No. 750,719. PATENTED JAN. 26, 1904.

E. SPRICH.

CAR FENDER.

APPLICATION FILED AUG. 28, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.

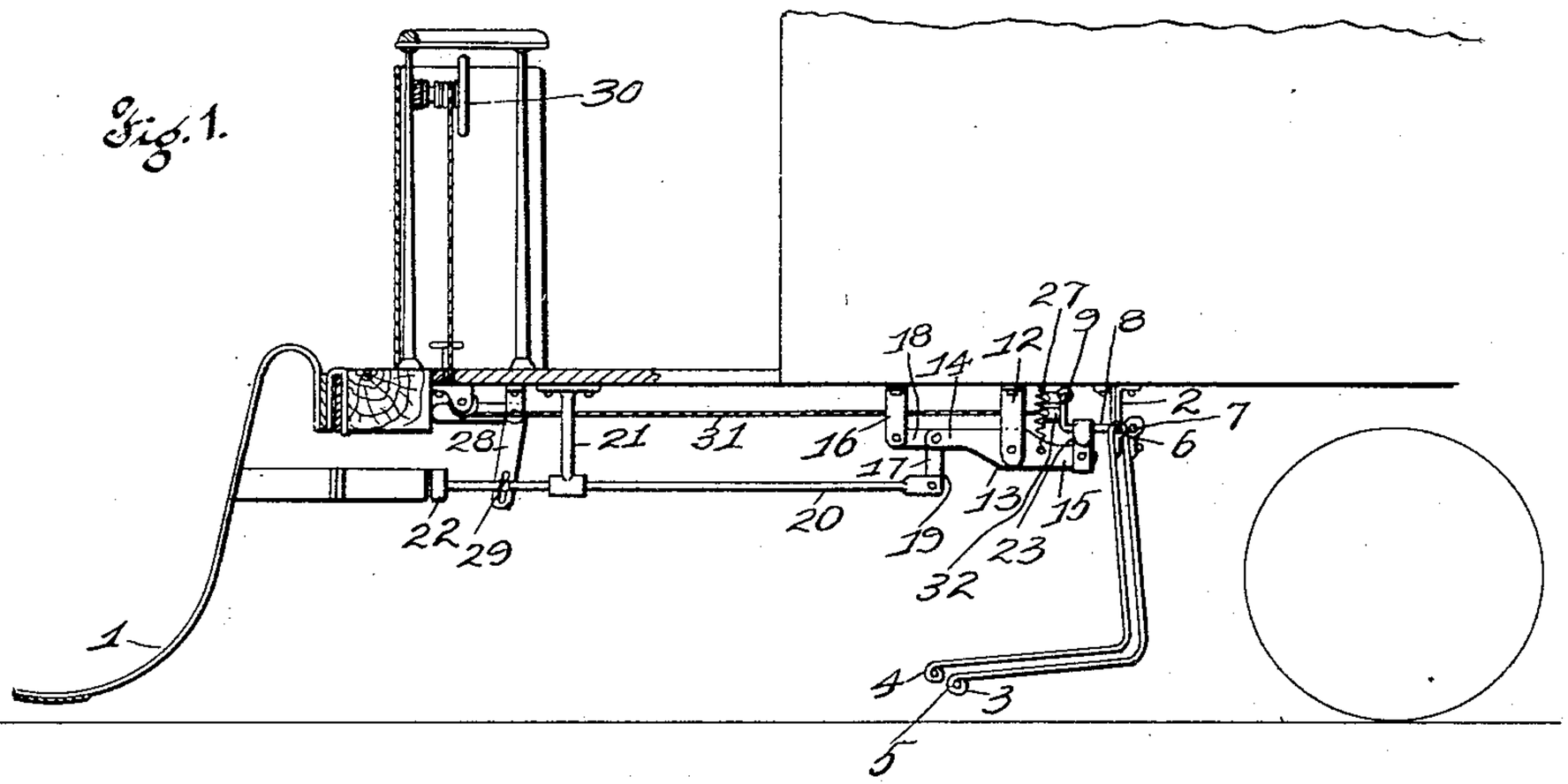
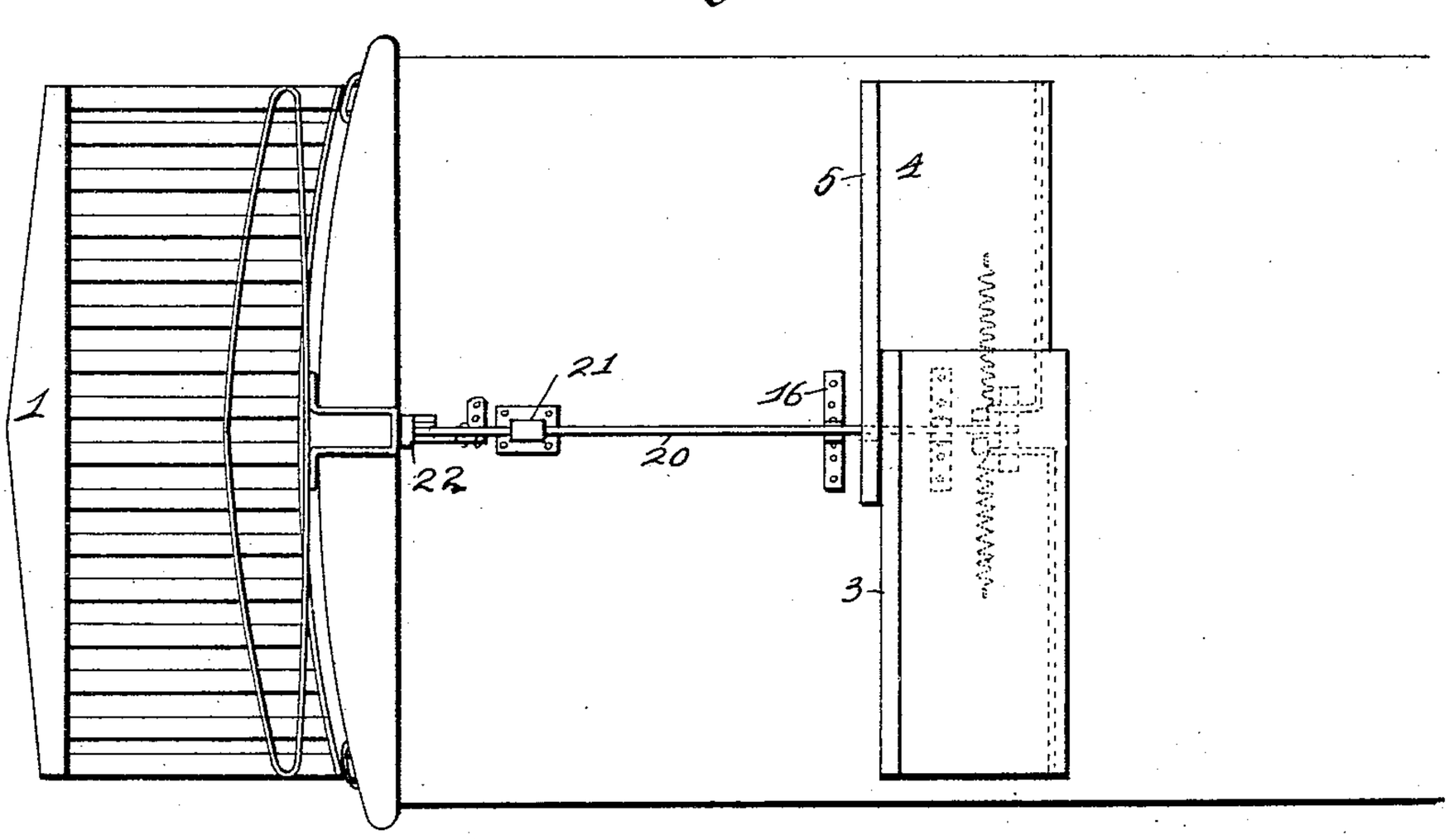


Fig. 2



Witnesses
Alfred A. Ricks
M. Shinn

Inventor
Emil Sprich
by Kidon & Longan & Hopkins attys.

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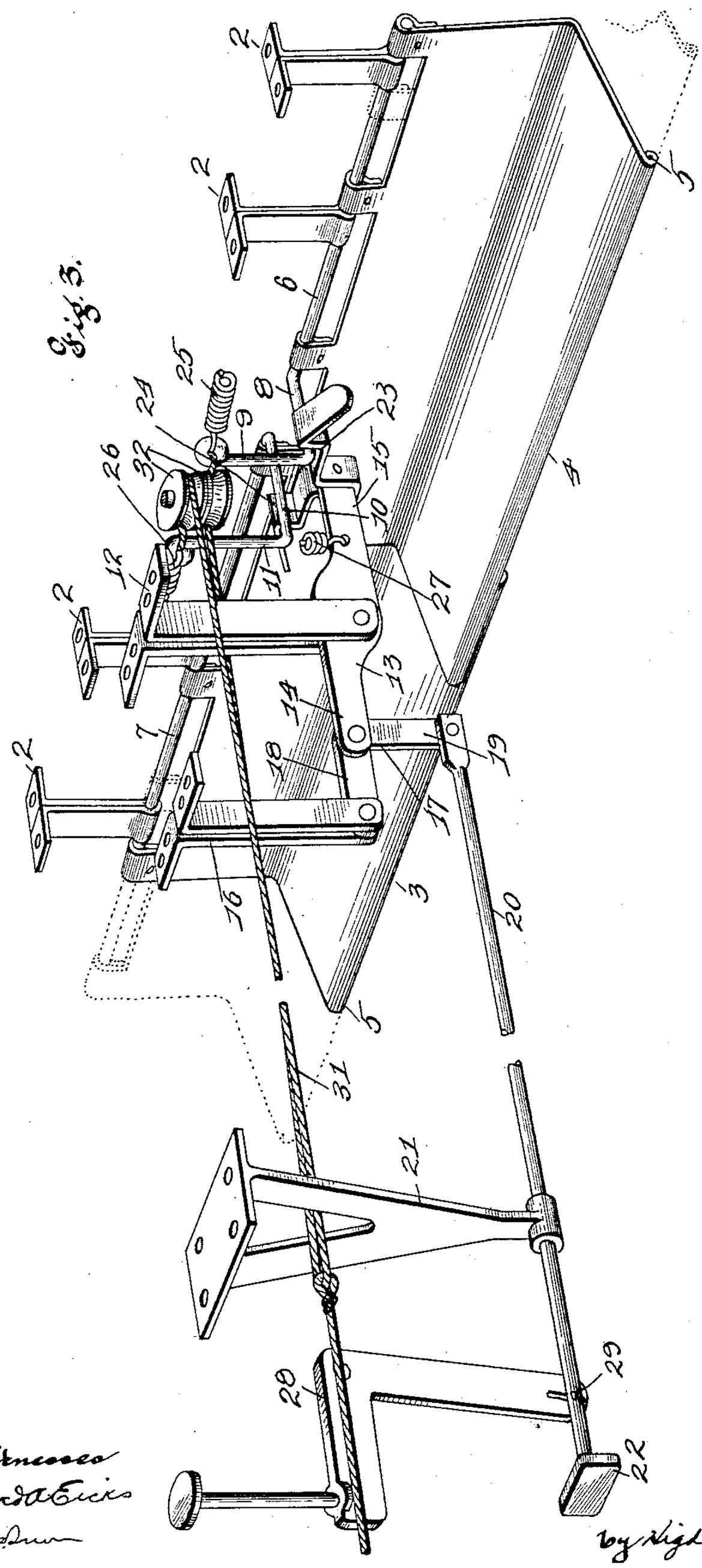
NO MODEL. 2 SHEETS—SHEET 2.

Fig. 3.



Witnesses
Alfred A. Ecks
W. D. Dunn

Inventor
Emil Sprich
by Kidon & Longan & Hopkins attys.

No. 750,719. Patented January 26, 1904.

UNITED STATES PATENT OFFICE.

EMIL SPRICH, OF ST. LOUIS, MISSOURI.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 750,719, dated January 26, 1904.

Application filed August 28, 1903. Serial No. 171,113. (No model.)

To all whom it may concern:

Be it known that I, EMIL SPRICH, a citizen of the United States, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in car-fenders; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

In the drawings, Figure 1 is a side elevation of a car, with part in section and parts broken away, showing my invention applied thereto. Fig. 2 is a top plan view of the same. Fig. 3 is a perspective view of my invention detached from the car.

Referring to the drawings, 1 indicates the front fender, which is used in carrying out my invention. Said front fender is of the ordinary construction and is secured in front of the car in any suitable and mechanical manner, as illustrated in Figs. 1 and 2.

The essential part of my invention is the fender construction located beneath the car, which I will now proceed to describe.

2 indicates brackets which are secured beneath the car in any suitable and mechanical manner, said brackets being designed to carry my fender. The said fender is composed of two sections 3 and 4, which are preferably made of sheet metal, their inner ends telescoping in each other, as illustrated in Fig. 3, and are preferably right angular in form in cross-section, their front edges being provided with rounded portions 5.

Mounted in the brackets 2 is a rod 6 and a rod 7, said rod 6 being provided with a horizontal portion 8 and a vertical portion 9 and the rod 7 being provided with a horizontal portion 10 and a vertical portion 11. Pivotally mounted on the rod 6 is the section 4 of the fender, and mounted on the rod 7 is the section 3 of the fender.

12 indicates an additional bracket which is secured underneath the car, and carried by said bracket 12 is a lever 13, provided with an arm 14 and an arm 15.

16 indicates an additional bracket which is secured underneath the car. Pivoted to the arm 14 of the lever 13 is a bell-crank lever 17, the arm 18 of which is pivoted to the bracket 16 and the arm 19 is pivoted to the rod 20. Said rod 20 is supported by a bracket 21, secured underneath the car, and is provided on its front end with a head 22. The arm 15 of the lever 13 is provided with two locking-shoulders 23 and 24. The shoulder 23 is adapted to be engaged with and disengaged from the portion 8 of the rod 6, and the shoulder 24 is adapted to be engaged with and disengaged from the portion 10 of the rod 7. The position shown in Fig. 3 represents such an engagement, the sections 3 and 4 assuming their inward adjustment, the dotted lines in said figure representing the lateral adjustment of said sections.

The vertical portion 9 of the rod 6 carries the coil-spring 25, which thrusts the section 4 to its outward adjustment, and the vertical portion 11 of the rod 7 carries the coil-spring 26, which thrusts the section 3 to its outward adjustment, and the said sections 3 and 4 are intended to drop slightly by their own gravity.

The essential feature of my car-fender is a construction wherein the fender is adjustable transversely of the car, projecting beyond the wheels, so that should the front fender 1 fail to keep a person or obstacle from the wheels of the car the lateral adjustment of sections 3 and 4 will be an additional precaution to prevent injury by the wheels. The arm 15 of the lever 13 is actuated and governed by means of the spring 27.

The operation of the essential part of my invention located beneath the car is as follows: When the fender 1 strikes an obstacle, it will be pressed rearwardly and strike the head 22 of the rod 20. The rearward movement of the rod 20 actuates the levers 17 and 13 and disengages the portions 8 and 10 of the rods 6 and 7 from the shoulders 23 and 24, thus permitting the sections 3 and 4 to assume the position shown in dotted lines in Fig. 3, which is the outward adjustment of

said sections. This is the releasing operation. The releasing operation may also be effected by means of a foot-lever 28, the lower end of which is pivoted to the rod 20 by means of a bolt 29.

The car-fender is set by means of a hand-wheel 30, a rope or cord 31 passing over sheaves 32, the ends of said rope being secured to the vertical portions 9 and 11 of the rods 6 and 7.

Having fully described my invention, what I claim is—

1. A car-fender adapted to be secured beneath the car and composed of two telescoping sections, said sections being horizontally adjustable, and means for operating said sections, substantially as specified.

2. A car-fender mechanism, comprising a fender located in front of the car, a horizontally-adjustable fender composed of sections located beneath the car, means for supporting said sections beneath the car, means for holding said sections in a set position, and means carried by the car whereby the rearward deflection of the fender carried by the front end of the car actuates the sections located beneath the car and thrusts the same in a transverse direction, substantially as specified.

In testimony whereof I have signed my name to this specification in presence of two subscribing witnesses.

EMIL SPRICH.

Witnesses:
ALFRED A. EICKS,
M. G. IRION.