No. 647,030. Patented Apr. 10, 1900.

T. A. REMSEN.

CAR FENDER.

(Application filed May 27, 1899.)

(No Model.)

Fig. I.

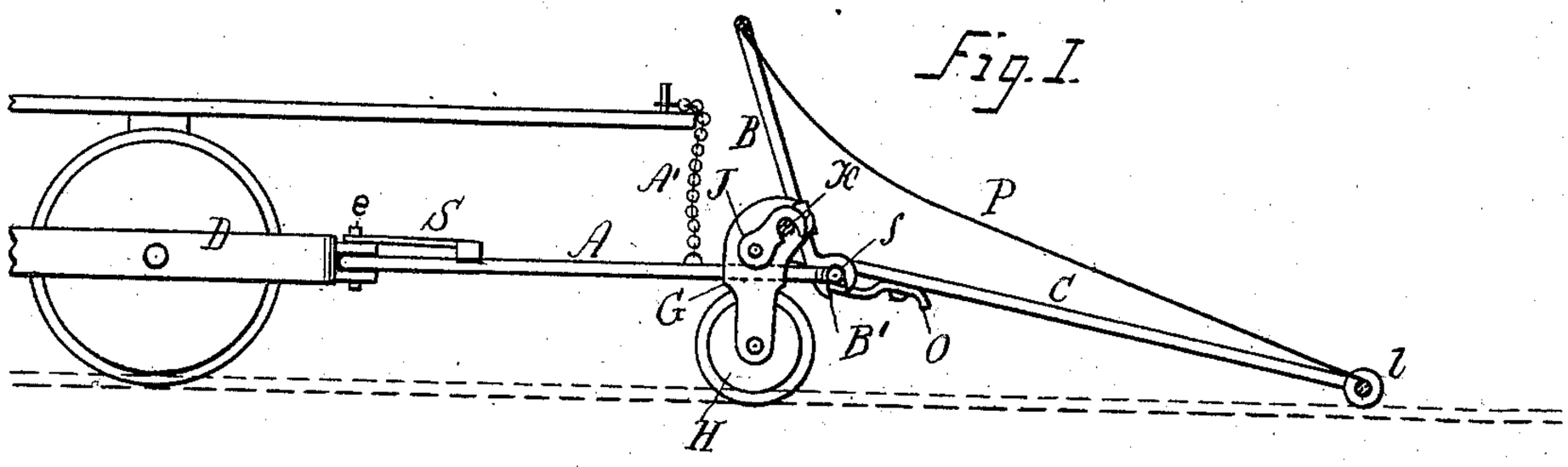


Fig. II.

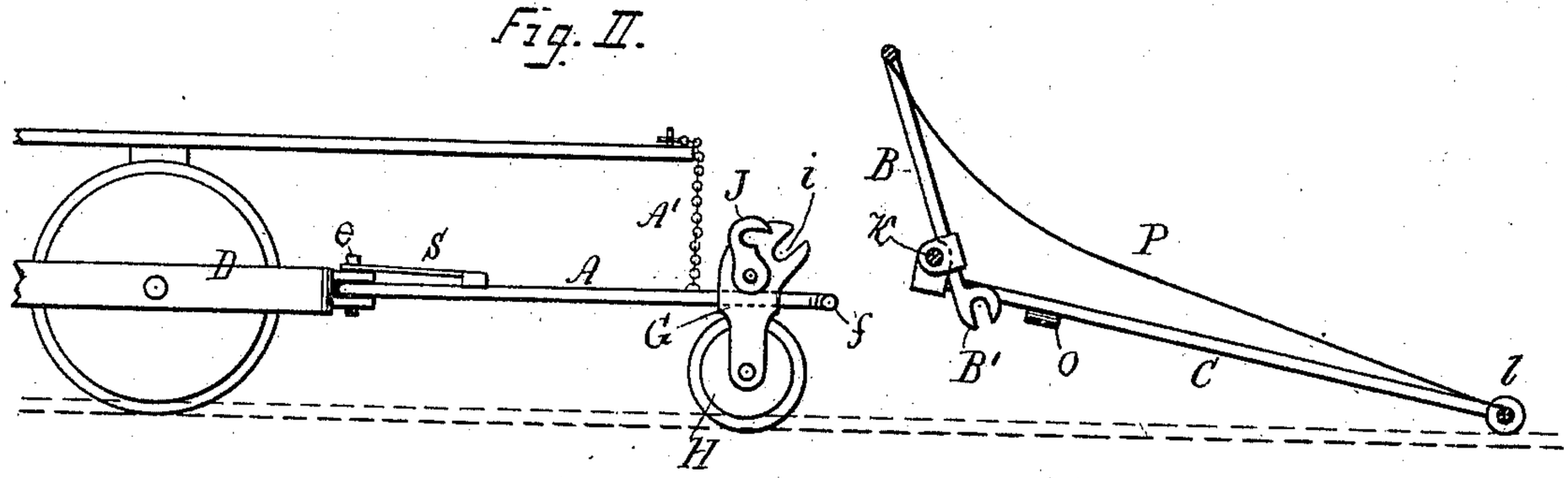
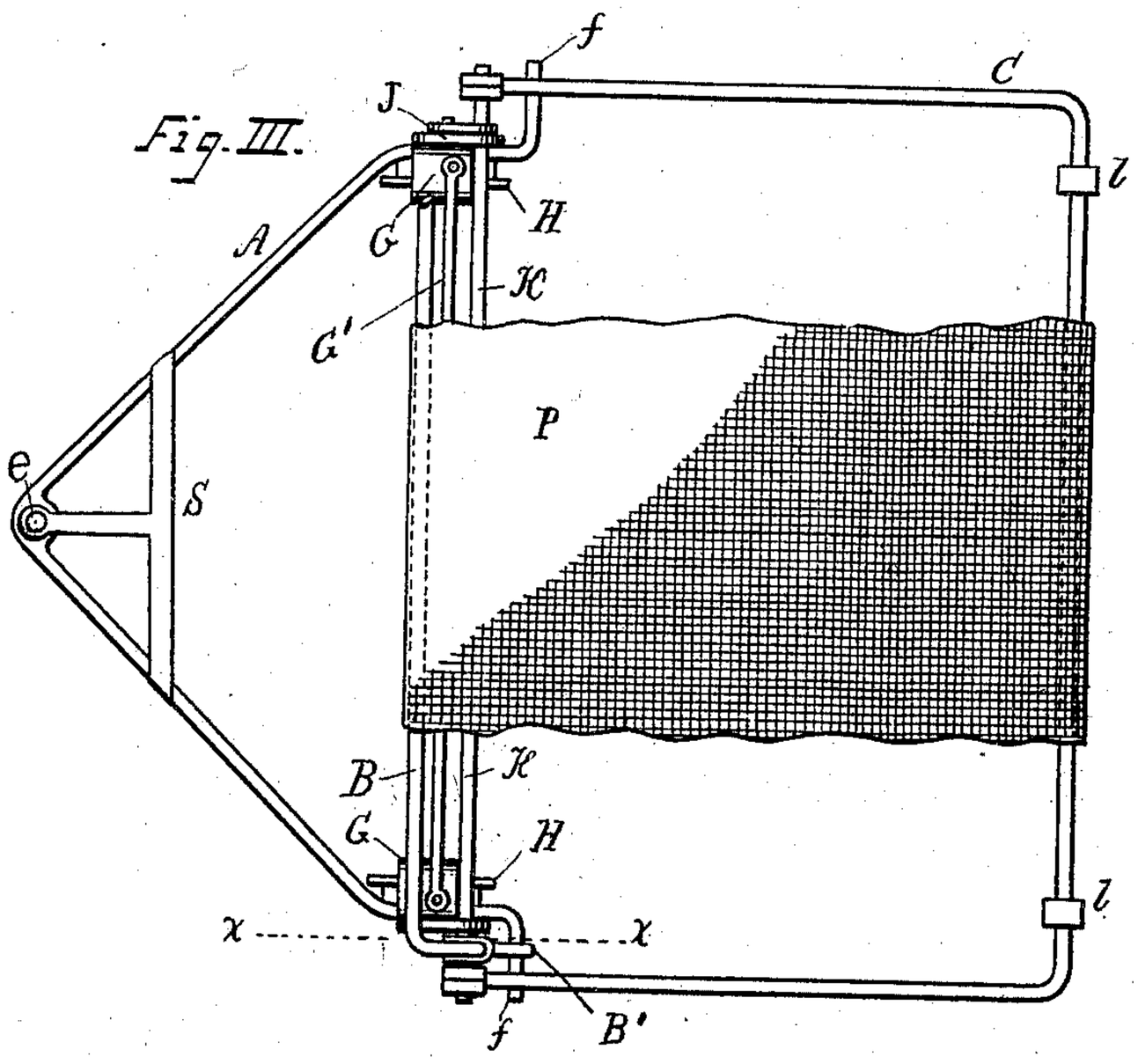


Fig. III.



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TIMOTHY A. REMSEN, OF NEW YORK, N. Y., ASSIGNOR TO MARY E. REMSEN AND ELIZABETH ANN McGUIRE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 647,030, dated April 10, 1900.

Application filed May 27, 1899. Serial No. 718,496. (No model.)

To all whom it may concern:

Be it known that I, TIMOTHY A. REMSEN, a citizen of the United States, and a resident of New York, (Brooklyn,) in the county of Kings and 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 the construction of fenders for street-railway cars; and it consists in the employment of two frames, one for permanent attachment to the car and constituting a fender-supporting medium and the other for temporary attachment to the supporting-frame and constituting the main fender structure. The supporting-frame is formed of a single V-shaped section, while the main frame is composed of two U-shaped sections, and with the two frames are combined certain novel devices for detachably connecting the same, as will be hereinafter more fully described.

In the accompanying drawings, Figure I represents a side view, partly in section, of a fender embodying my invention with the frames connected together. Fig. II represents a like view thereof with the frame disconnected. Fig. III represents a plan or top view thereof with the parts in position corresponding to Fig. I. In this figure one of the sections of the main frame is partly broken away to expose portions of the fender beneath it.

Similar letters of reference indicate corresponding parts.

The letter A indicates the V-shaped fender-supporting frame, and B C the respective U-shaped sections of the main or fender frame. The several limbs of these frames are of tubular or other suitable form, and the supporting-frame A is in practice attached to the car, as to the truck D, by a set-screw *e* or other suitable means, and the terminals of this frame are bent to project outwardly therefrom, as at *f*, forming arms which act as abutments for the fender-frame sections, as will be presently explained. Mounted on the limbs of the supporting-frame section A are hangers G, in which are journaled track-wheels H, these hangers being united to each other by means of a brace-rod G′, Fig. III, and to one side of the upper portion of each of the hangers is pivoted a locking-hook J. The terminals of the rear fender-frame section B are forked, as at B′, in such a manner as to adapt the same to engage with either of the laterally-projecting arms *f*, and at a point above such ends said rear fender-frame section has secured thereto a cross-bar K, which is adapted to fit and engage with the open slots *i* of the hangers.

The forward section A of the fender-frame is hung on the cross-bar K, and on its transverse portion are mounted antifriction-rollers *l*, which are approximately in line with the track-wheels.

On the rear part of each of the limbs of the forward frame-section A is pivoted a latch O in such a manner as to adapt this latch to be swung horizontally into and from a position under either of the laterally-projecting arms *f* of the supporting-frame, the two latches being auxiliary to the two locking-hooks J in the connection of the fender-frame with the supporting-frame by engaging the lateral arms.

When the fender is to be applied to use, the cross-bar K is fitted in the open slots *i* of the hangers and the locking-hooks J are adjusted to engage the inverted bar, as shown in Figs. I and III. The latches O are then adjusted to engage the supporting-arms *f*, and it will be apparent that the fender-frame is thus firmly connected to the supporting-frame, while by a reversal of this adjustment of parts the fender-frame is released and free to be disconnected, as shown in Fig. II.

In order to complete the fender, a curved apron P is attached to the transverse portions of the frame-sections B C, and for the purpose of retaining the supporting-frame A in lower normal position a spring S, preferably T-shaped, is arranged to bear thereon, while to assist in carrying the supporting-frame it may be connected to a chain A′, depending from the car-body.

What I claim as new is—

In a car-fender, the combination of the supporting-frame formed of a single V-shaped section, the main fender-frame formed of the two U-shaped sections, the hangers on the

supporting-frame, with open slots, the fender-supporting wheels mounted therein, the stop-hooks pivoted to the hangers, the laterally-projecting arms at the terminals of the supporting-frame sections, the forks at the terminals of the rear fender-frame section, the cross-bar on said frame-section with the front frame-section hung thereon and the pivoted latches on the forward fender-frame section, the whole adapted to coöperate, substantially as and for the purpose herein described.

Signed at Brooklyn, in the county of Kings and State of New York, this 25th day of May, A. D. 1899.

TIMOTHY A. REMSEN.

Witnesses:
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