No. 829,821. PATENTED AUG. 28, 1906.

F. WITSCH.

CAR FENDER.

APPLICATION FILED MAY 18, 1906.

Fig. 1.

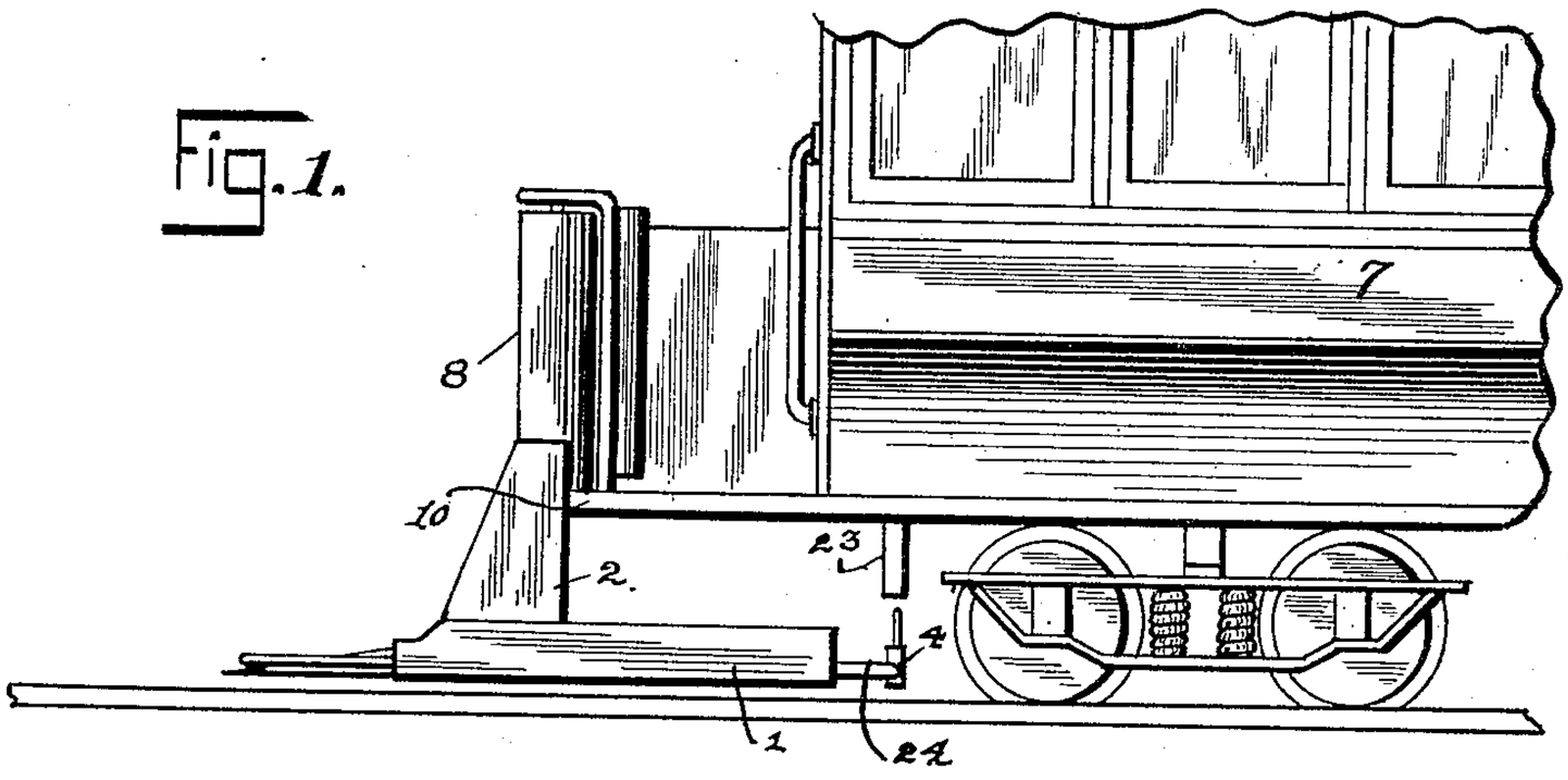
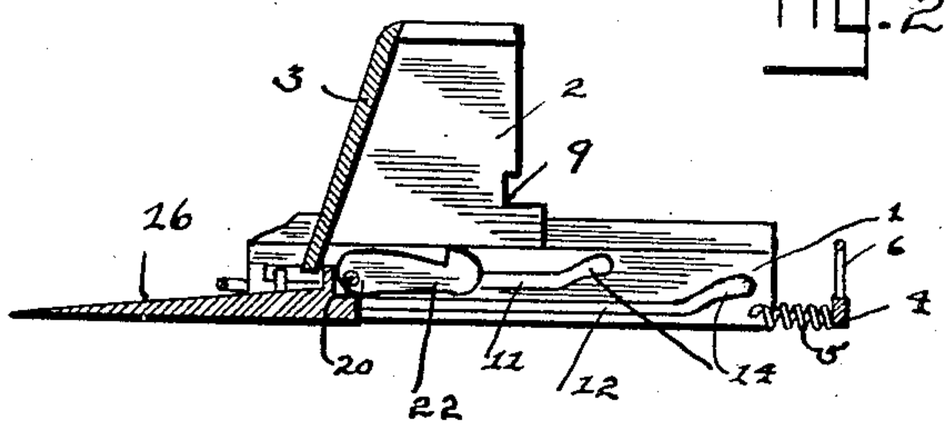


Fig. 2.



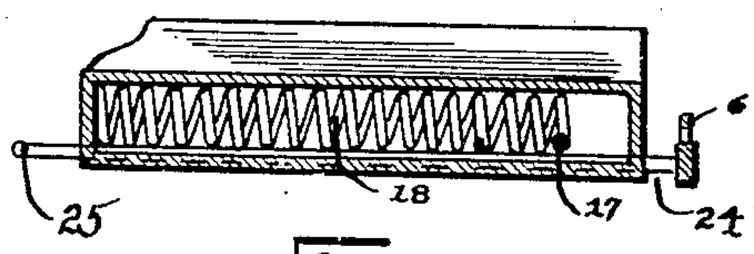
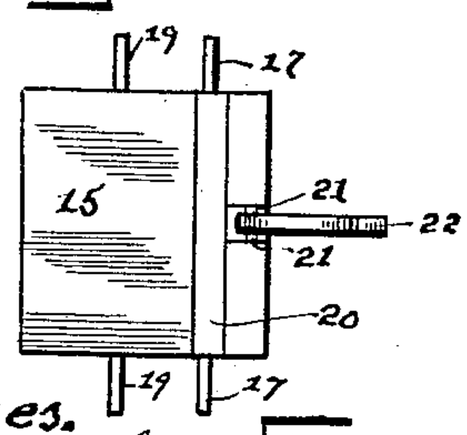


Fig. 3.



Witnesses.
C. Ogleby.
P. C. N. Butler.

Fig. 4.

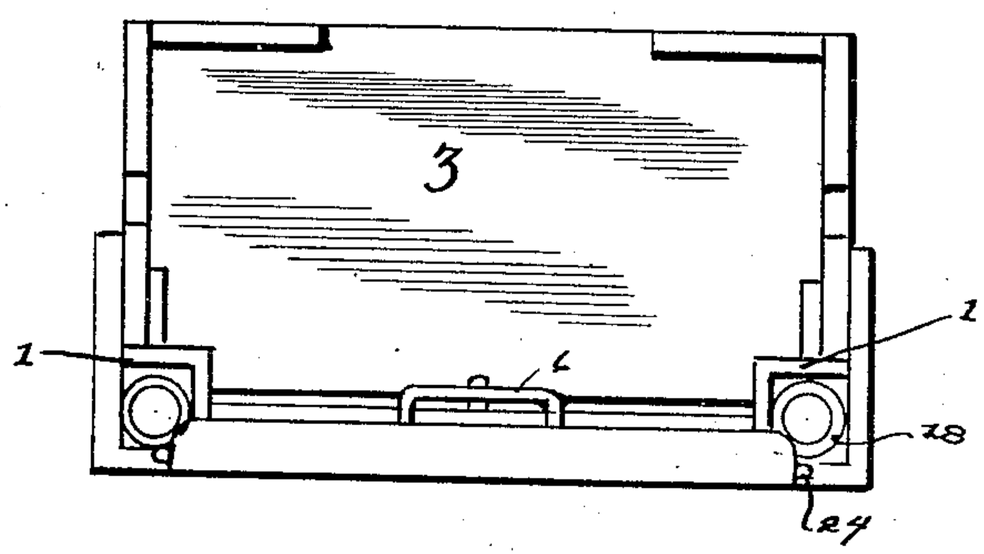


Fig. 5.

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UNITED STATES PATENT OFFICE.

FRANZ WITSCH, OF ALLEGHENY, PENNSYLVANIA.

CAR-FENDER.

No. 829,821. Specification of Letters Patent. Patented Aug. 28, 1906.

Application filed May 18, 1906. Serial No. 317,606.

To all whom it may concern:

Be it known that I, FRANZ WITSCH, a subject of the Emperor of Austria-Hungary, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in car-fenders; and the invention has for its object to provide a novel form of fender which can be readily attached to a street-car to save the lives of persons run down by the car.

Another object of my invention is to provide a car-fender which will be automatic and positive in its action and free from all danger of being injured when striking a person or object.

A further object of this invention is to provide a fender which will be normally elevated, but which will be automatically lowered when a person or object is about to be struck by a car.

A still further object of this invention is to provide a street-car fender which will be extremely simple in construction, strong and durable, comparatively inexpensive to manufacture, and highly efficient for the purposes for which it is used.

With the above and other objects in view, which will more readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination, and arrangement of parts to be hereinafter more fully described and then specifically pointed out in the claims, and, referring to the drawings accompanying this application, like numerals of reference designate corresponding parts throughout the several views, in which—

Figure 1 is a fragmentary side elevation of a car equipped with my improved fender. Fig. 2 is a longitudinal sectional view of the fender detached from a car. Fig. 3 is a longitudinal sectional view of one of the casings of the fender. Fig. 4 is a rear elevation of the fender, and Fig. 5 is a plan of a plate forming part of the fender.

To put my invention into practice, I construct my improved fender of two casings 1 1, which form the sides of the fender. Each casing is provided with a vertical side wall 2, and these side walls are connected together by an inclined transverse plate 3. The rear ends of the casings are further braced by a transverse bar 4, which is connected to the casings 1 1 by springs 5 5. The bar 4 is provided with a vertically-disposed yoke 6, the object of which will be hereinafter described.

The fender construction just described is secured to a car 7 by fastening the transverse plate 3 to the dashboard 8 of the car, while the side walls 2 2 of the fender have their rear edges cut away, as at 9, to engage and rest upon the bumper or platform 10 of the car.

The confronting side walls of the casings 1 1 are provided with slots 11 and 12, the rear ends of said slots being inclined, as at 14 14. Between the casings 1 1 is mounted a plate 15, having a beveled upper face 16. The plate is provided with two outwardly-extending arms 17, which extend into the slots 12 12 of the casings 1 1 and are connected to springs 18 18, mounted within said casings. The plate 15 is also provided with outwardly-extending pins 19 19, which protrude into the slots 11 11 of the casings 1 1, the object of which will presently appear. The rear edge of the plate 15 is provided with a transverse strip 20, carrying lugs 21 21. Between the lugs 21 21 is pivotally mounted a latch 22, said latch being adapted to engage a cleat 23, carried by the body of the car. 7

The transverse bar 4 is provided with forwardly-extending rods 24 24, which extend through the casings 1 1 and have their forward ends connected with a transverse rod 25, said rod extending crosswise of the car from the forward end of one casing to the other.

In practice the plate 15 is moved rearwardly until the latch 22 engages the transverse cleat 23 of the car. The latch is normally held in engagement with the cleat by the vertically-disposed yoke 6 of the transverse bar 4. When the plate is in its rearward position, said plate will be elevated by the inclined ends 14 14 of the slots 11 and 12 of the casings 1, the forward end of the plate 15 being elevated in the slot 11 through the medium of the pins 19 19, while the rearward end of the plate will be elevated in the slots 12 by the arms 17 17 of said plate. Should a person or object strike the transverse rod 25, the latch 22 will be released through the medium of the rearward movement of the transverse bar 4, which is moved by the rods 24 24. The rearward movement of the transverse bar 4 permits of the latch dropping by

gravity, and as the springs 18 18 have been extended within the casings 1 1 by the rearward movement of the plate 15 the release of said latch will permit of the plate 15 moving forward to the position shown in Figs. 1 and 2 of the drawings, this forward movement of the plate tending to remove a person or object from the ground and support them until the car has stopped. After the person or object has been removed from the fender the plate 15 is moved inwardly, also the rod 25, said rod being held until the latch 22 is elevated to engage the cleat 23, at which time the rod 25 is released, permitting the bar 4 and the yoke 6 to return to their normal position and temporarily support said latch.

My improved fender is preferably constructed of light and durable metal, and the plate 15 of said fender may be provided with a cushion to break the fall of persons or objects upon the same.

Such changes in the construction and operation of my improved fender as are permissible by the scope of the appended claims may be resorted to without departing from the spirit and scope of the invention.

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

1. In a fender, the combination with a car, a cleat carried by said car, of casings secured to said car, a plate mounted between said casings, a latch carried by said plate and adapted to engage said cleat, means to hold said latch in engagement with said cleat, means actuated in front of said plate to release said latch, means to elevate said plate, substantially as described.

2. The combination with a car, a cleat carried by said car, of a fender consisting of two casings, a plate mounted between said casings, means to lock said plate in engagement with said cleat, means to release said plate, from said cleat, substantially as described.

3. In a fender, the combination with a car, of two casings, a plate slidably mounted between said casings, means to hold said plate at the rear ends of said casings, means to elevate said plate, and means actuated in front of said plate to release said plate, substantially as described.

4. In a fender, the combination with a car, of two casings, a spring-held plate slidably mounted between said casings, means to hold said plate in an elevated position, and means to release the first-named means, substantially as described.

In testimony whereof I affix my signature in the presence of two witnesses.

FRANZ WITSCH.

Witnesses:
MAX H. SROLOVITZ,
E. E. POTTER.