No. 776,869. PATENTED DEC. 6, 1904.

# W. H. SIEVERS.

## CAR FENDER.

APPLICATION FILED AUG. 5, 1904.

NO MODEL. 2 SHEETS—SHEET 1.

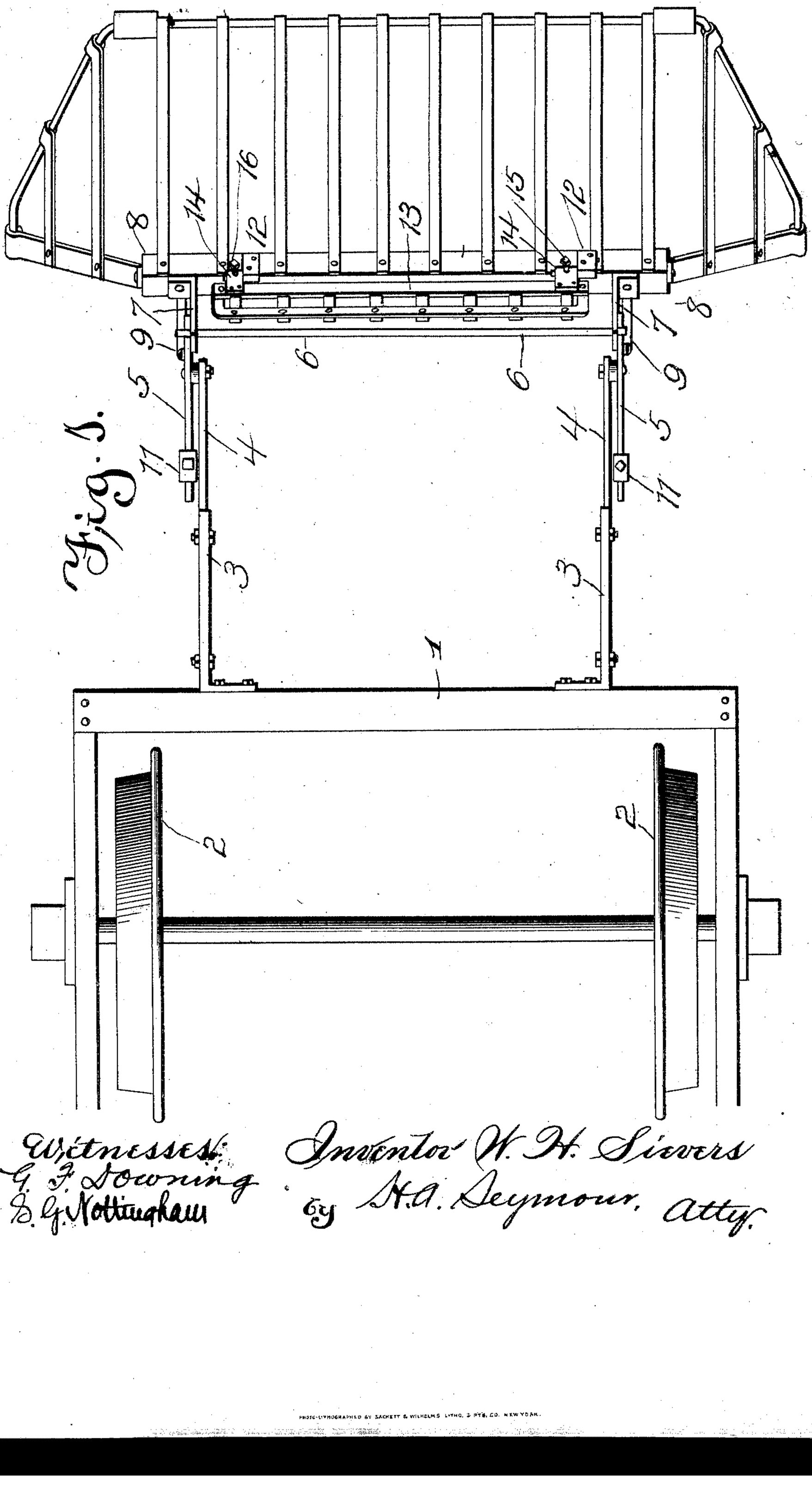


Fig. 1.

Witnesses:
G. F. Downing
S. G. Nottingham

Inventor W. H. Sievers
by H. A. Seymour, Atty.

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CAR FENDER.

APPLICATION FILED AUG. 6, 1904.

NO MODEL. 2 SHEETS—SHEET 2.

Fig. 5.

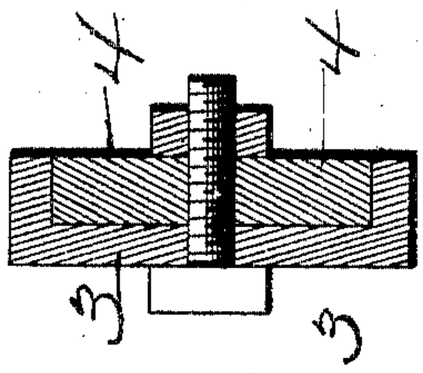


Fig. 4.

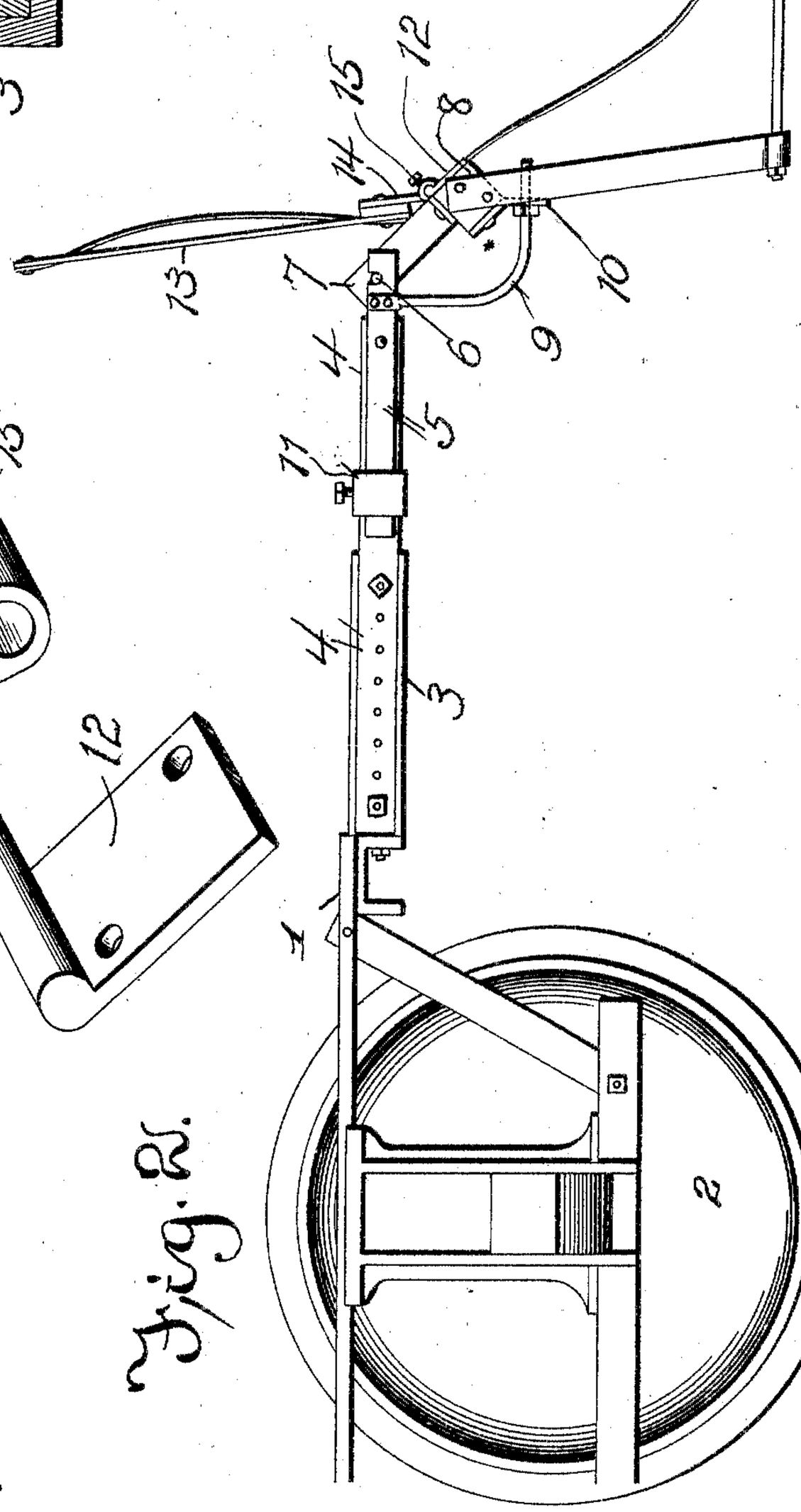


Fig. 3.

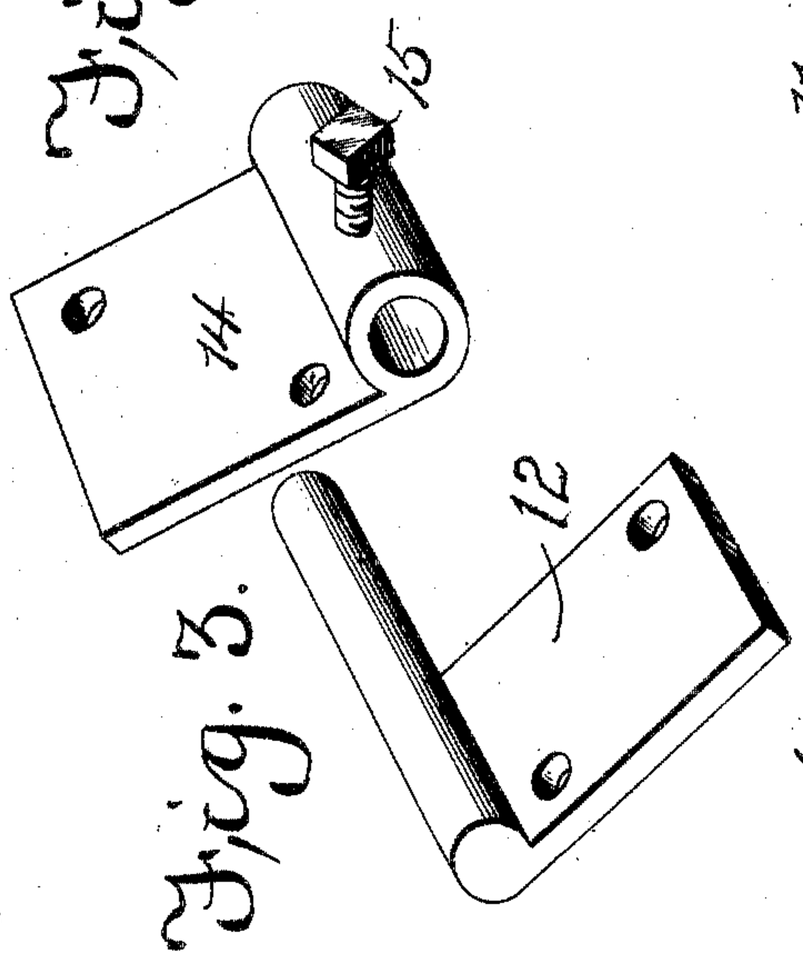


Fig. 2.

Witnesses:
G. F. Downing
S. G. Nottingham

Inventor: W. H. Sievers
by H. A. Seymour, Atty.

No. 776,869. Patented December 6, 1904.

# UNITED STATES PATENT OFFICE.

WILLIAM H. SIEVERS, OF GALENA, ILLINOIS.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 776,869, dated December 6, 1904.

Application filed August 5, 1904. Serial No. 219,627. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. SIEVERS, of Galena, in the county of Jo Daviess and State of Illinois, have invented certain new and useful Improvements in Car-Fenders; and I do hereby 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.

My invention relates to an improvement in car-fenders, the object of the invention being to provide a car-fender of simple, durable, and inexpensive construction, which will cover the track when the car is traveling over curves.

A further object of this invention is to provide a fender for street-cars which will drop when struck by an object in its path and automatically return to its normal or carrying position.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a plan view of a portion of a wheeled truck-frame with my improved fender thereon. Fig. 2 is a side elevation of same. Figs. 3 and 4 illustrate the form of hinge used to pivotally connect the upper section of the fender to the fender proper, and Fig. 5 is a sectional view of the flanged supporting-arm.

Referring to the accompanying drawings, the reference-numeral 1 indicates the frame of the wheel-truck, and 2 the wheels thereof of common construction. Fixed to the forward cross-piece of the frame 1 are two forwardly-projecting arms 3 3, preferably of angle-iron, bent laterally at their rear ends and bolted to the frame 1. Rigidly mounted in the arms 3 3 are the flat metal bars 4 4, susceptible of longitudinal adjustment relative to the arms 3 3 to provide for the difference in lengths of car-bodies. Pivotally mounted near the forward extremities of the bars 4 4 are the levers 5 5, provided with notches or seats designed to facilitate the mounting of the shaft 6 on said levers. The shaft 6 carries the links 7, fixed to the angular, preferably wooden, cross-piece 8, to which a fender may be attached. In this instance I employ a fender having two members, one to extend forwardly to overlie the track and the other to extend upwardly in front of the car-body. In the construction shown the lower section of the fender or the cross-piece 8 thereof is provided with two hinge-sections 12, each carrying a pintle, as shown in Fig. 3, while the upper section 13 of the fender is provided at its lower edge near its side ends with two sections 14, each of which has a socket to receive the pintle of each hinge-section 12. Both hinge-sections 14 carry set-screws 15, adapted to enter the sockets and engage the pintles, and thus lock the upper section 13 of the fender in any desired position. With this construction it will be seen that the upper section may be adjusted relative to the lower section and locked in its various adjustments. I would have it understood, however, that I do not necessarily limit myself to any particular form or construction of fender for the reason that any of the various types may be used in connection with my improvements.

Fixed to the sides of the levers 5 5 are the braces 9 9, extending downwardly and forwardly and projecting through the angle-iron 10, fixed to the under face of the cross-piece 8. Weights 11 11 are slidingly mounted on the levers 5 5 and balance the weight of the various parts of the fender proper.

It is obvious that by the fixing of a fender to the wheel-truck the same is held in a position relative to the trend of the truck instead of a position relative to the car-body, as is now the practice.

In practical use, assuming that the fender has struck an object in its path, it is obvious the fender, by reason of the weight of the object struck, will tilt on the shaft and rock the pivoted levers and remain in a dropped position until the object struck is removed, when by reason of the weights on the levers the fender will return to its normal position.

It is evident that changes in the construction and relative arrangement of the several parts might be made without avoiding my invention, and hence I would have it understood that I do not restrict myself to the particular construction and arrangement of parts shown and described; but,

Having fully described my invention, what

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

1. In a car-fender, the combination of a wheeled truck-frame, forwardly-projecting arms on said truck-frame, a tilting frame mounted on said arms, a fender fixed to said tilting frame, and means on said tilting frame to counterbalance said fender.

2. In a car-fender, the combination of a wheeled truck-frame, forwardly-projecting arms on said truck-frame, levers fulcrumed to said arms, a shaft mounted in said levers, and a fender suspended from said shaft.

3. In a car-fender, the combination of a wheeled truck-frame, forwardly-projecting arms on said truck-frame, levers fulcrumed on said arms, a shaft mounted on said levers, a fender suspended from said levers and weights to balance said fender.

4. In a car-fender, the combination of a wheeled truck-frame, forwardly-projecting adjustable arms on said truck-frame, levers fulcrumed to said arms, a shaft mounted on said levers, a cross-piece suspended by links from said shaft, braces fixed to the levers and to an angle-iron on the under face of said cross-piece, a fender fixed to said cross-piece and weights on the levers to balance the cross-piece and fender.

5. The combination with a tilting support and a fender carried thereby, of an upwardly-projecting section carried by the fender and adjustably secured to the latter.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILLIAM H. SIEVERS.

Witnesses:

WILLIAM SPENSLEY,

HENRY T. GODFREY.