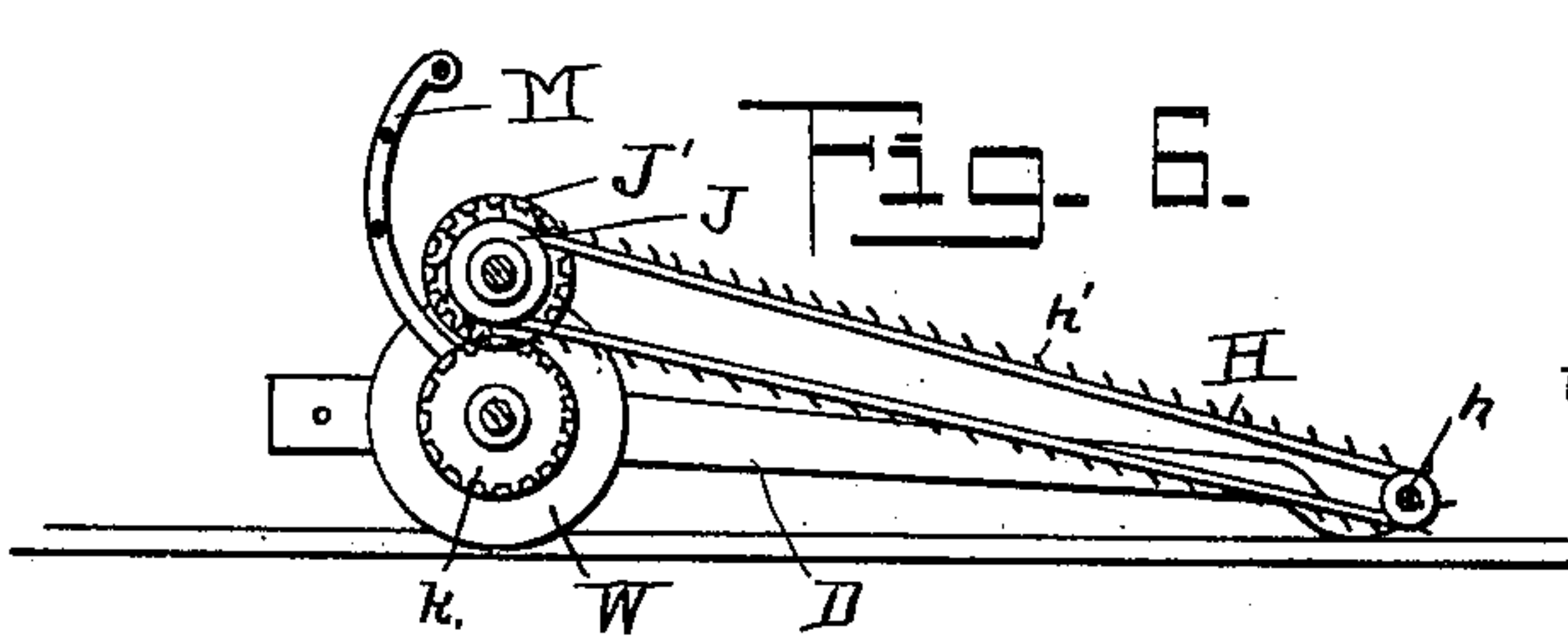
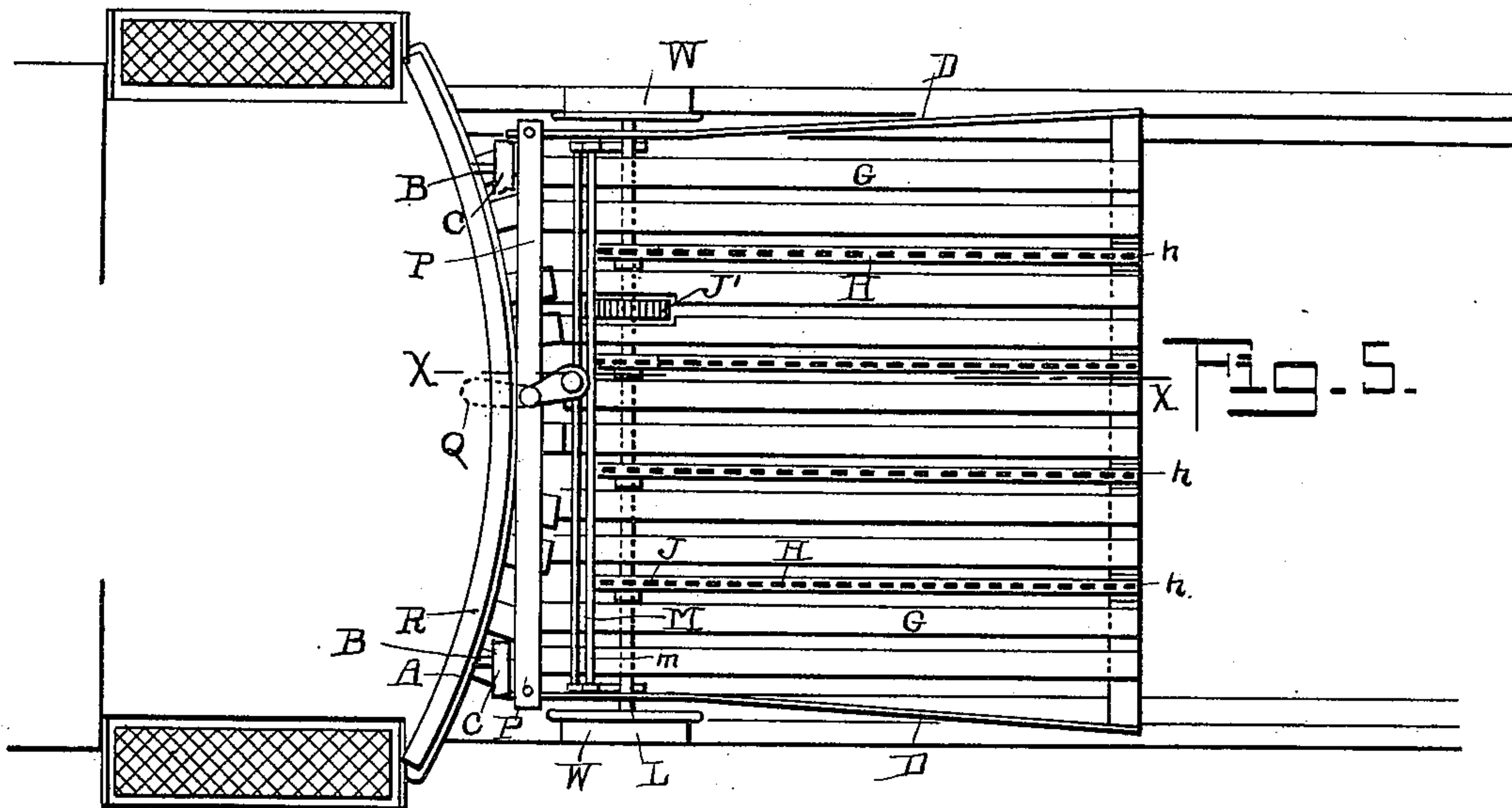
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Witnesses:  
O. V. Erwin,  
James C. Sims.

Inventor:  
Franklin Walter,  
Frederick W. Cameron.  
BY



# UNITED STATES PATENT OFFICE.

FRANKLIN WALTER, OF ALBANY, NEW YORK, ASSIGNOR OF TWO-FIFTHS  
TO HENRY C. LANGE AND GEORGE STEACHER, OF SAME PLACE.

## STREET-CAR FENDER.

SPECIFICATION forming part of Letters Patent No. 626,116, dated May 30, 1899.

Application filed March 31, 1899. Serial No. 711,253. (No model.)

*To all whom it may concern:*

Be it known that I, FRANKLIN WALTER, a citizen of the United States of America, and a resident of the city of Albany, in the county of Albany, State of New York, have invented certain new and useful Improvements in Street-Car Fenders, of which the following is a specification.

My invention relates to street-car fenders; and the object of my invention is to provide a fender adapted to be placed on the dashboard of a street-car and so arranged that it may be lowered when occasion requires and when in its lowered position shall move along the track, a portion of the fender in contact therewith, and the endless bands forming part of the fender put in operation. I attain this object by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective. Fig. 2 is a side elevation. Fig. 3 is a side elevation of the section of the sprocket-chain. Fig. 4 is a plan of the section of the sprocket-chain. Fig. 5 is a plan of the fender. Fig. 6 is a section along the lines X X on Fig. 5, showing the sprocket while in gear. Fig. 7 is a section along the lines X X on Fig. 5, showing the sprocket-wheel out of gear. Fig. 8 is a detailed view showing the means for moving the sprocket-wheel out of gear.

Similar letters refer to similar parts throughout the several views.

To the dashboard A of a car I secure a fender by means of eyebolts *a a* and the bars C, said eyebolts engaging with the rod F, suitably secured to the dashboard at *f* and beneath the car to the floor by means of a suitable bolt *f'* or in any suitable manner. For the purpose of raising the fender and holding it in its elevated position I place the pivoted racks B B in contact with the dashboard, providing near the upper ends of the racks springs *b'*, tending to force the rack outward from the dashboard, the bar C capable of resting upon one of the teeth of the rack, and thus holding it in its elevated position. I do not, however, limit myself to this method of securing the fender to the car or to this method of holding it elevated from the track.

The fender proper consists of a frame hav-

ing side pieces D D and a connecting-rod D' at the front of the fender. I arrange a series of metallic strips G G, secured to the front rod D' and supported near the rear end of the fender by a suitable rod elevated somewhat from the position of the rod D' in such a manner that the strips G G will form an inclined plane, the highest portion of which is nearest the dashboard. After passing over the support *d* I preferably bend the strips G G downward and form a loop *g*, causing them to be bent in the formation of this loop upward and extending above the support *d* and bent in toward the dashboard at their upper end in the manner shown in Figs. 1 and 2. I do not limit myself to this construction of the strips G G, forming the body of the fender.

On the rod D', I arrange a series of loose pulleys *h h*, about each of which passes a sprocket-chain H, each of which engages with the sprocket-wheel J, mounted on the spindle *j*. The spindle *j* has at each end a gear-wheel J', adapted to engage with the gear *k* on the drive-wheel W. By this means motion is imparted to the spindle *j* and to the sprocket-wheels J, keyed thereto, which of course imparts motion to the sprocket-chains H. The chains H are provided with a number of projections *h' h'*, said projections in the movement of the sprocket-chains tending to engage with and carry an object brought in contact therewith toward the dashboard. The spindle *j* has bearings in the vertical posts L L, secured to or formed integral with the side pieces D D, said bearings being in an elongated opening *j'* in said post L and preferably provided with a pivoted catch *l*, upon which the spindle *j* rests. A curved lever M, forming the end pieces of a cradle, being provided with cross-bars *m m m*, is pivoted to the post L at *n* and provided with an enlarged cam-shaped projection on its end N, adapted to engage with the support *l* of the spindle *j*, said cam-shaped portion N so constructed as to its conformation that when the cradle is forced backward or downward the spindle *j* will be raised, which in turn will break the connection between the gears *k* and the gears J'.

For the purpose of assisting in holding the fender raised from the tracks, for it is de-



signed that the fender shall be out of contact with the tracks except when lowered in case of emergency, I arrange for supporting the fender in its elevated position, in addition to  
5 the rack and eyebolts already described, the rods O O, attached to the side pieces D D, respectively, and provided with a connecting-bar P, upon which I arrange a button Q, which when the fender is raised may be  
10 brought in contact with the top R of the dashboard A. I preferably arrange guides *pp* for each of the rods O O for the purpose of assisting the eyebolts on the rod F in guiding the fender to its position on the track when  
15 lowered thereto.

The operation of this device is apparent. Ordinarily the fender is raised from the track and held in connection with the dashboard of the car. When it is necessary to lower  
20 the fender for the purpose of picking up an object, the motorman will push the button Q and pull the rack out of contact, when the fender will immediately fall, the wheels W engaging with the tracks, and the gear-wheels

put in operation the series of sprocket-chains, 25 which will cause any body with which they come in contact to be carried to the cradle. A body striking the cradle will immediately lift the gears out of contact and prevent further movement of the sprocket-chains. 30

What I claim as my invention, and desire to secure by Letters Patent, is—

A car-fender comprising a frame; a pair of wheels adapted to engage with a railway-track; gears on said wheels; a spindle carrying a series of pulleys keyed thereto and a gear-wheel adapted to engage with the gears on the wheels of the fender, with a lever adapted to break the connection between gears on the spindle with gears on the wheels, 35 substantially as described. 40

Signed by me, at Albany, New York, this 25th day of March, 1899.

FRANKLIN WALTER.

Witnesses:

FREDERICK W. CAMERON,  
MARY E. PARLATE.