

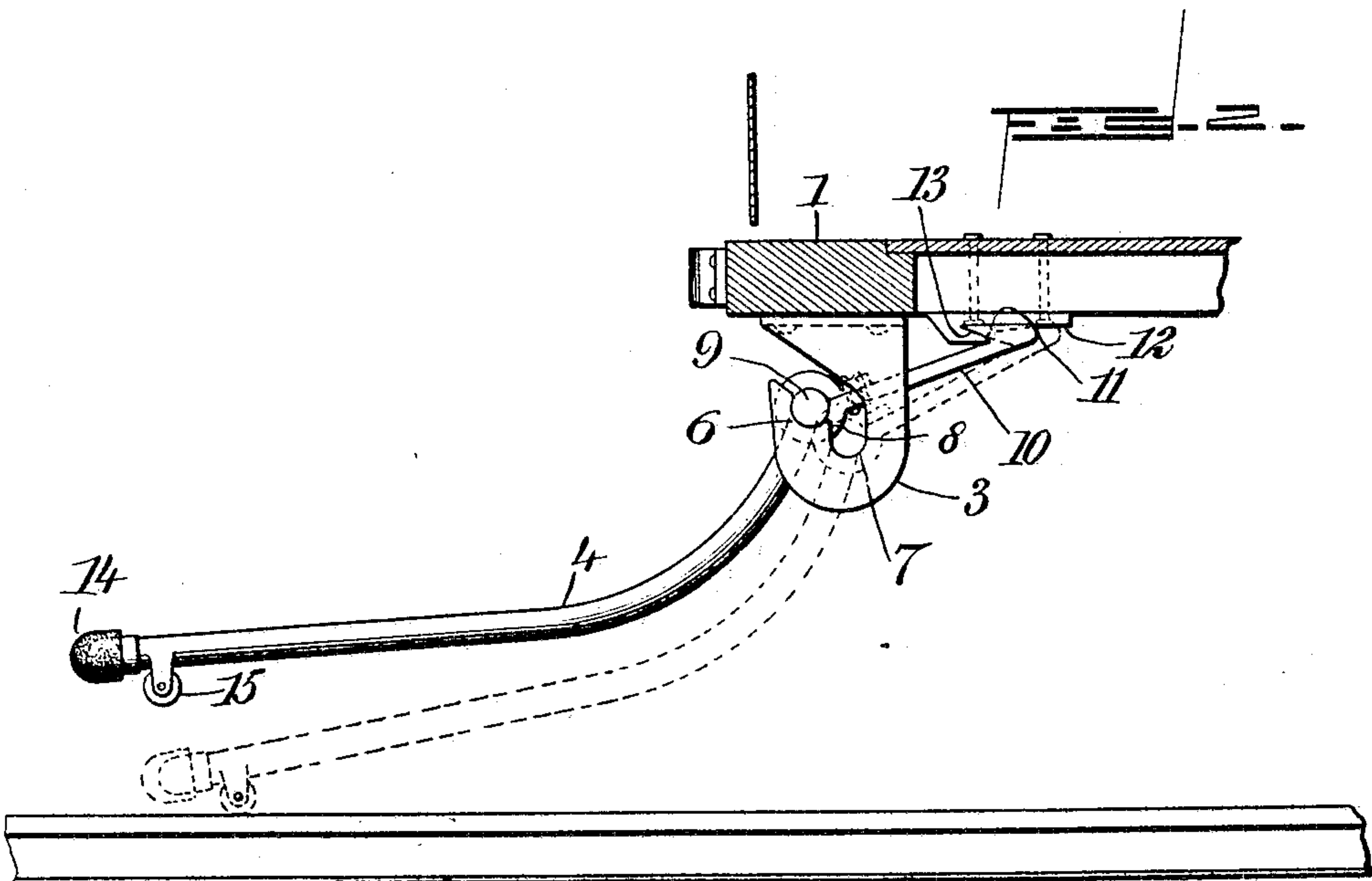
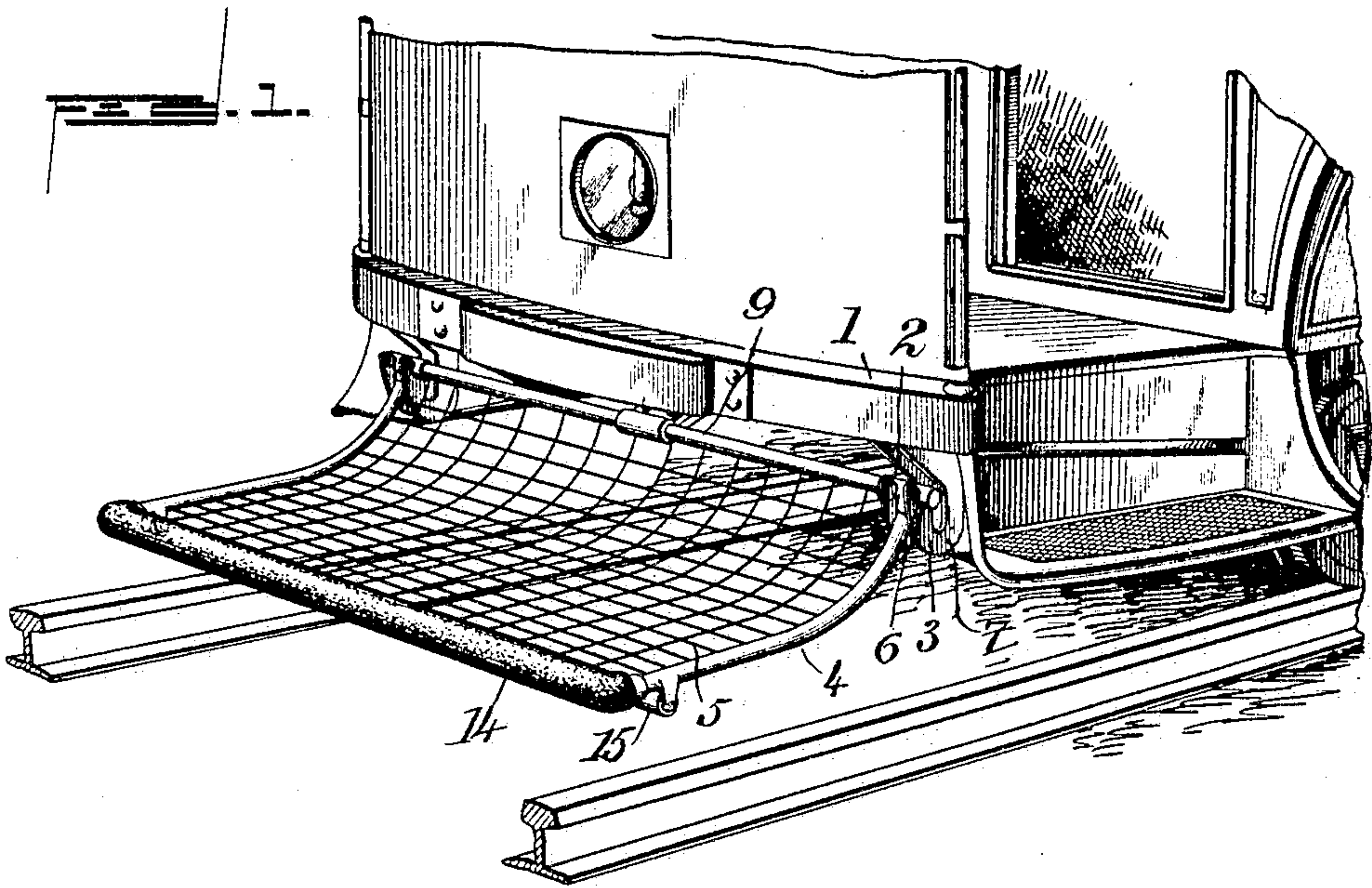
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PATENTED FEB. 7, 1905.

L. A. BECHTEL, JR.

CAR FENDER.

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WITNESSES:

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# UNITED STATES PATENT OFFICE.

LOUIS A. BECHTEL, JR., OF BENWOOD, WEST VIRGINIA.

## CAR-FENDER.

\* SPECIFICATION forming part of Letters Patent No. 781,991, dated February 7, 1905.

Application filed September 23, 1904. Serial No. 225,577.

*To all whom it may concern:*

Be it known that I, LOUIS A. BECHTEL, JR., a citizen of the United States, and a resident of Benwood, in the county of Marshall and State of West Virginia, have invented a new and Improved Car-Fender, of which the following is a full, clear, and exact description.

This invention relates to improvements in fenders for street-railway cars, the object being to provide a fender of very simple and inexpensive construction that may be readily applied to a car of ordinary construction, the connection between the fender and car being such that the fender may be quickly detached from one end of the car and attached to the other end.

A further object is to so hang the fender that its front end will be normally held a considerable distance above the street-surface, but will quickly fall to safety position upon striking a person or other obstruction.

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 both the figures.

Figure 1 is a perspective view of a car-fender embodying my invention, and Fig. 2 is a side view thereof with the car-platform in section.

Secured to opposite ends of the platform-sill 1 are hangers, which, as here shown, each consist of two spaced sections 2 3, between which the side bars 4 of the fender 5 pass, thus preventing any possible lateral movement of the fender when in position. Each hanger has a hook member 6 and also a hook member 7 on a lower plane than the hook member 6. At its inner edge each hook member 6 has an upper projection 8, which will prevent accidental displacement of the top bar 9 of the fender, which is designed to engage in the hook-sections 6, as illustrated in the drawings and when the fender is in normal position.

Extended rearward from the center of the top bar 9 of the fender is a locking-plate 10, having a hook portion 11 for engaging with

a locking-plate member 12, attached to the under side of the car-platform, this plate 12 also having a hook portion 13, with which the hook portion 11 engages, and, as clearly shown in Fig. 2, these hook portions are arranged on an incline, so that the two members may be readily separated one from the other.

The front bar of the fender is cushioned, as indicated at 14, and on the side bars near the front are rollers 15 for engaging on the track-rails, so as to prevent the fender from engaging with stones or like small articles that may be between the rails. The normal position of the fender is as indicated in Fig. 1 and in full lines in Fig. 2—that is, with the front end considerably elevated above the track-plane. Should the front end of the fender meet with an obstruction, it will be forced slightly rearward, so that the top bar 9 will pass into the hook members 7, permitting the front end of the fender to fall, as indicated in dotted lines in Fig. 2, and when in this position it is obvious that a person struck by the fender may fall therein without danger of injury. As the hook members or hangers open outward and forward, it is obvious that the fender may be readily removed from one end of the car and connected with hangers at the other end.

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

1. In a car-fender, hangers attached to the car, each hanger having two hook members one below the other, a fender having a portion for detachably engaging with either of the hook members, and a sliding detachable connection between the fender and car.

2. In a car-fender, hangers secured to the under side of the platform, each hanger having two hook members one member being arranged below the plane of the other and the rear portion of the upper hook members having slight upward projections, a fender having a portion for detachably engaging with either of the hook members, and a sliding detachable connection between the fender and car.

3. In a car-fender, hangers depending from the car-platform and having hook members, one hook being below the plane of the other

hook, a fender having its top bar adapted for engagement with the hook members, a plate extended rearward from said top bar and having an inclined hook-section, and a hook member attached to the car-platform for engaging with the first-named hook-section.

4. In a car-fender, hangers attached to the under side of the car-platform, each hanger consisting of two spaced sections, and each hanger having two hook members one arranged below the other, a fender having a top bar for engaging with said hook members and adapted to pass its side bars between the sections of the hangers, and a sliding detachable connection between the top bar of the fender and the car-platform.

5. In a car-fender, hangers attached to the car-platform, each hanger having two hook-sections one arranged below and rearward of the other, a fender having a top bar for engaging with said hook members, a detachable connection between the top bar of the fender and the car-platform, and rollers attached to the front portion of the fender for engaging with the track-rails.

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

LOUIS A. BECHTEL, JR.

Witnesses:

W. L. HAUGHT,  
LOUIS BECHTEL, Sr.