

No. 721,607.

PATENTED FEB. 24, 1903.

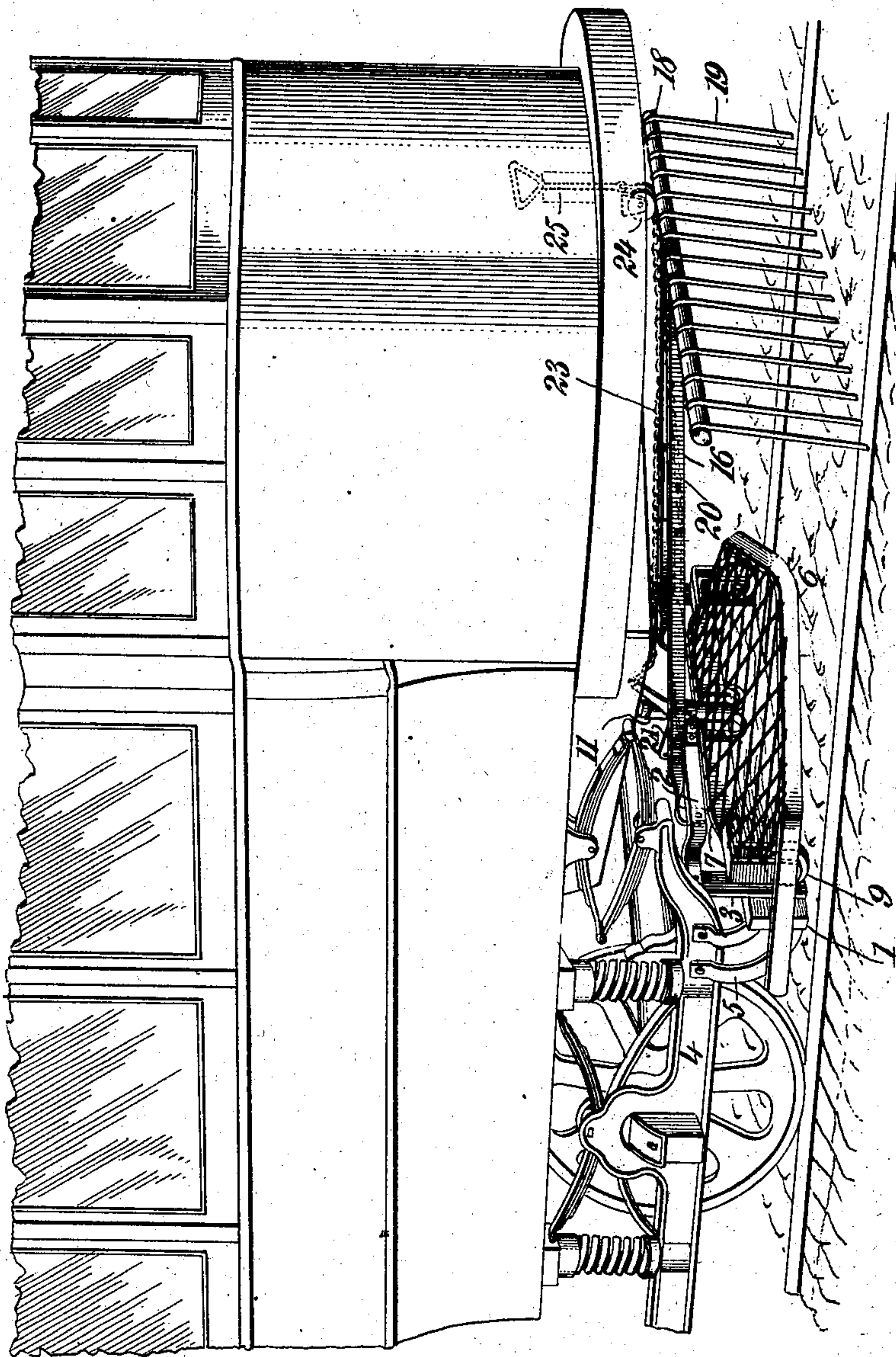
J. ROCLANDT.
CAR FENDER.

APPLICATION FILED NOV. 1, 1902.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

Geo. W. Maylor.
C. Ferguson

INVENTOR

John Roclandt

BY

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ATTORNEYS.

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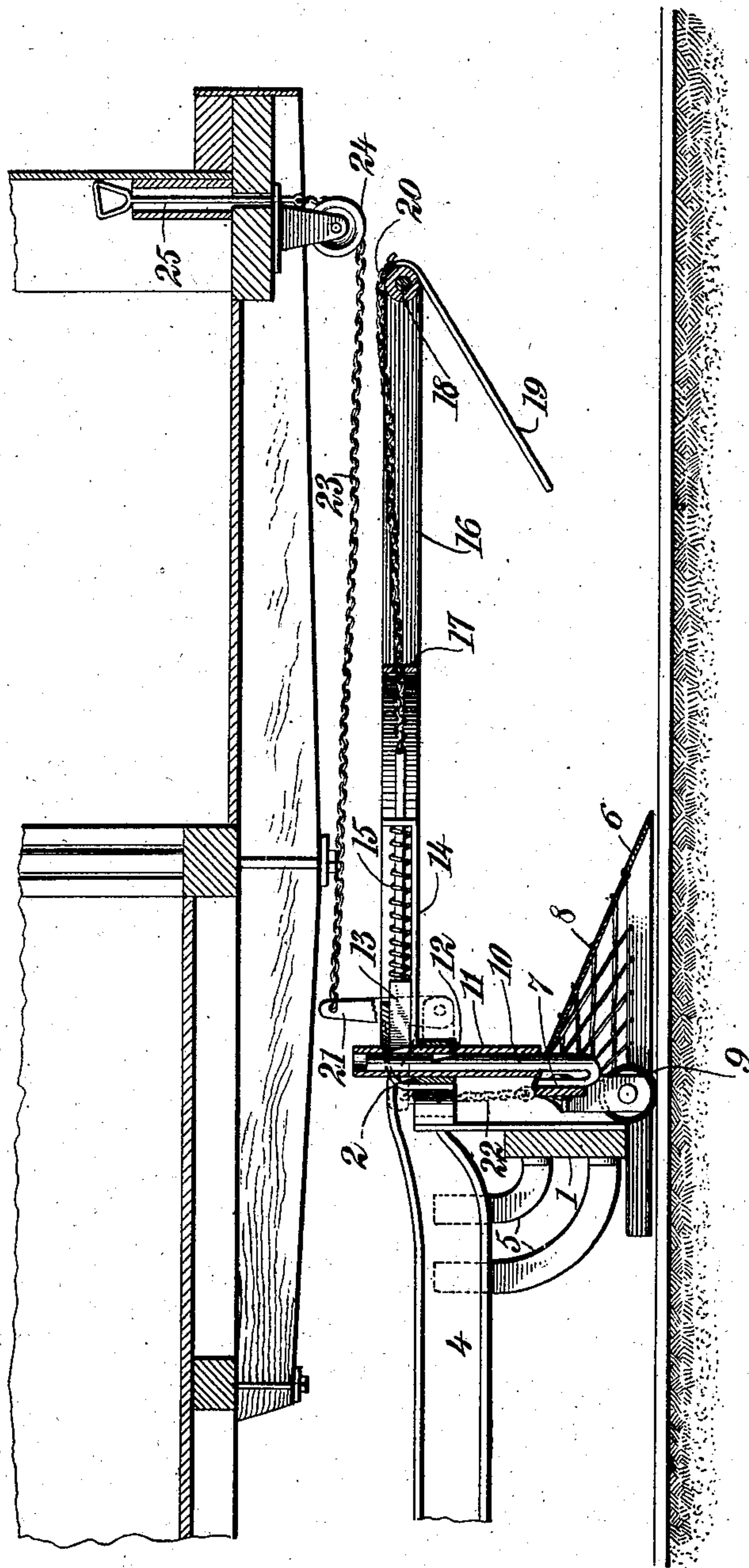
J. ROCLANDT.
CAR FENDER.

APPLICATION FILED NOV. 1, 1902.

NO MODEL.

2 SHEETS—SHEET 2.

Fig. 2.



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UNITED STATES PATENT OFFICE.

JOHN ROCLANDT, OF NEW YORK, N. Y.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 721,607, dated February 24, 1903.

Application filed November 1, 1902. Serial No. 129,690. (No model.)

To all whom it may concern:

Be it known that I, JOHN ROCLANDT, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, in the county and State of New York, have invented new and useful Improvements in Car-Fenders, of which the following is a full, clear, and exact description.

This invention relates to improvements in fenders for street or motor-actuated cars, the object being to provide a fender of simple construction that will be quickly lowered when a part connected therewith comes in contact with a person or other obstruction, and thus effectually prevent the car from running over a person, and, further, to provide a means whereby the motorman on the car-platform may raise the fender to its normal position.

I will describe a car-fender embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a portion of a car and of a fender embodying my invention attached thereto, and Fig. 2 is a sectional elevation thereof.

Arranged forward of the wheels of the car is a frame comprising a lower cross-bar 1 and an upper cross-bar 2, connected at the ends by uprights 3. This frame is supported from the truck 4 by means of hangers 5. Arranged to slide vertically with relation to the frame is the fender, consisting of the bottom rail 6, which extends around the sides and converges at the front. At the rear portion of the fender an upper bar 7 is attached, and secured to the said two bars is a netting 8 of any suitable material. At the connection between the downwardly-extended ends of the bar 7 and the bar 6 are rollers 9, adapted to engage the car-track when the device is in a lowered or safety position.

From about the center of the bar 7 a rod 10 extends upwardly through a tube 11, attached to the bar 2, and this rod 10 is provided with a notch 12 for receiving a locking-bolt 13, movable in a guide 14 and pressed rearwardly or toward the rod 10 by means of a spring 15. Extended forward from the

cross-bar 2 are convergent arms 16, stiffened or connected at about their center by a cross-bar 17. These arms have bearings for a rock-shaft 18 arranged at the forward end, and attached to this rock-shaft and extended downwardly therefrom are fingers 19. From the rock-shaft 18 a chain 20 extends to a connection with the stem of the bolt 13, as clearly shown in Fig. 2. An angle-lever 21 has swinging connection with the cross-bar 2, and from the horizontally-disposed member of said angle-lever a chain 22 extends downwardly to connection with the top bar 7 of the fender. From the upwardly-disposed member of this angle-lever a chain 23 extends along underneath the platform of the car and around a roller 24 to a connection with a draw-rod 25, which is extended upwardly through an opening in the car-platform at the inner side of the dashboard, so as to be in convenient reach of the motorman for resetting or raising the fender.

In operation the fender will be normally in a raised position with the fingers 19 hanging vertically forward of the same, as indicated in Fig. 1. Of course the fender will be held in its elevated position by the locking devices, consisting of the rod 10 and the bolt 13. Should the fingers 19 come in contact with a person or other obstruction, they will be swung rearwardly, drawing the bolt 13 out of engagement with the rod 10, permitting the fender to fall by gravity to the position indicated in Fig. 2, with the rollers 9 resting on the track-rails. When in this position, it is quite obvious that any person or object that should pass underneath the platform will be either rolled along or thrown out sidewise from underneath the car. It is to be understood that the chain 23 will be sufficiently slack to permit this downward movement. When it is desired to reset the fender, it may be drawn up through the medium of the rod 25 and its connections with the fender.

A fender embodying my invention is very simple in its construction and operation and obviously may be readily attached to the prevailing construction of cars.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A car-fender mounted to move vertically underneath the car, a tube supported under the car, a rod attached to the fender and movable in said tube and having a notch, a 5 spring-pressed locking-bolt for engaging in said notch, and means forward of the fender for moving said bolt out of engagement with the rod, substantially as specified.
2. A car-fender mounted to move vertically 10 underneath a car, a frame supported underneath the car, a tube attached to said frame, a rod attached to the fender and movable in said tube, the said rod having a notch, a 15 spring-pressed locking-bolt for engaging in said notch, a rock-shaft forward of the fender, fingers extended downwardly from said rock-shaft, and a connection between said rock-shaft and the bolt, substantially as specified.
- 20 3. The combination with a car, of a frame supported on a truck thereof, a fender movable vertically on said frame, rollers carried by said fender for engaging with track-rails, a locking device for holding the fender in an elevated position, a rock-shaft forward of the 25 fender, fingers depending from said rock-shaft, a connection between said rock-shaft and a member of the locking device, an angle-lever having swinging connection with said frame, a connection between the horizontally- 30 disposed portion of said lever and the fender, a rod movable in an opening in the car-platform, and a connection between said rod and the upwardly-disposed member of said angle-lever, substantially as specified. 35
- In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.
- JOHN ROCLANDT.

Witnesses:

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EVERARD BOLTON MARSHALL.