

No. 704,141.

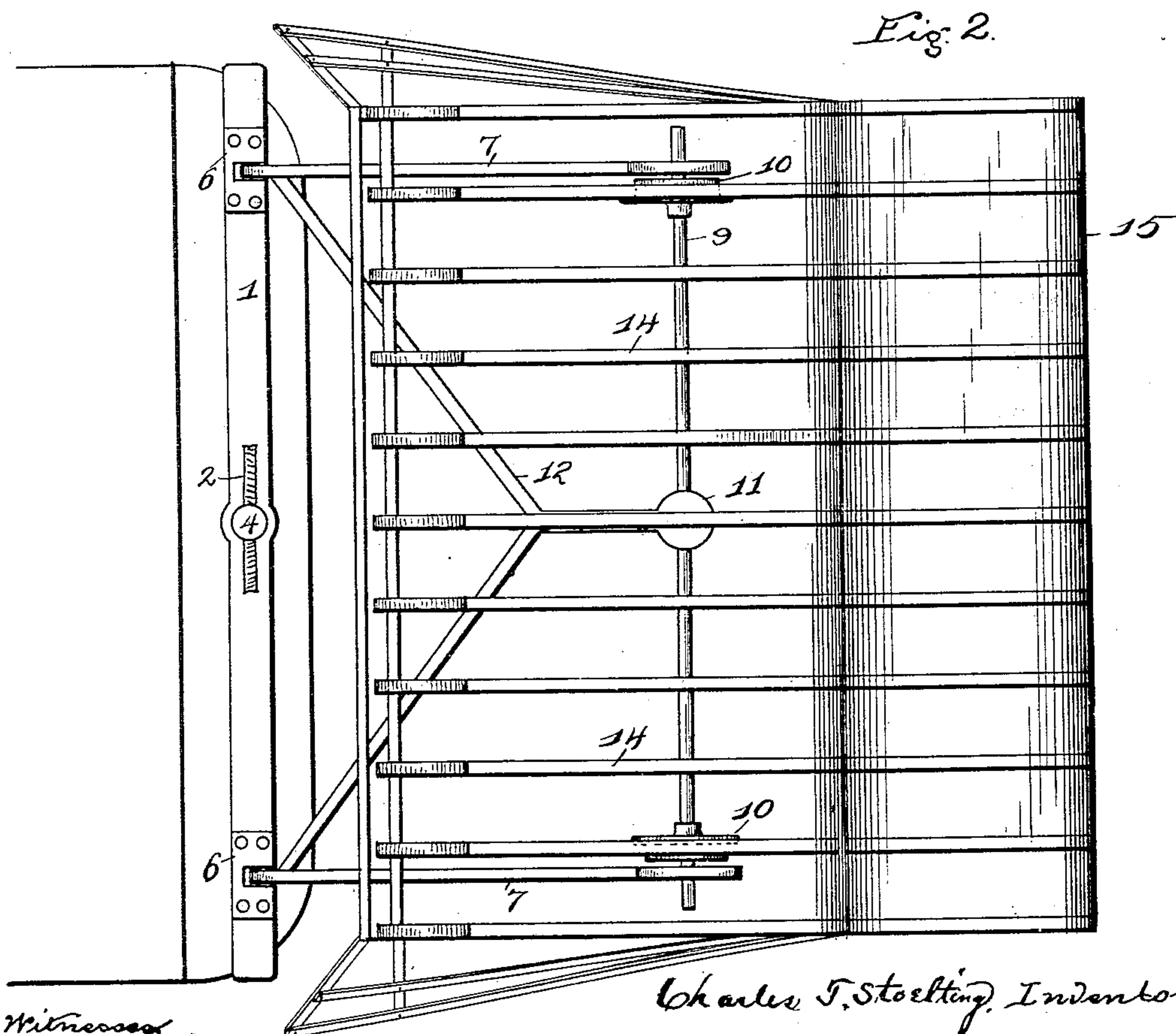
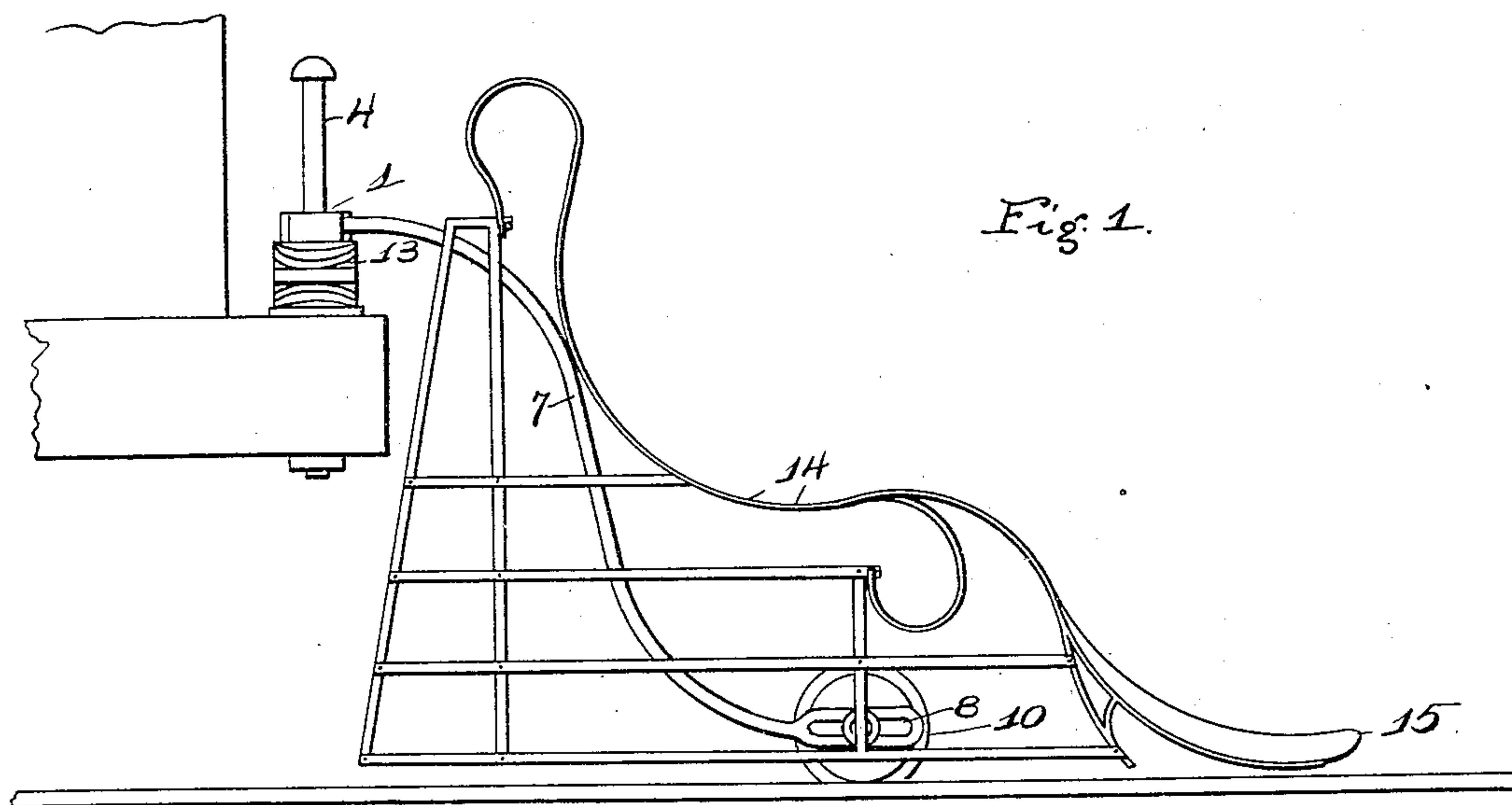
Patented July 8, 1902.

C. T. STOELTING.  
STREET CAR FENDER.

(Application filed Dec. 8, 1901.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses  
O. A. Smith  
D. Wiegand

Charles T. Stoelting, Inventor,  
by H. D. O'Brien atty.

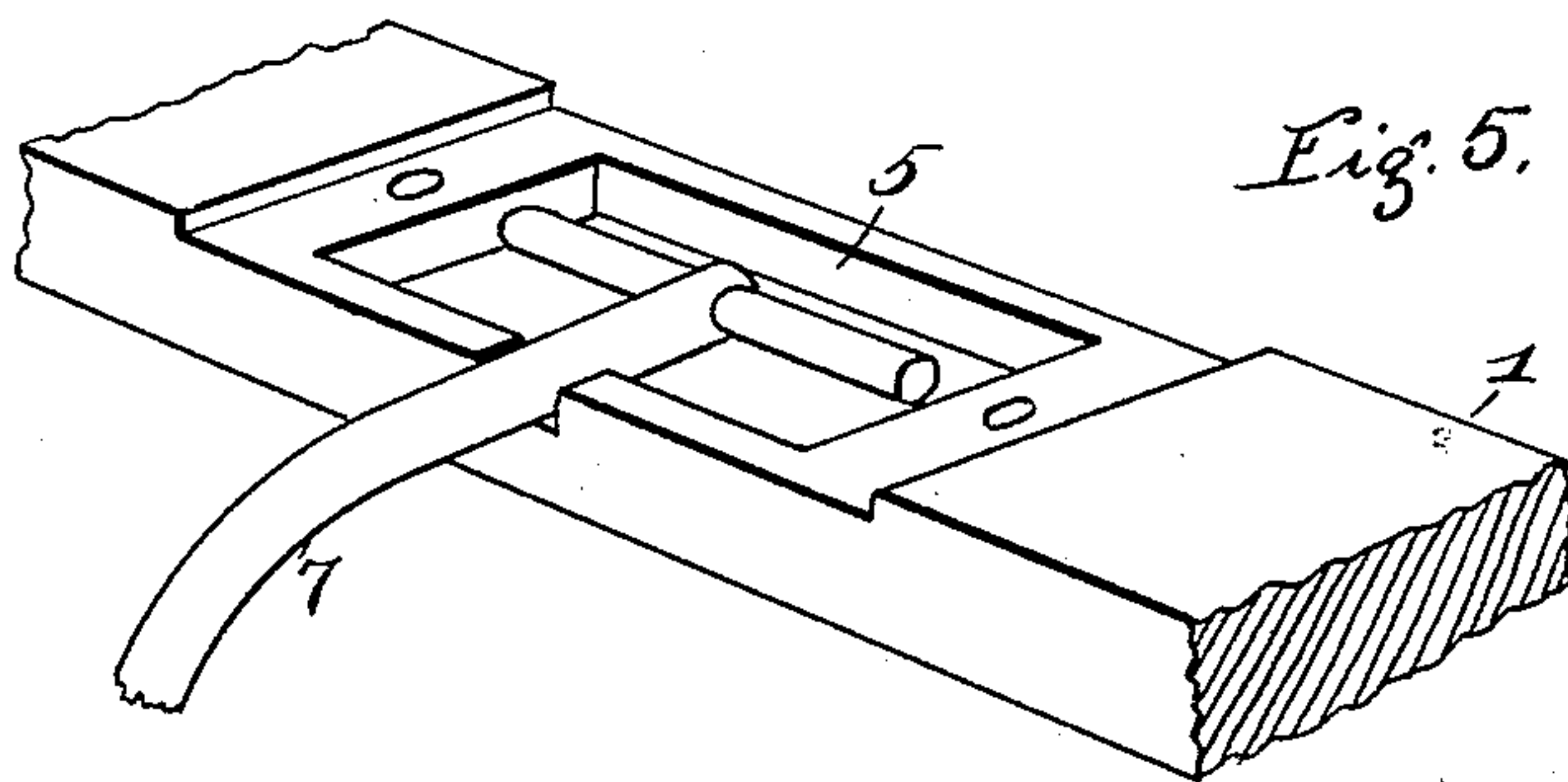
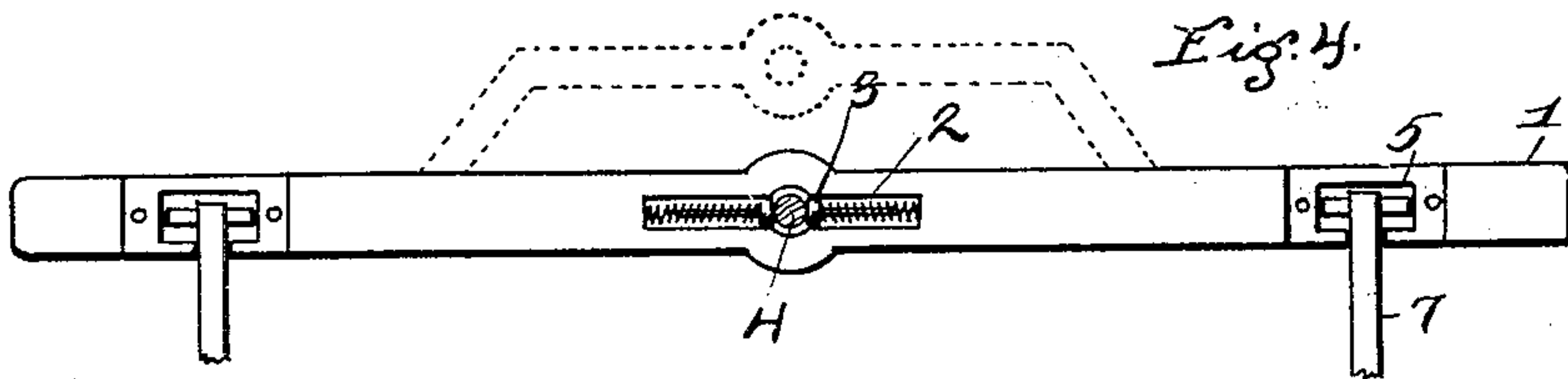
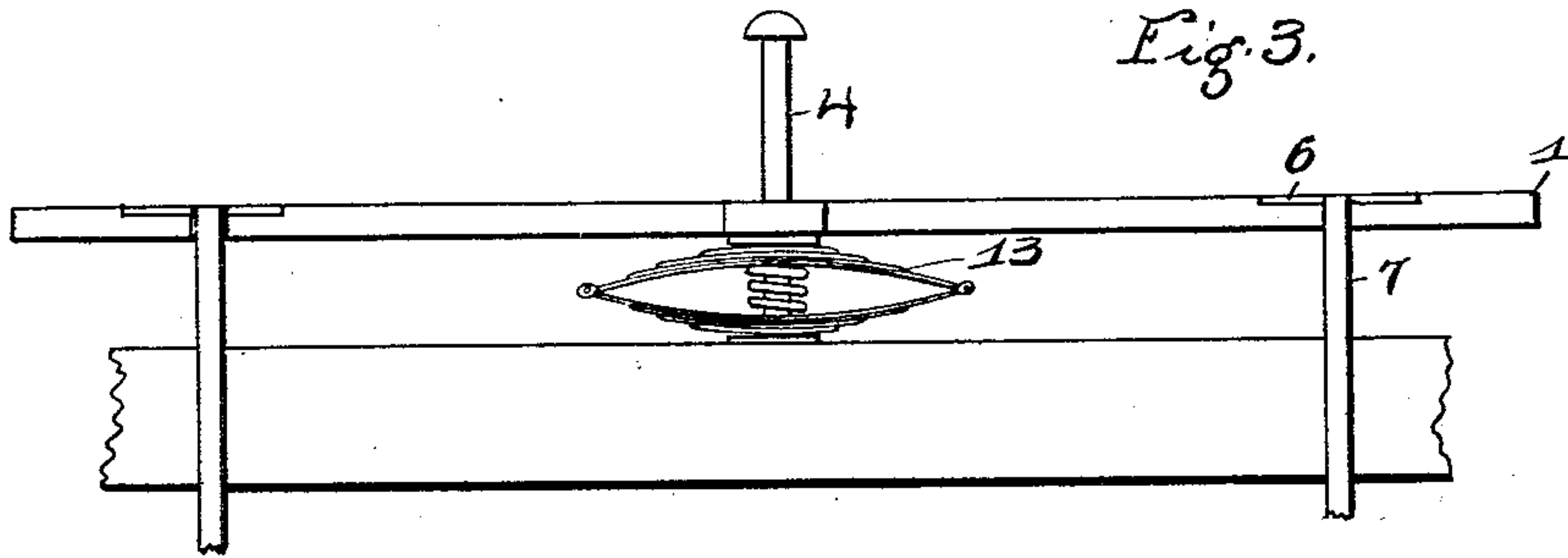
No. 704,141.

Patented July 8, 1902.

C. T. STOELTING.  
STREET CAR FENDER.  
(Application filed Dec. 9, 1901.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses  
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# UNITED STATES PATENT OFFICE.

CHARLES T. STOELTING, OF ST. LOUIS, MISSOURI.

## STREET-CAR FENDER.

SPECIFICATION forming part of Letters Patent No. 704,141, dated July 8, 1902.

Application filed December 9, 1901. Serial No. 85,281. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES T. STOELTING, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Street-Car Fenders; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in car-fenders; and it consists in the novel arrangement, construction, and combination of parts, as will be more fully hereinafter described, and set forth in the claims.

The object of this invention is to arrange and construct a device whereby the life of a human being or animal is saved by being held upon the fender and preventing it from falling before the wheels of the truck.

A further object is the elasticity of the springs forming a part of the fender, allowing the body to fall gently, and thereby preventing it from being in any way injured.

Another object is the fender is at all times over the track and in close proximity thereto, remaining upon the track while turning curves and having lateral action in conformity with the car.

Figure 1 is a side elevation of my complete fender attached to a car. Fig. 2 is a top plan view of the same. Fig. 3 is a detail front view of the fender-bar, showing its mounting. Fig. 4 is a top plan view of the same; and Fig. 5 is a detail perspective view of a portion of the bar, showing its movable joint.

In the construction of the device, as shown, I provide a bar 1, having in its center an elongated slot 2, in which are supported spring-impelled pins 3, the heads thereof bearing against the vertical rod or post 4, held stationary to the car-bumper. The purpose of the slot is to allow a lateral movement to the bar and will be hereinafter referred to. Near each end of the bar is provided a recess 5 and is covered with a plate 6. In said recess are supported the ends of the fender-rods 7, said ends being T-shaped and are allowed sufficient play for the lateral movement of the

fender. The plates 6 are provided with slots to allow the rods to be placed in a vertical position, so as to fold the fender against the front of the car for convenience in the car-sheds and the like. The lower ends of the rods 7 are provided with elongated slots 8, in which is carried the shaft 9, supporting the auxiliary wheels 10, and are at all times to remain on the track while the car is in motion. The shaft 9 is pivoted at its center to a plate or fifth-wheel 11, carried by a counter-brace 12, connected to the rods 7. The purpose of the slots, joints, and fifth-wheel is to allow the fender to follow the rails while the car is turning a curve, providing for sufficient lateral and vertical motion which might be imparted upon the fender. The vertical or vibratory motion is imparted upon the spring 13, located under the bar 1, and counteracts any jar or motion.

To the rods 7 and brace 12 is secured in a desirable manner a plurality of peculiarly-bent strips 14, constructed of spring metal and arranged at intervals apart along the entire front and are tipped with rubber or elastic material 15. They extend across from strip to strip and are for the purpose of preventing the injury of the object when striking it. The spring-strips forming the front contact-surface give elasticity and break the sudden jar upon the object when coming in contact. It will retain any-sized body, from the smallest to the largest, and by the giving of the springs prevent it from falling off.

By forming the bar as shown by dotted lines it can be applied to a car of straight front and yet allow the fender free action.

Having fully described my invention, what I claim is—

1. A car-fender comprising a bar supporting the fender-rods, means for allowing lateral and vertical movement of the bar, rods carried by said bar and free to move thereon, a shaft carried by the frame and allowed to move in slots formed in lower ends of the rods, auxiliary wheels mounted on the shaft, a plurality of peculiarly-bent springs carried by the frame and means whereby the fender will follow the rails while turning a curve, substantially as specified.

2. A car-fender of the class described, comprising a horizontal bar, a slot formed in the



bar, recesses formed in the ends of the bar, fender-rods movably secured in said recesses, a brace connecting the fender-rods, a shaft pivotally connected to the brace, its ends  
5 moving freely in slots formed in the lower ends of the fender-rods, and a plurality of spring-strips carried by the fender-frame, substantially as specified.

3. A car-fender, comprising a suitable  
10 frame, movable joints securing together the frame, a plurality of spring-straps connected to said frame, and means whereby lateral and vertical movement of the fender is permitted, and means whereby the fender is folded  
15 against the car.

4. A car-fender, comprising a pair of rods, wheels mounted in the lower ends thereof, a fender-frame carried by said rods, a bar pivotally connected to a car-platform, to allow  
20 the bar to have a lateral movement, and swinging joints to connect the rods and the bar to-

gether to allow a vertical movement to the fender.

5. In combination with a car having mounted thereon a pivot and springs, of a car-fender 25 comprising a bar mounted upon said pin, a pair of rods swingingly connected to the bar, and a fender-frame carried by the rods.

6. In combination with a car having mounted thereon a pivot and a spring surrounding 30 the pivot, of a car-fender comprising a bar mounted upon said pivot above the spring, a pair of rods having wheels to engage the rails mounted in their lower ends pivotally connected to said bar, and a fender-frame sup- 35 ported by the rods.

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

CHARLES T. STOELTING.

Witnesses:

ANNA SCHOEPP,  
IGNATIA WIEGREFFE.