

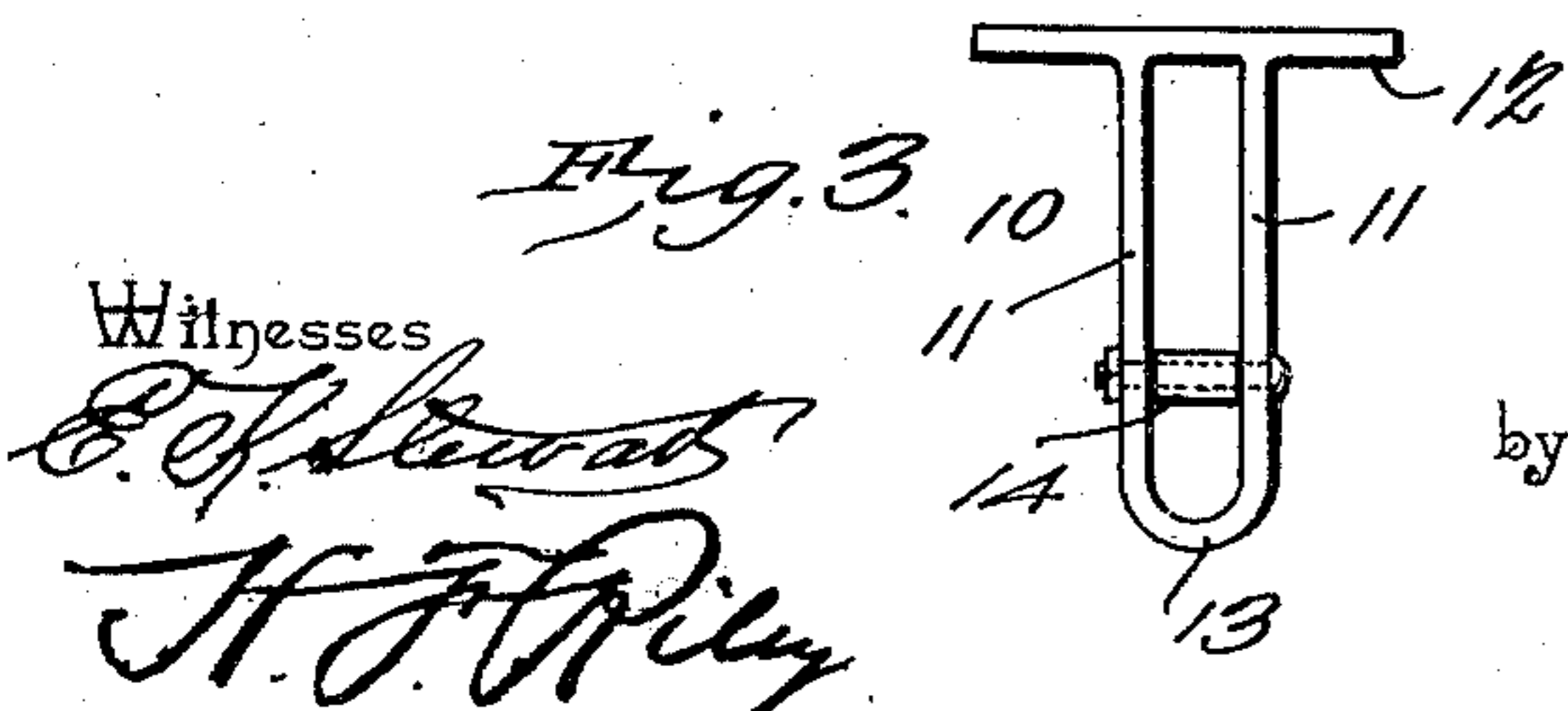
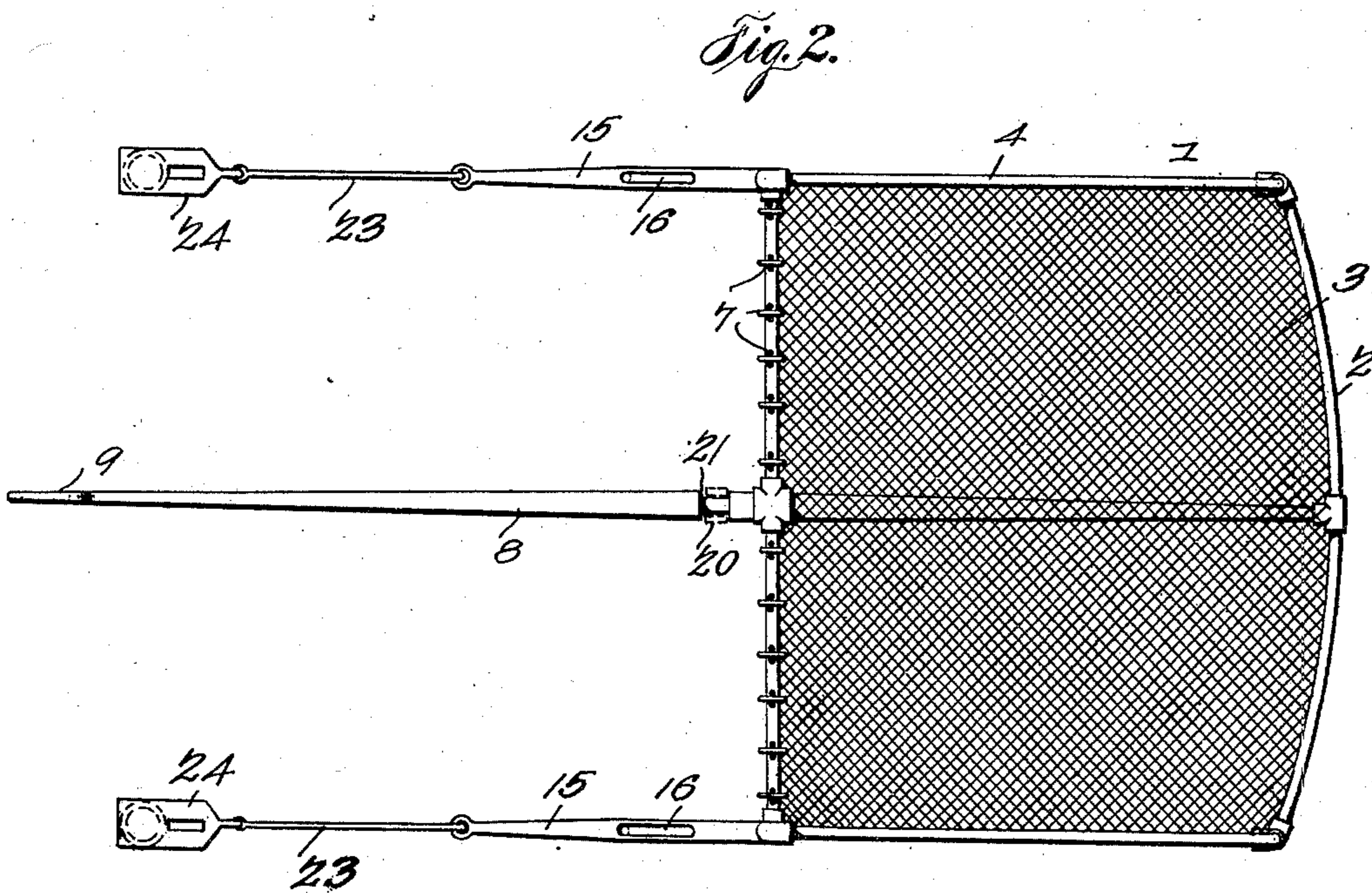
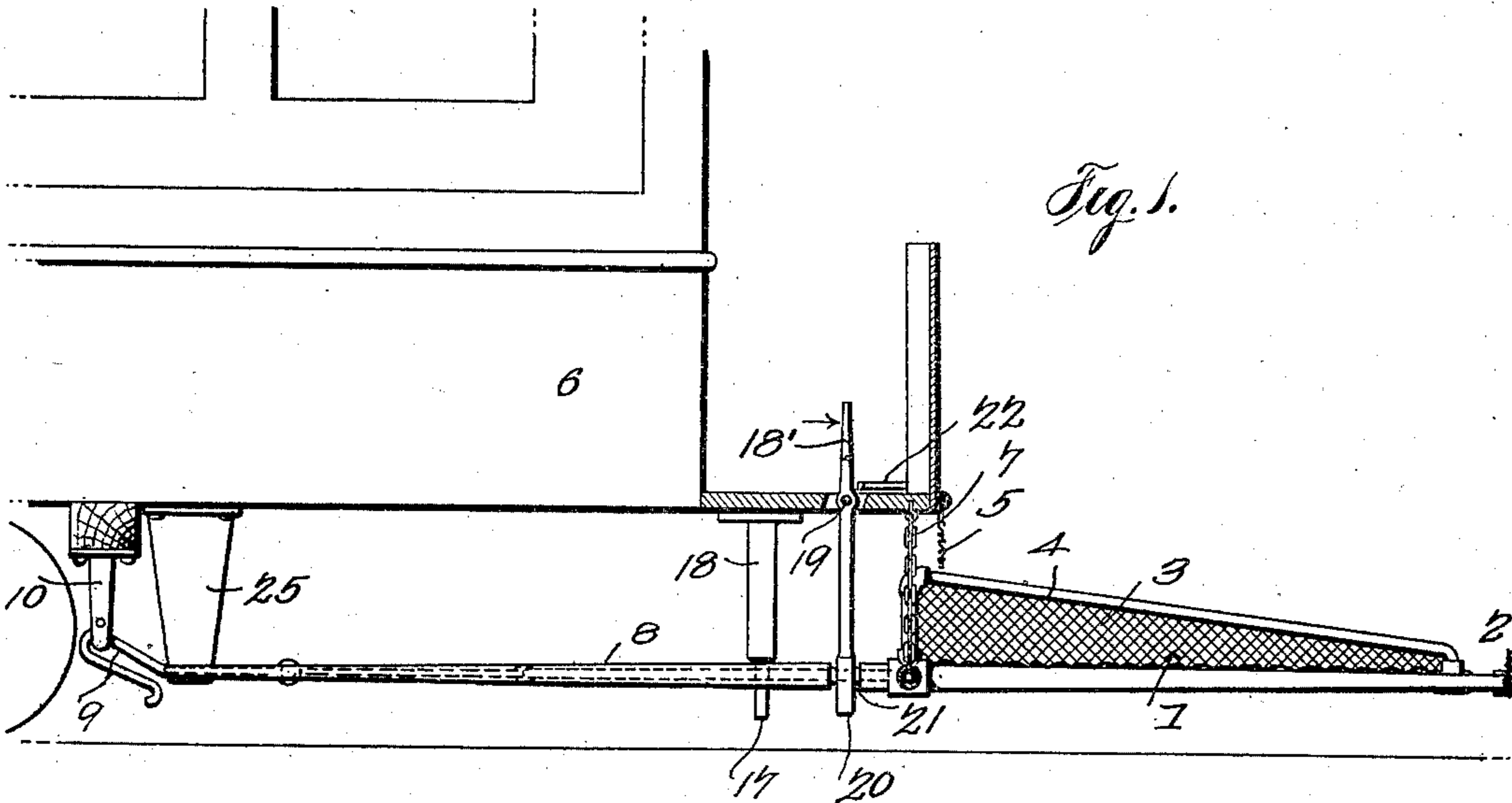
No. 706,851.

Patented Aug. 12, 1902.

O. M. PROUSE.
CAR FENDER.

(Application filed Jan. 9, 1902.)

(No Model.)



Witnesses

E. J. Stewart
H. J. Riley

by

O. M. Prouse, Inventor.

C. A. Snow & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

OLLIE M. PROUSE, OF TUNIS MILLS, MARYLAND.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 706,851, dated August 12, 1902.

Application filed January 9, 1902. Serial No. 89,070. (No model.)

To all whom it may concern.

Be it known that I, OLLIE M. PROUSE, a citizen of the United States, residing at Tunis Mills, in the county of Talbot and State of Maryland, have invented a new and useful Car-Fender, of which the following is a specification.

The invention relates to improvements in car-fenders.

10 The object of the present invention is to improve the construction of car-fenders and to provide a simple, inexpensive, and effective one adapted to be readily applied to a car and designed to be arranged normally above the
15 track and capable of being readily swung downward to a point adjacent to the track and of simultaneously discharging a quantity of sand, whereby an application of the brakes will be rendered effective.

20 A further object of the invention is to provide a fender of this character which will be adapted to be shifted slightly to produce a light flow of sand when it is desired to increase the effectiveness of the brake mechanism.

25 The invention consists in the construction and novel combination and arrangements of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

30 In the drawings, Figure 1 is a side elevation, partly in section, of a car-fender constructed in accordance with this invention and shown applied to a car. Fig. 2 is a plan view of the same. Fig. 3 is a detail view of the bracket.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

40 1 designates a car-fender consisting of a suitable frame 2 and a covering 3, of wire-netting or other suitable material, and provided with sides 4, constructed in a similar manner, and a rear portion or back 5 may be
45 mounted on the front of the car in any suitable manner.

50 The fender is suspended from the car 6 by a transverse series of chains 7, suitably secured at their upper ends to the platform or other portion of the car and attached at their lower ends to the rear cross-bar of the frame of the fender. These chains permit the fender

to swing backward and upward to depress its front edge to carry the same downward to a point adjacent to the track to enable it to pick
55 up a person and prevent him from being injured.

The fender is provided with a central rearwardly-extending arm or bar 8, terminating in an inclined portion 9, which is preferably
60 in the form of a hook and which engages a bracket 10, whereby when the fender is swung rearward by the means hereinafter described the rear end of the arm will be raised and the front of the fender correspondingly depressed. 65
The bracket is composed of parallel sides 11, connected at the top by a transverse portion 12, which is suitably secured to the car. The sides are also connected at the bottom by a bend or transverse portion 13, and it has an
70 antifriction-roller 14, mounted between the sides and adapted to enable the inclined portion of the arm 8 to move rearward frictionlessly. The bottom of the bracket may also be provided with an antifriction-roller, if desired, and the same may be mounted on the
75 transverse portion 13, or the latter may be omitted to provide a space for the lower roll. The fender is also provided with side arms 15, extending rearward and provided with slots
80 16 for the reception of projections or lugs 17 of posts 18, depending from the car and engaging the arms 15 a short distance in rear of the chains to prevent the fender from rising bodily at that point, whereby jar and vi-
85 bration incident to the passage of the car or the stoppage of the same will be prevented from interfering with the operation of the fender. The lugs or projections 18 extend downward through the slot 16 from the lower
90 ends of the posts, which form shoulders for engaging the upper faces of the side arms. The posts are provided with attachment flanges or plates at their upper ends, and these are secured to the car, as illustrated in
95 Fig. 1 of the drawings.

The fender is swung rearward by means of a foot-lever 18', fulcrumed between its ends on a pivot 19 at the platform of the car and extending slightly above the same. The up-
100 per portion of the lever is enlarged to enable it to be readily engaged by the foot of a motorman, and the lower end of the lever is provided with a fork 20, which straddles the

central arm 8 and which is arranged in a groove or recess 21 of the same. The fork or bifurcation of the lower end of the lever is adapted to engage the shoulders formed by the groove or recess of the central arm 8 when the lever is oscillated, and the said lever is adapted when its upper end is swung forward to be locked in such position by a catch 22.

10 The rearwardly-extending side arms are connected by rods or links 23 with slides or cut-offs 24 of sand-boxes 25, and when the fender is moved rearward the slides or cut-offs of the sand-boxes are actuated to cause the sand to be discharged. The fender is adapted to be swung rearward slightly to cause a fine stream of sand to be discharged, and when the fender is thrown rearward to the full extent of its movement the sand-boxes are fully opened and the sand is discharged sufficiently to render the application of the brakes completely effective.

The car-fender is adapted to be thrown rearward and downward automatically should it come in contact with a person or other object, and the sides 4, which extend upward from the bottom or body of the fender, are provided with netting similar to that employed for covering the bottom, and the said sides will prevent a person or other object from being thrown off the fender while a car is passing around a curve.

What I claim is—

1. The combination with a car, of a series of short flexible connections depending from the car, a fender loosely suspended at the back by the said flexible connections and having an arm extending rearward beyond the latter, operating mechanism for moving the fender longitudinally of the car, and means for engaging the arm, whereby when the fender is swung rearward, its front end will be depressed, substantially as described.

2. The combination with a car, of short flexible connections depending from the car, a fender loosely suspended at the back by the said flexible connections and having an arm

extending rearward beyond the flexible connections and provided with an inclined portion, a bracket fixed to the car and receiving the inclined portion of the arm, and means for moving the fender longitudinally of the car, substantially as described.

3. The combination with a car having sand-boxes, of a fender loosely suspended at the back from the car and having central and side arms extending rearward beyond the supporting means, the side arms being connected with the sand-boxes and adapted to open the same, and means for engaging the central arm whereby the front of the fender will be depressed when the fender is swung rearward, substantially as described.

4. The combination with a car, of a fender loosely suspended at the back therefrom and having central and side arms extending rearward beyond the supporting means, a bracket receiving the central arm and adapted to raise the same when the fender is swung rearward, whereby the front of the fender will be depressed, and means for engaging the side arms to prevent the fender from rising bodily, substantially as described.

5. The combination with a car, of short flexible connections depending from the car, a fender suspended at its back by the flexible connections and provided with central and side arms extending rearward beyond the flexible connections, the central arm being provided with an inclined hook and the side arms being slotted, a bracket fixed to the car and receiving the inclined hook, and posts depending from the car and extending through the slots of the side arms and having shoulders for engaging the said side arms, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

OLLIE M. PROUSE.

Witnesses:

S. M. JONES,

W. S. WILSON.