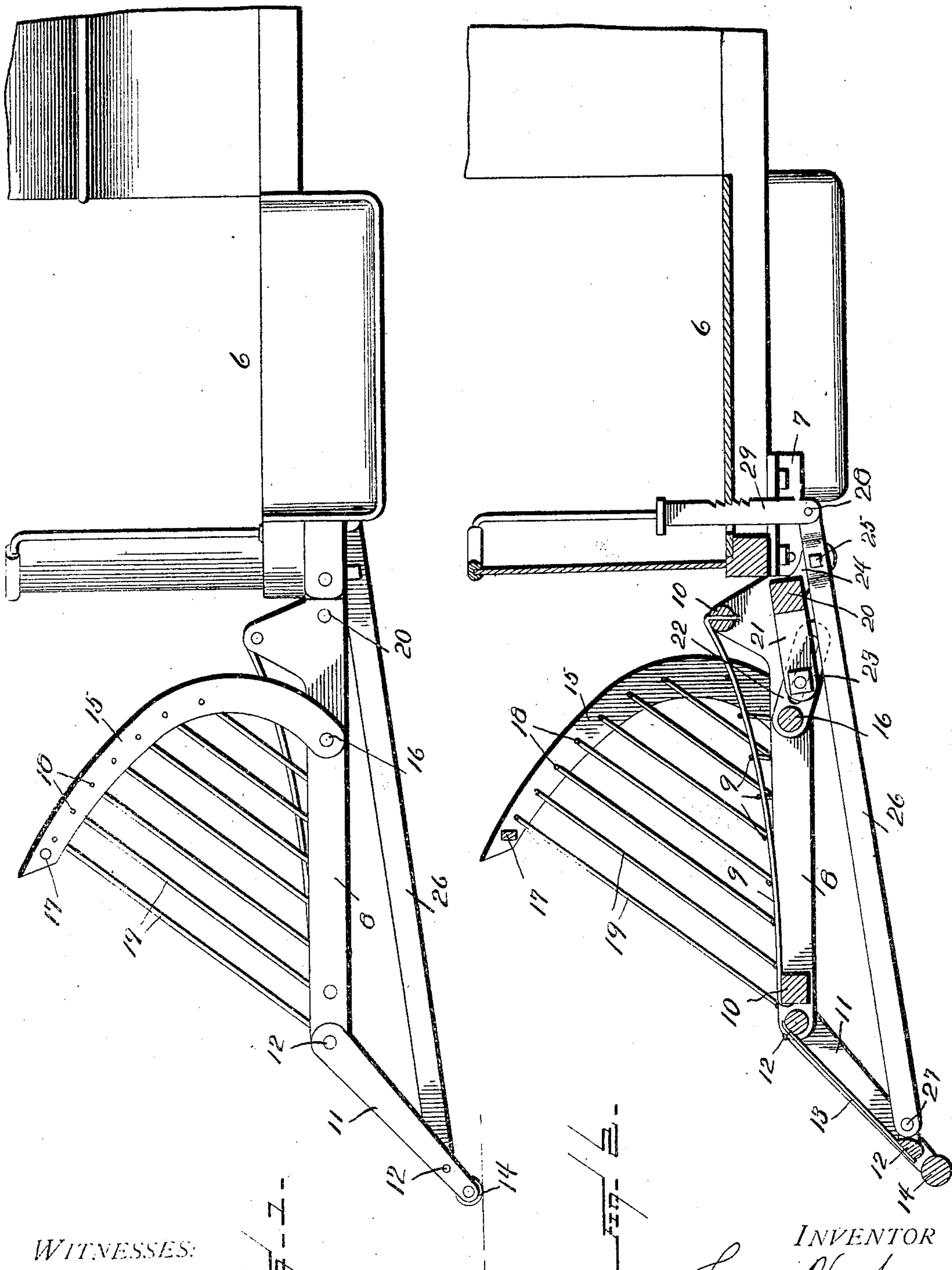


No. 804,281.

PATENTED NOV. 14, 1905.

L. VOGT.  
WHEEL FENDER.  
APPLICATION FILED APR. 13, 1905.

2 SHEETS—SHEET 1.



WITNESSES:

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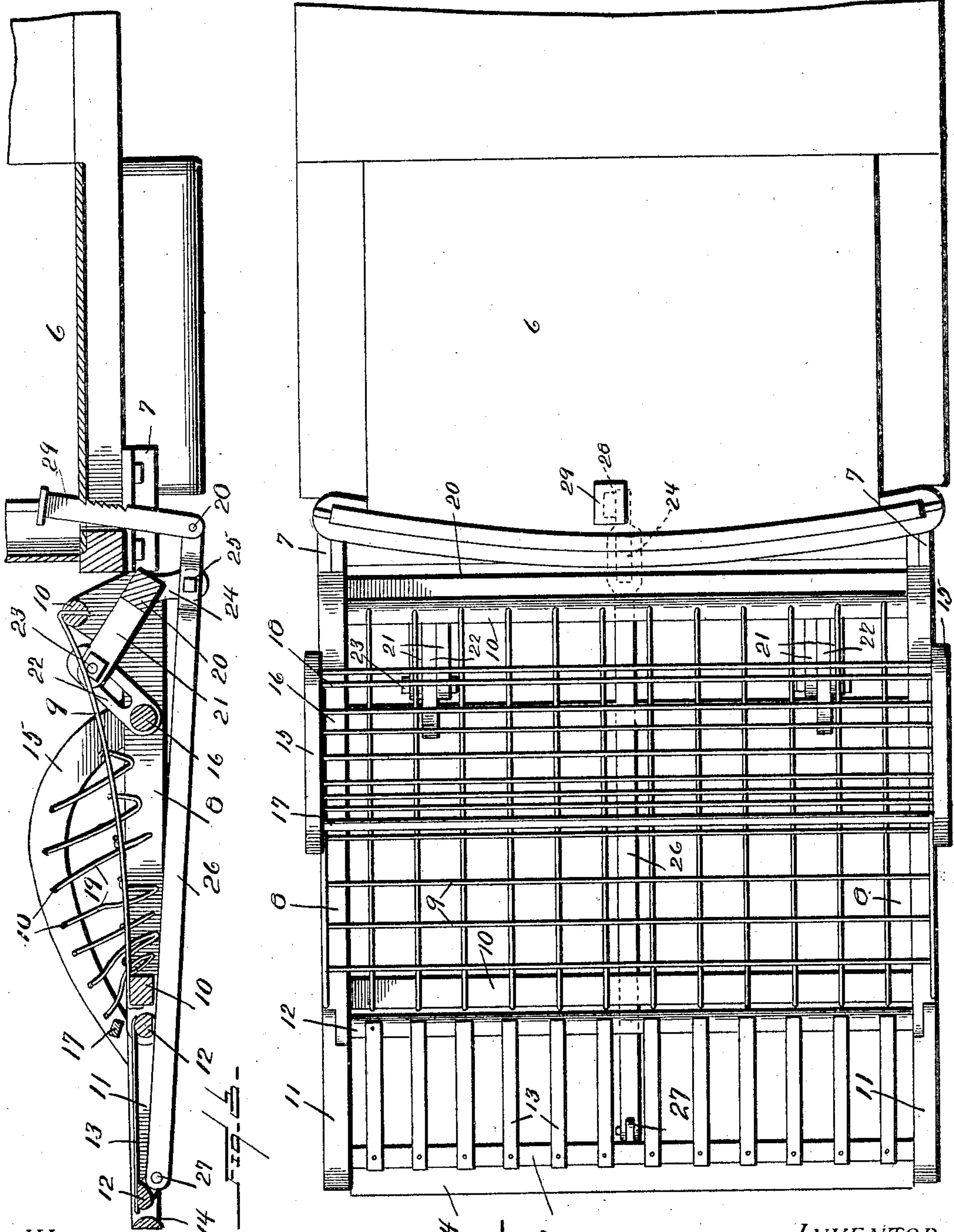
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2 SHEETS—SHEET 2.



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# UNITED STATES PATENT OFFICE.

LOUIS VOGT, OF CONNEAUT, OHIO, ASSIGNOR OF ONE-HALF TO JOHN R. SIMPSON, OF CONNEAUT, OHIO.

## WHEEL-FENDER.

No. 804,281.

Specification of Letters Patent.

Patented Nov. 14, 1905.

Application filed April 13, 1905. Serial No. 255,331.

*To all whom it may concern:*

Be it known that I, LOUIS VOGT, a citizen of the United States, residing at Conneaut, in the county of Ashtabula and State of Ohio, have invented new and useful Improvements in Wheel-Fenders, of which the following is a specification.

This invention is a wheel-fender having in addition to the main fender or scoop an auxiliary pivoted fender which is under the control of the motorman and acts to hold upon the main fender the person or obstacle struck thereby.

The object of the invention is to provide an improved construction whereby a person or body struck by the fender will be taken up thereon and held and prevented from rolling off, possibly under the wheels. The devices for throwing the body up onto the fender and for holding it there are under control of the motorman.

The invention is illustrated in the accompanying drawings, Figure 1 being a side elevation thereof; Fig. 2, a vertical longitudinal section in one position; Fig. 3, a similar section in another position, and Fig. 4 a top plan view.

Referring specifically to the drawings, 6 indicates the car-platform, having secured thereto brackets 7, to which are secured the rear ends of the side frames 8 of the main fender. Ropes or the like 9 extend across between the side frames, and similar ropes extend between cross-bars 10 at the front and rear ends of the side frames 8, said ropes forming the netting of the fender.

To the front ends of the bars 8 of the main fender is pivoted a scoop or front fender-section formed of side bars 11 and cross-bars 12 with slats 13 extending between the cross-bars. At the extreme front end of this scoop is a roller 14, adapted to run close to or in contact with the ground.

An auxiliary or upper fender having for its purpose to hold a body on the main fender is formed of curved side bars 15, pivoted at their lower ends to the bars 8 by a rock-shaft 16, which extends across between the bars. The cross-bar 17 connects the upper or front ends of the bars 15, and ropes 18 are stretched across between the bars as well as ropes 19, which extend in a vertical plane at the sides between the bars 8 and the bars 15.

Extending across between the side bars 8 at the rear ends thereof is a rock-shaft 20, 55 having two pair of arms 21, between which work slotted arms 22, projecting from the rock-shaft 16, on which the upper or auxiliary fender is mounted. Pins 23 extend through the slots in the arms 22 and connect 60 said arms with the arms 21. When the shaft 20 is rocked, the pin-and-slot connection will rock the shaft 16, and thus raise or lower the auxiliary fender, as indicated in Figs. 2 and 3.

The rock-shaft 20 has on the under side 65 thereof a depending arm 24, which is connected by a pivot-pin at 25 to a thrust-bar 26, the front end of which is pivoted at 27 to one of the cross-bars 12 of the front scoop and at its rear end is connected at 28 to a lever 70 29, which extends up through an opening in the car-platform in convenient position to be operated by the motorman. The lever 29 is notched, so that it may be raised or lowered and engaged at the edge of the 75 hole in the car-platform to hold the movable fenders at any desired height.

In operation the front fender or scoop is normally down and the upper or auxiliary fender is raised, as indicated in Fig. 2. When 80 a person or object is struck, the motorman throws back and down the lever 29. This thrusts forward the rod 26 and tilts up the front fender and lifts the body up upon the main fender between the side bars 8 and the 85 side netting 19. By the same action the shaft 20 is rocked and by means of the connections above described the upper fender is dropped to grasp or hold the body upon the 90 main fender. By means of the connections shown the lift of the scoop at the front of the main fender and the drop of the auxiliary fender are accomplished by the one movement of the motorman's lever.

What I claim as new, and desire to secure 95 by Letters Patent, is—

1. In a fender for cars, in combination, a main fender secured to the car, a tilting scoop hinged to the front end of the main fender, an auxiliary fender hinged to and extending 100 above the main fender, a lever on the car-platform, and connections between said lever and the scoop and auxiliary fender.

2. In a fender for cars, the combination of a main fender, a scoop hinged to the front 105 thereof, an upper auxiliary fender hinged to

the rear thereof, a rock-shaft extending across  
the main fender and having arms connected  
to the auxiliary fender, to raise and lower the  
same, a thrust-rod extending under the main  
5 fender and connected to the scoop and the  
rock-shaft, and a motorman's lever connect-  
ed to the thrust-rod.

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

LOUIS VOGT.

Witnesses:

GEO. W. TRAVER,  
H. H. TIMBY.