

No. 705,466.

Patented July 22, 1902.

O. SPILLERN-SPITZER.  
STREET CAR FENDER.  
(Application filed Apr. 5, 1902.)

(No Model.)

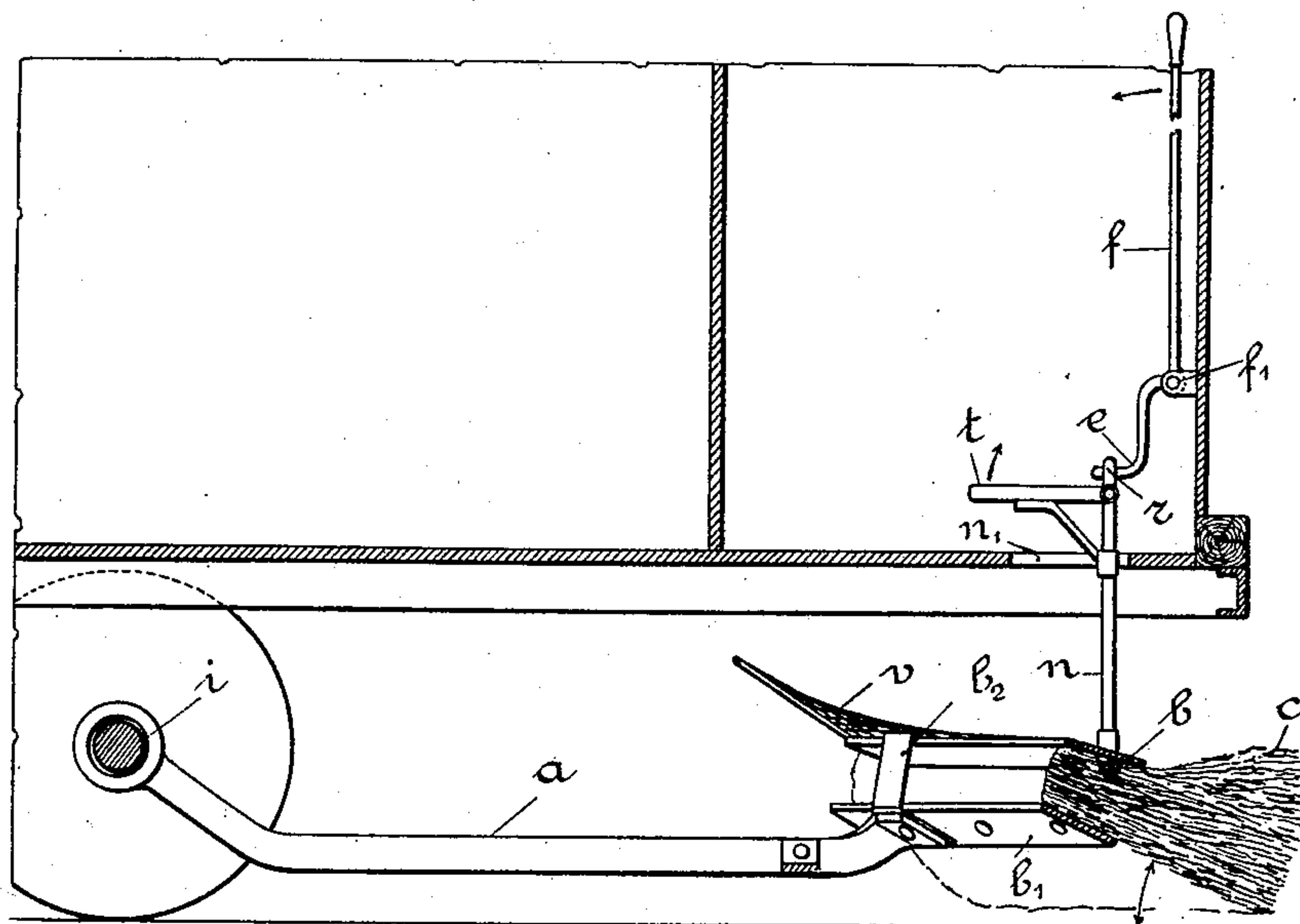


Fig. 1.

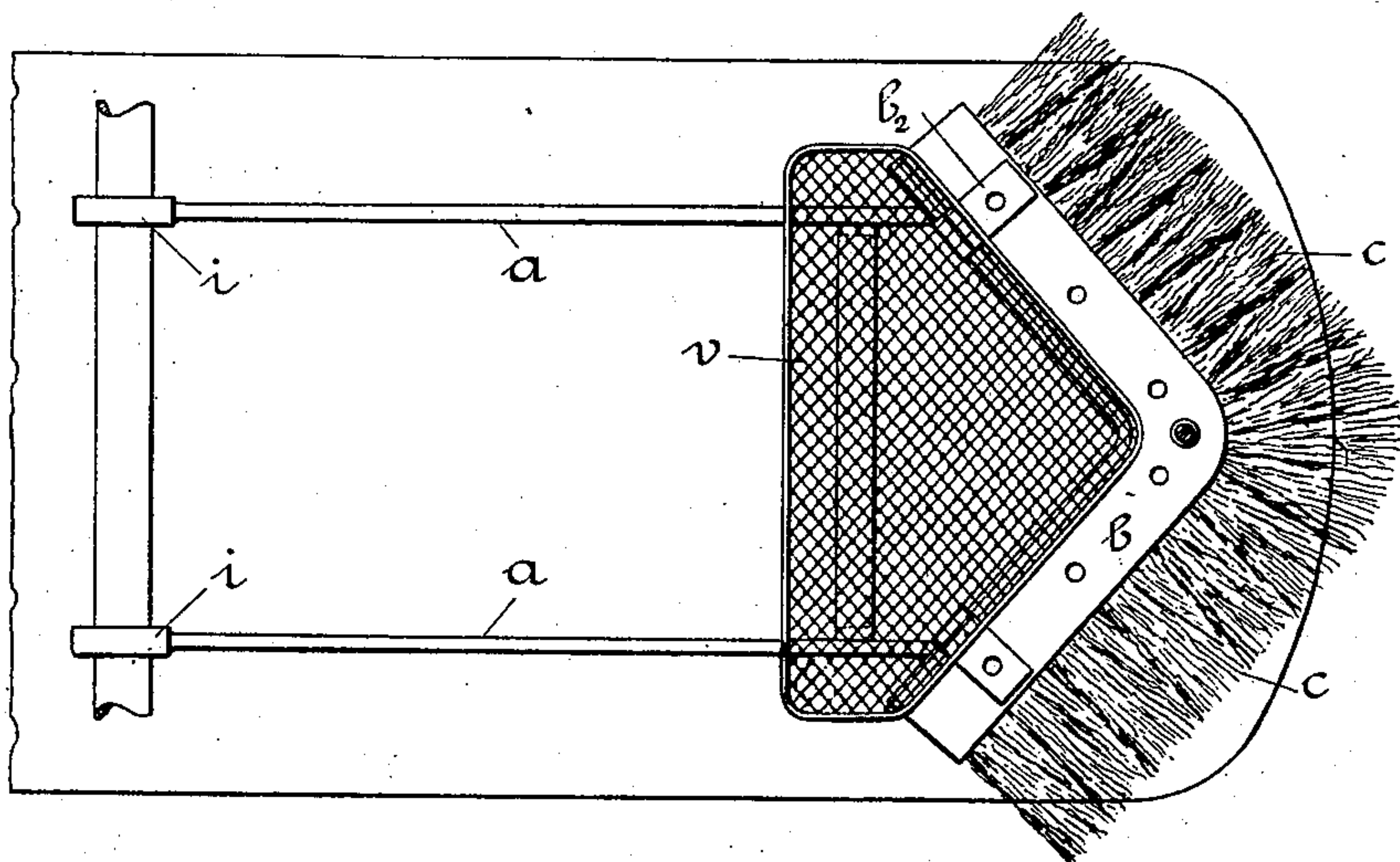


Fig. 2.

Witnesses:-

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by *Paul S. Schilling*,  
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# UNITED STATES PATENT OFFICE.

OTTO SPILLERN-SPITZER, OF BRUNNERSDORF, NEAR KAADEN, AUSTRIA-HUNGARY.

## STREET-CAR FENDER.

SPECIFICATION forming part of Letters Patent No. 705,466, dated July 22, 1902.

Application filed April 5, 1902. Serial No. 101,555. (No model.)

To all whom it may concern:

Be it known that I, OTTO SPILLERN-SPITZER, a subject of the Emperor of Austria-Hungary, and a resident of Brunnensdorf, Bohemia, Austria-Hungary, have invented certain new and useful Improvements in Street-Car Fenders, of which the following is a specification, reference being had to the accompanying sheet of drawings and the letters of reference marked thereon.

My invention has reference to improvements in street-car fenders, and relates more especially to a fender composed of a pivoted frame suspended horizontally below the car-body and carrying at the forward end strong brushes or brooms, which frame in case of need is let down by the car operator, when the brushes will serve as buffers to moderate the impact and at the same time prevent the obstacle or parts of it from being jammed underneath the fender, as is the case with the ordinary types of fenders which do not conform to the irregularities of the road-bed.

In order to make the invention more readily understood, I have illustrated it on the accompanying sheet of drawings, Figure 1 of which represents a side elevation of the essential parts of my invention, partly in section. Fig. 2 is a plan view of the fender proper.

The fender-frame by means of the side parts *a* is pivoted at *i* to the wheel-axle, as shown by way of example, or to especially-provided trunnions. The front of the frame is formed of two angularly-bent or curved jaws *b b'* with suitable clamping connections *b<sup>2</sup>*. Between these jaws bunches of twigs or osiers *c* are clamped, as is clearly shown in Fig. 1. To the upper jaw is secured the rod *n*, which extends through an aperture *n'* in the flooring of the car and carries near its slotted upper end *r* a pivotally-secured foot-rest *t*, adapted to be swung upwardly from the position shown in Fig. 1. A double-armed hand-lever *f e* is fulcrumed at *f'* to the car-wall and engages with the free end of the arm *e* the slot in the end *r* of the rod *n* when the fender is inoperative.

For actuating the fender the lever-arm *f* is swung in the direction of the arrow, Fig. 1, disengaging the lever-arm *e* from the rod *n*,

so that the fender, pivoting at *i*, drops down, the twigs scraping the pavement and by entering all unevennesses of the road preventing even small objects or limbs of a thrown-down person or animal from getting below the fender. To insure close contact with the ground, the car operator by stepping upon the foot-rest *t* may throw his whole weight on the fender. Back of the fender proper a net *v* may be provided to catch a body rolling over the fender.

The brushes may also be arranged rectangularly to the ground, especially when the fender-boards now in use shall be retained, when it is desirable to reduce the distance between the fender and the ground to a minimum for the purpose of preventing limbs of a run-down person or animal from being crushed underneath the fender.

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

1. In a street-car fender, the combination of a frame, pivotally suspended with its rear end below the car-body, angular or curved clamping-jaws forming the front end of the said frame, bunches of twigs clamped between the said jaws, and means for temporarily suspending the front end of the said frame, substantially as and for the purpose set forth.

2. In a street-car fender, the combination of a frame pivoted at the rear end to the car, clamping-jaws forming the front part of the said frame, bunches of twigs clamped between the said jaws, a rod secured to the upper jaw and extending through an aperture in the car-bottom, a foot-rest pivoted to the upper slotted end of the said rod, a double-armed lever fulcrumed at the car-wall and adapted to temporarily engage the slotted end of the said rod, and a net back of the said brushes, the parts being constructed, arranged and working substantially as and for the purpose specified.

In witness whereof I have hereunto set my hand in presence of two witnesses.

OTTO SPILLERN-SPITZER.

Witnesses:

MILOSLAV HRUBY,  
ADOLPH FISCHER.