

No. 835,435.

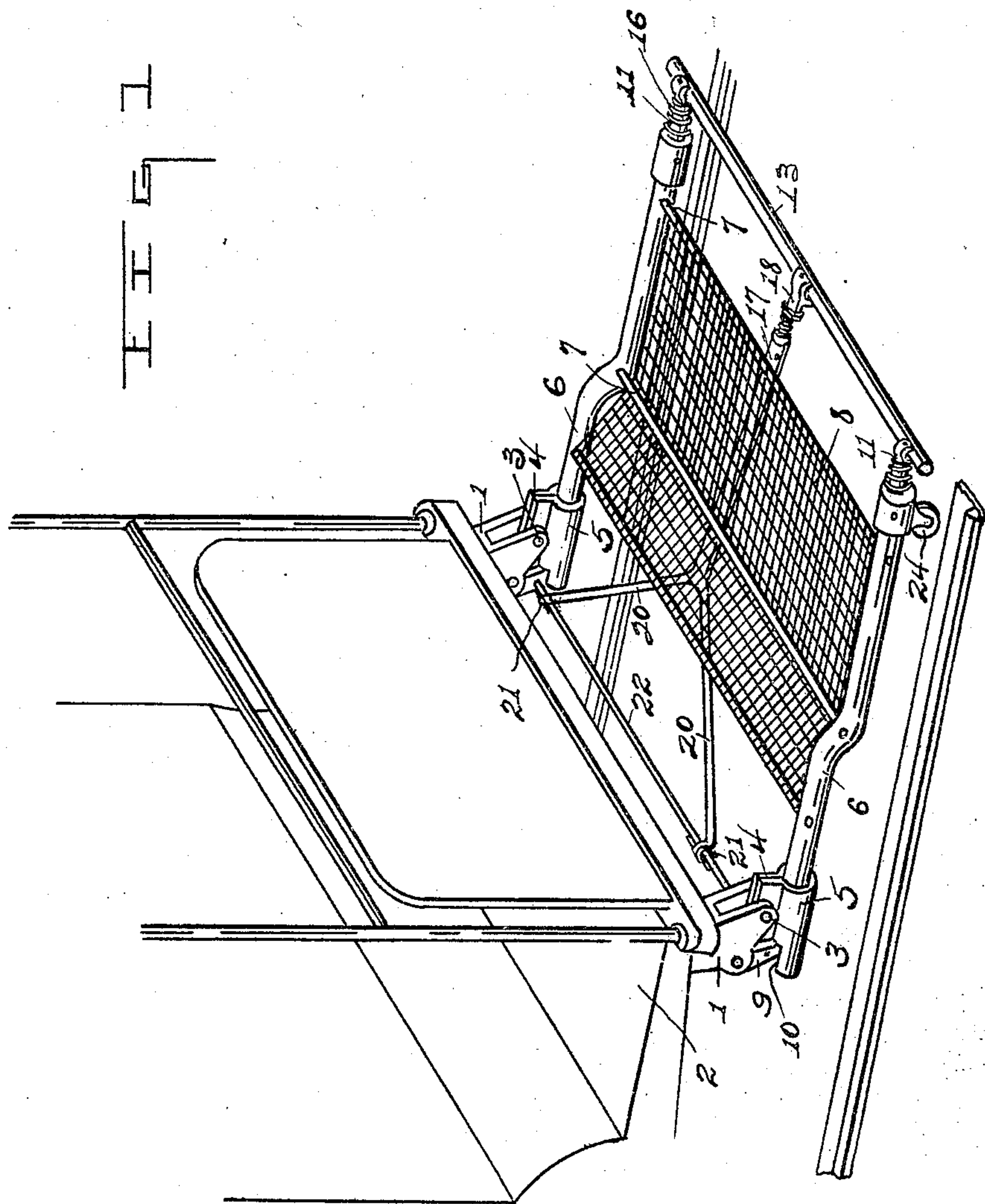
PATENTED NOV. 6, 1906.

H. C. JENESKEE & F. MELCHER.

CAR FENDER.

APPLICATION FILED JULY 12, 1906.

2 SHEETS—SHEET 1.



Witnesses:

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J. L. Parr.

Inventors.

Harry C. Jeneskee.
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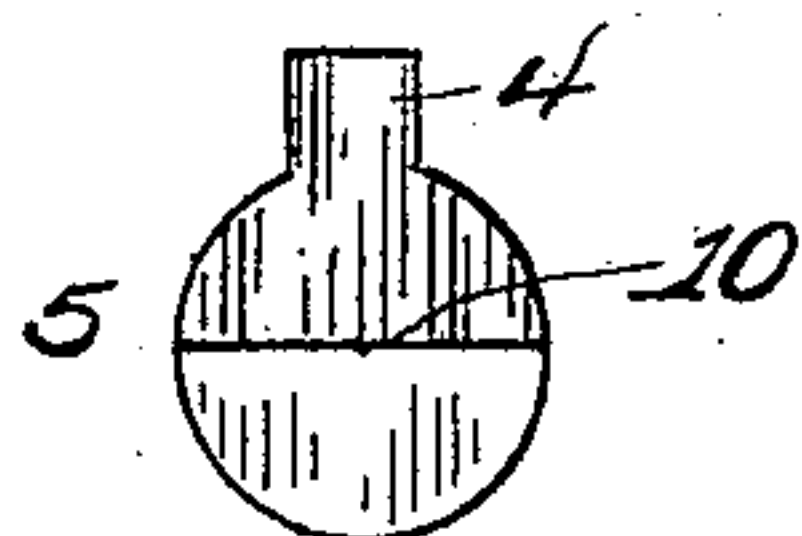
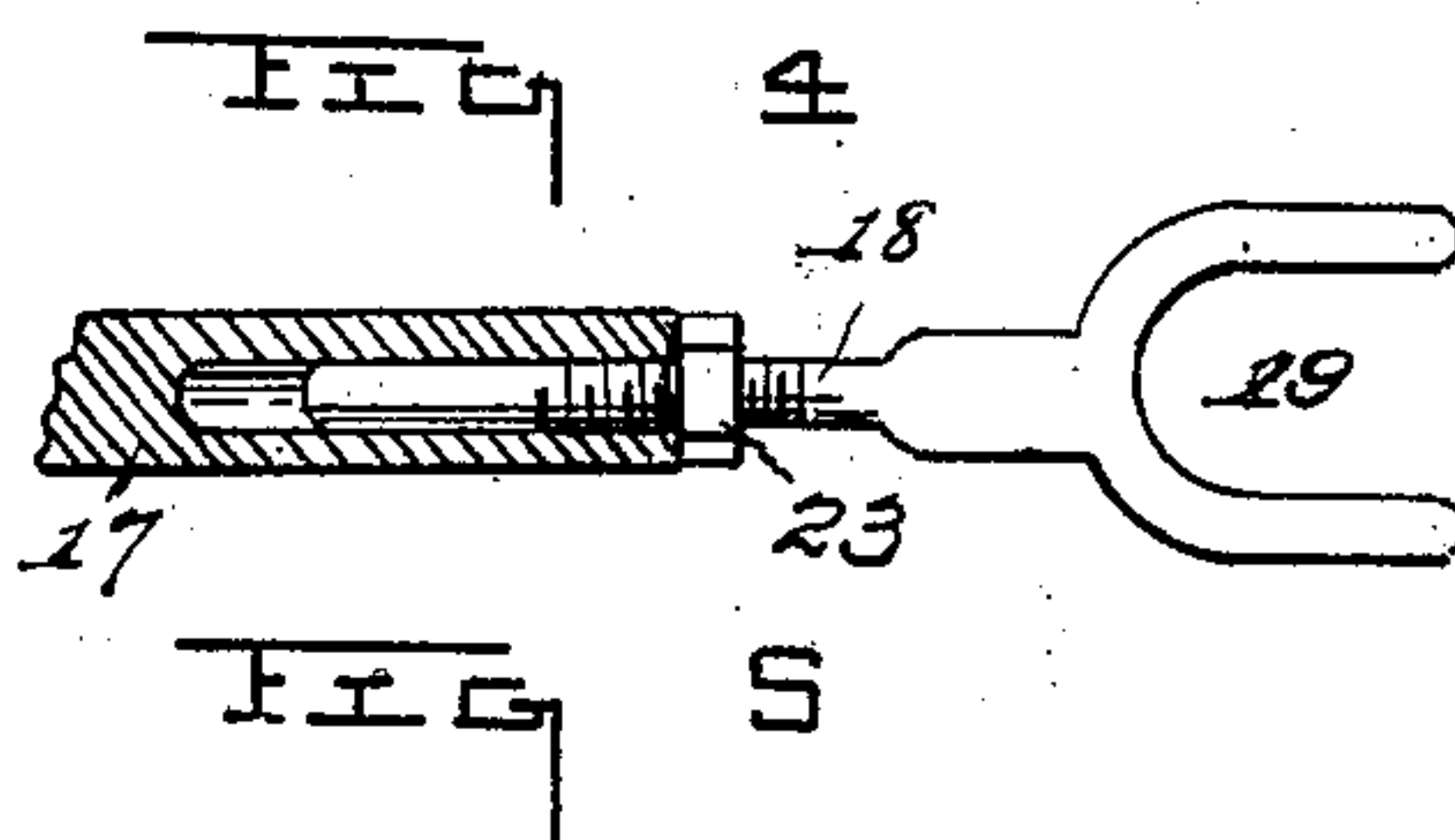
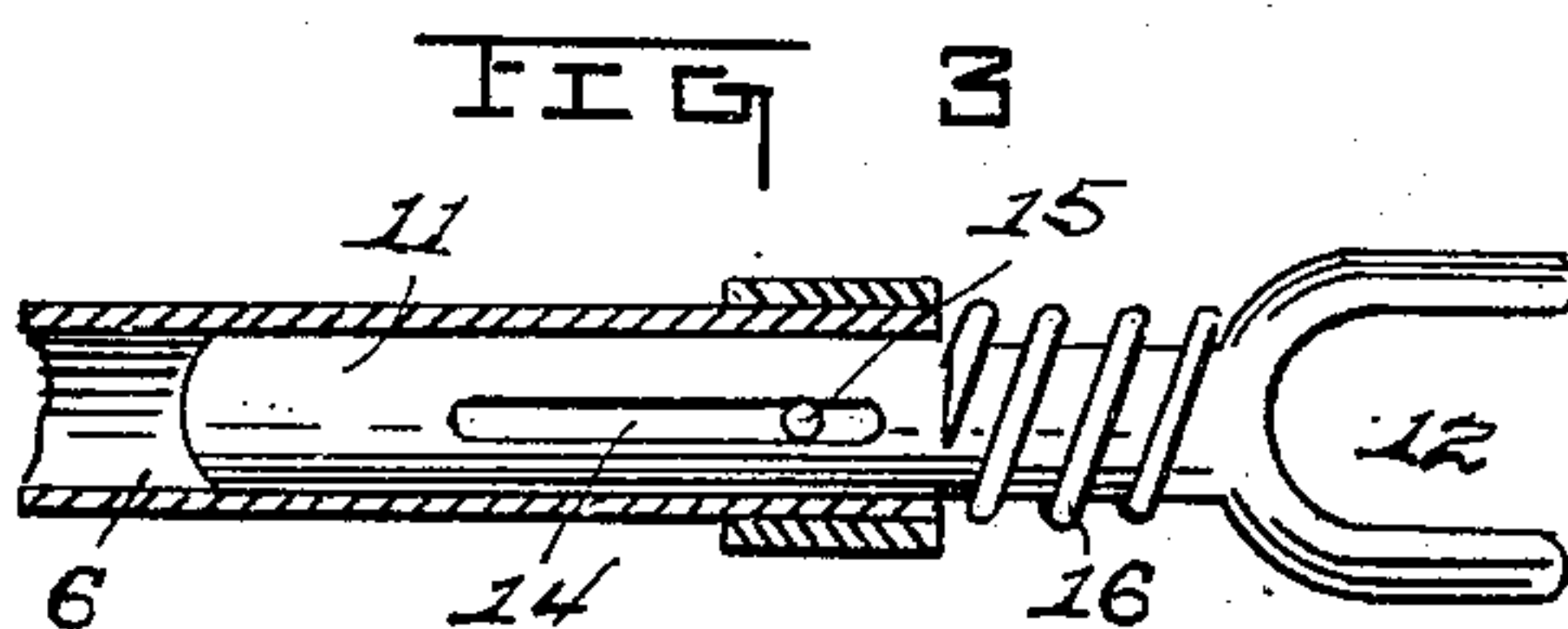
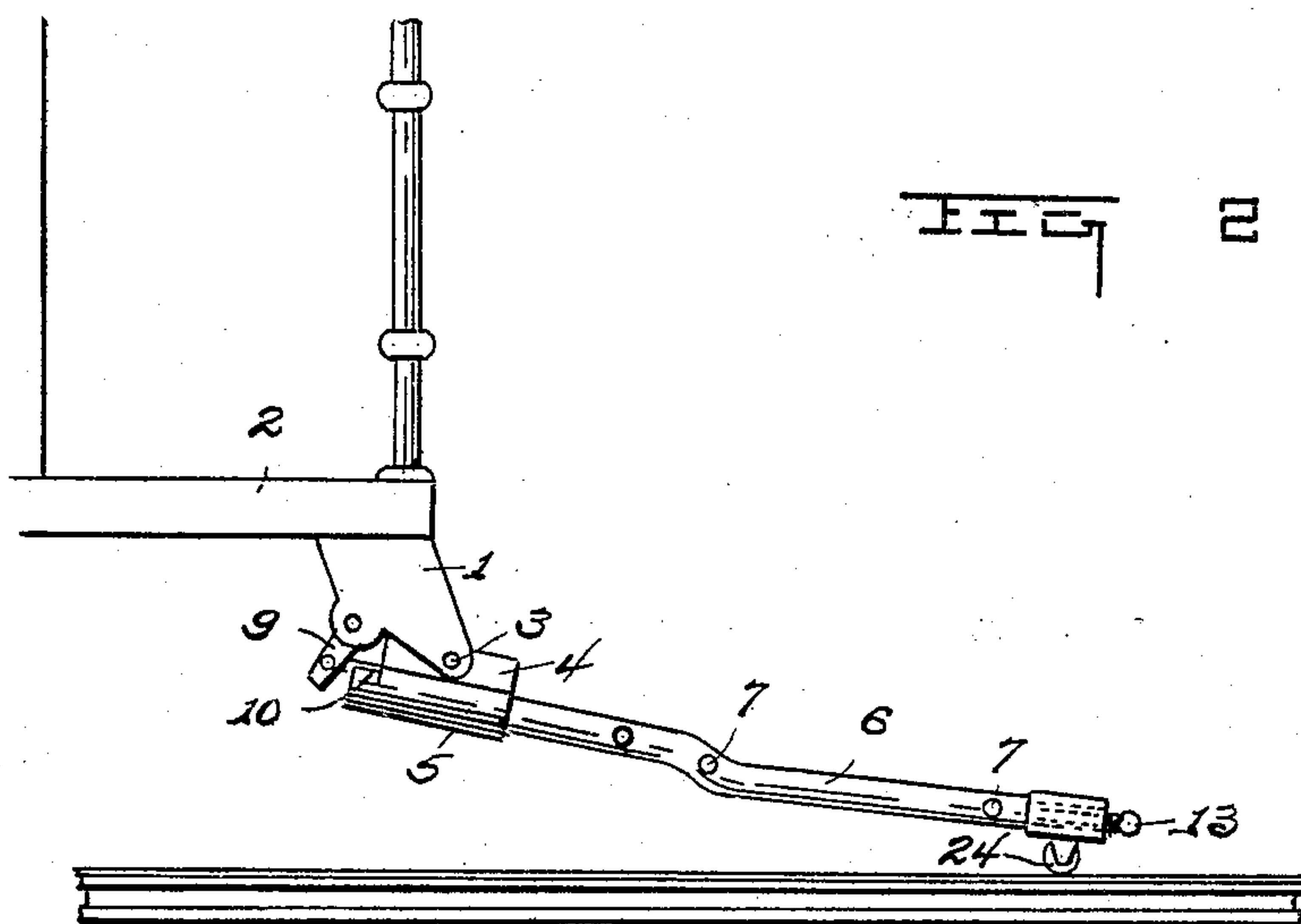
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2 SHEETS—SHEET 2.



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Robt. F. Dilworth
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UNITED STATES PATENT OFFICE.

HARRY C. JENESKEE AND FREDERICK MELCHER, OF WHEELING, WEST VIRGINIA, ASSIGNORS OF ONE-FOURTH TO EDWARD F. DIEHL, OF WHEELING, WEST VIRGINIA.

CAR-FENDER.

No. 835,435.

Specification of Letters Patent.

Patented Nov. 6, 1906.

Application filed July 12, 1906. Serial No. 325,869.

To all whom it may concern:

Be it known that we, HARRY C. JENESKEE and FREDERICK MELCHER, citizens of the United States of America, and residents of Wheeling, county of Ohio, and State of West Virginia, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

Our invention relates to new and useful improvements in car-fenders, and more particularly to a fender for street-cars which is adapted to trip automatically when it comes in contact with an object on the track; and it consists in the particular construction, arrangement, and combination of parts which will hereinafter be fully described.

The object of our invention is to provide a safety-fender for cars which will automatically drop to the track when the front end thereof strikes an object on the track in front of the car.

A further object is to provide a fender of the character mentioned which is extremely simple in its construction, positive in its operation, and comparatively inexpensive to manufacture.

In describing our invention in detail reference is herein had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a perspective view of the invention, showing it applied to a car. Fig. 2 is a side elevation of the same, showing it dropped upon the track. Fig. 3 is a longitudinal section of a portion of the front end of one of the sides of the fender. Fig. 4 is a similar view of a portion of the front end of the reach-rod, and Fig. 5 is a rear end view of one of the sides of the fender.

Referring to said drawings, in which like reference-numerals designate like parts throughout the several views, 1 1 indicate hangers secured on the under side of each side of the car-platform 2. Said hangers are each formed with a bifurcation therein, in which is held on a pivot 3 the lug 4 of the rear end of the fender. Said lug is preferably an integral extension of a sleeve 5, which embraces the rear end of the side 6 of the fender, as shown. Connecting the sides 6 of the fender are tie-rods 7, on which or to which is attached the usual network or basket-work 8.

Pivoted on each hanger 1 behind the pivot

3 is the upper end of a dog 9, the lower end of which is adapted to engage a recess 10, provided in the rear end of said sleeve 5 to support the front end of the fender above the track.

Slidably mounted in the front end of each of the sides 6 is the stem 11 of a yoke 12, which fits upon and supports a transverse rod or trip guard 13. A slot 14 is provided in the stem 11, through which is projected a pin 15 to hold said stem within the said sides and to limit the longitudinal movement thereof. A tension-spring 16 is provided on said stem 11 between said yoke 12 and the end of the side 6. 17 indicates a bar or reach-rod having screwed within its front end the stem 18 of a yoke 19, which is attached to said trip-guard 13 near the middle thereof. Said bar 17 has integral therewith or attached thereto at its rear end two rearwardly and laterally projecting rods 20, provided with suitable hooks 21 on their ends for engaging a transverse rod 22, having its ends mounted in said dogs 9. The hooks 21 of said rods 20 normally stand in engagement with said rod 22 and have plain vertical faces, so that when said rods are forced back said plain faces will form bearings for forcing said dogs 9, to which said rod 22 is attached, from their seats 10.

As is apparent, by detaching the yoke 19 from the trip-guard 13, turning the stem 18 in the end of the bar 17, and adjusting the locking-nut 23 in position, then reattaching said yoke to said trip-guard the tension of the springs 16 may be adjusted.

As is obvious, when the trip-guard 13 engages an object on the track it is forced back against the tension of the springs 16. This action through the reach-rod 17, rods 20, and transverse rod 22 forces the dogs 9 from their seats in the recesses 10 and allows the front end of the fender to drop, as indicated in Fig. 2.

Wheels or rollers 24 may be employed, as shown, if desired.

From the foregoing it will be seen that we provide an extremely simple and inexpensive device of the character mentioned.

We have described our invention in what we consider to be its simplest form; but it is obvious that various slight changes may be made in its construction and in the arrangement of parts composing the invention with-

out departing from the general spirit or scope thereof. Hence we do not desire to limit ourselves to the precise construction and arrangement of parts herein shown and described.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a car-fender, the combination with the front end of a car, of bifurcated hangers secured on the under side of said front end, a fender-frame, lugs carried by the rear extremities of said frame, said lugs being pivotally mounted in said hangers, recesses in the top part of the rear extremities of the frame, dogs pivoted in said hangers, the points of said dogs being adapted to normally stand in engagement with said recesses and to hold the frame operative, and means whereby said dogs are thrown out of engagement with said recesses when the front end of the fender-frame engages an obstruction.

2. In a car-fender, the combination with

the front end of a car, of bifurcated hangers secured on the under side of the front end, a fender-frame, lugs carried by the rear extremities of the frame, said lugs being pivotally mounted in said hangers, recesses in the top part of the rear extremities of the frame, dogs pivoted in said hangers, the points of said dogs being adapted to normally stand in engagement with said recesses and to hold the fender-frame upraised, a transverse trip-guard carried by said frame, and means intermediate said trip-guard and said dog whereby a rearward movement of the former throws the latter out of engagement with said recesses allowing the front end of the frame to drop.

Signed by us in the presence of two subscribing witnesses.

HARRY C. JENESKEE.
FRED. MELCHER.

Witnesses:

H. E. DUNLAP,
ROBT. F. DILWORTH.