

J. B. ROWE.

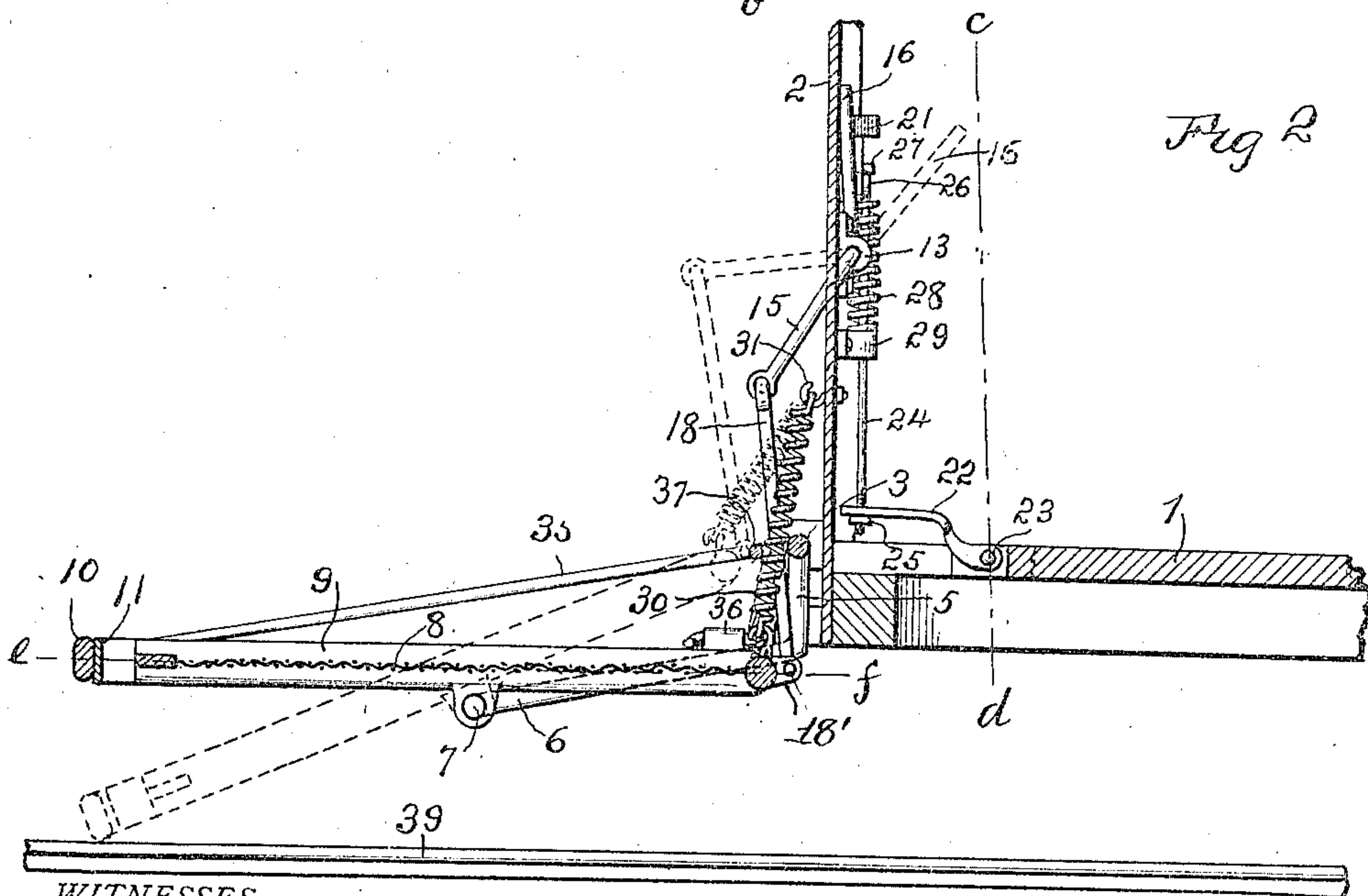
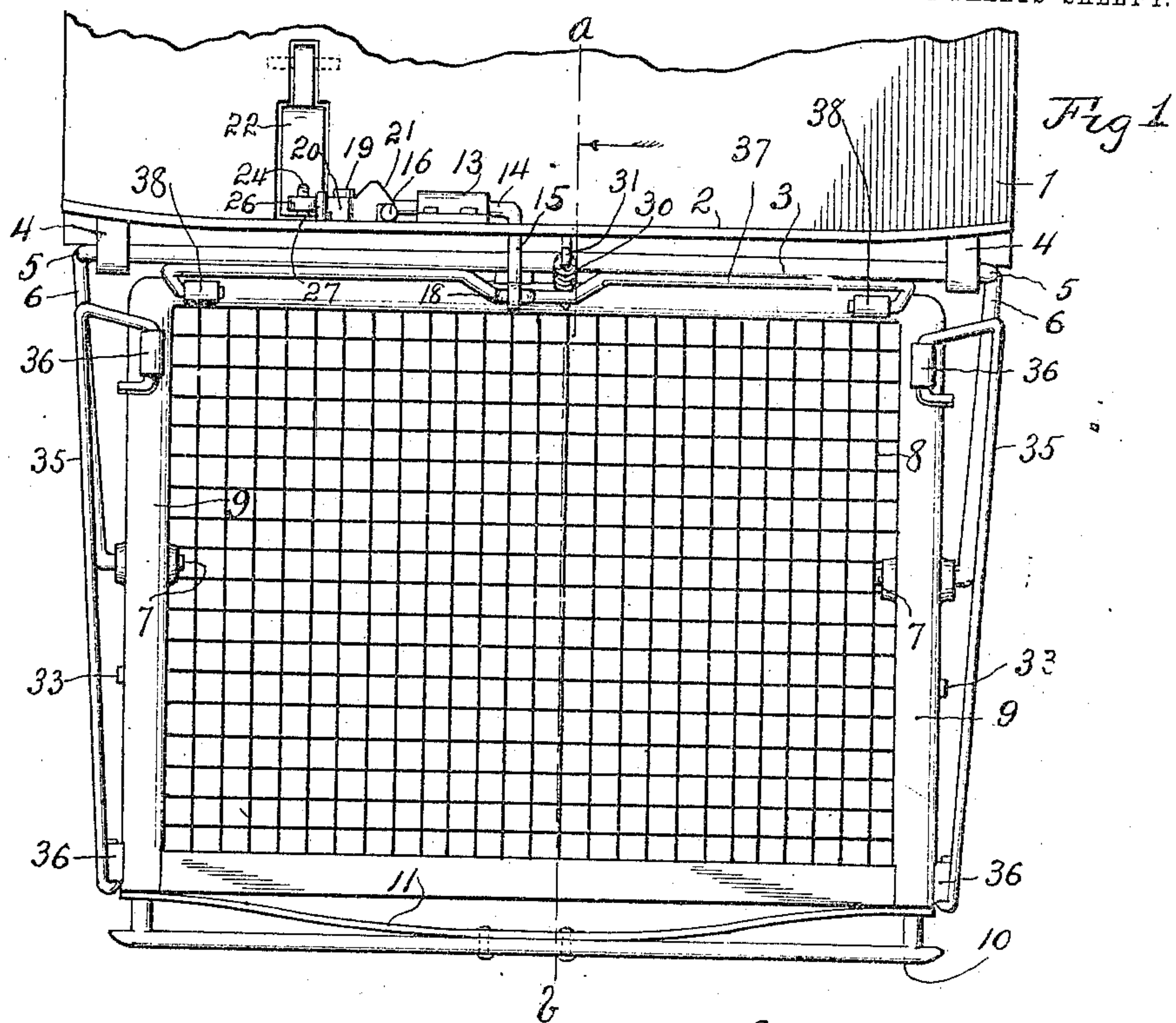
CAR FENDER.

APPLICATION FILED MAY 20, 1910.

Patented Feb. 28, 1911

2 SHEETS-SHEET 1.

985,374.



WITNESSES:

R. Hamilton.

C. B. House.

John B. Rowe INVENTOR.
BY
Warren D. House
His ATTORNEY.

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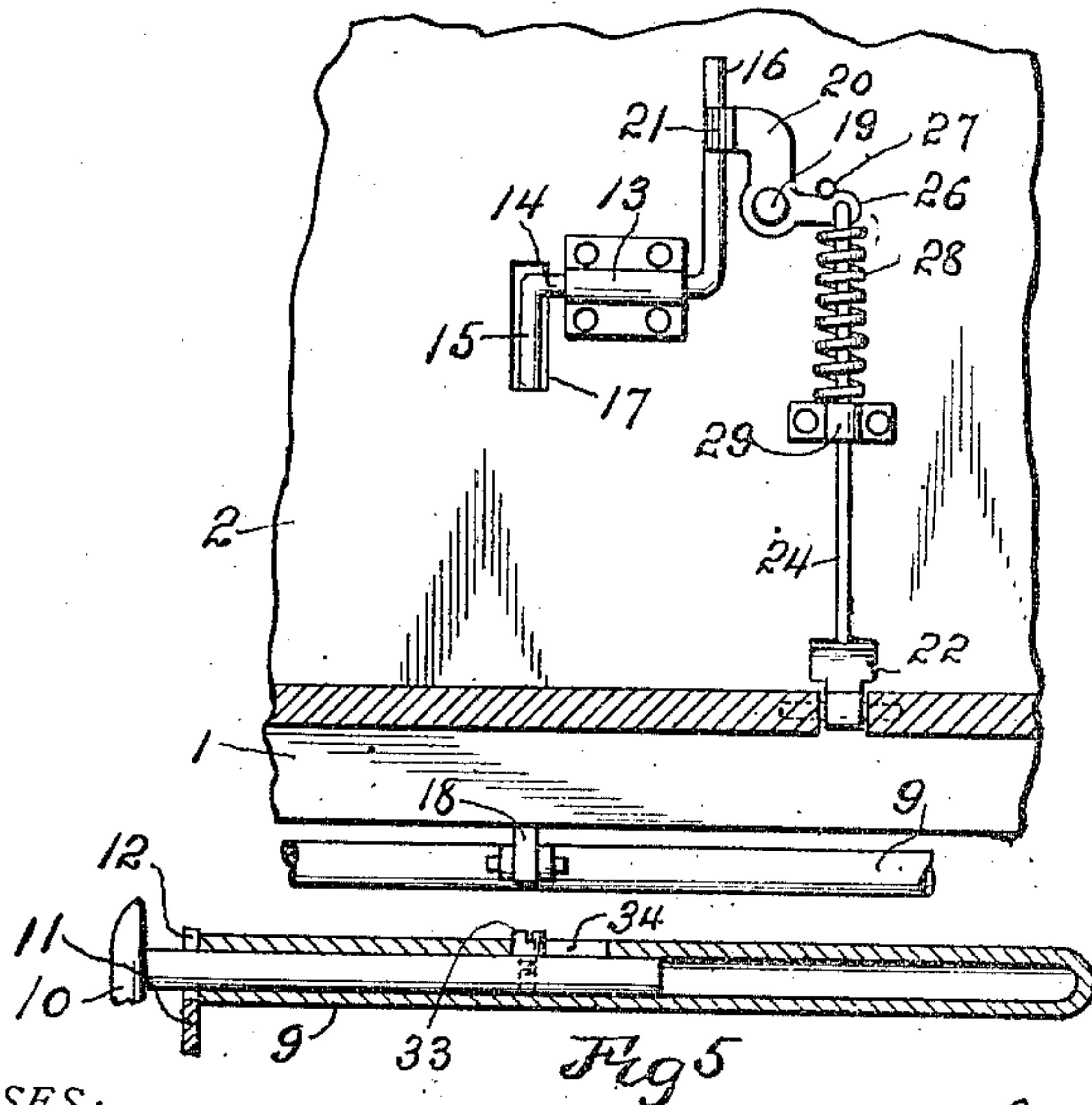
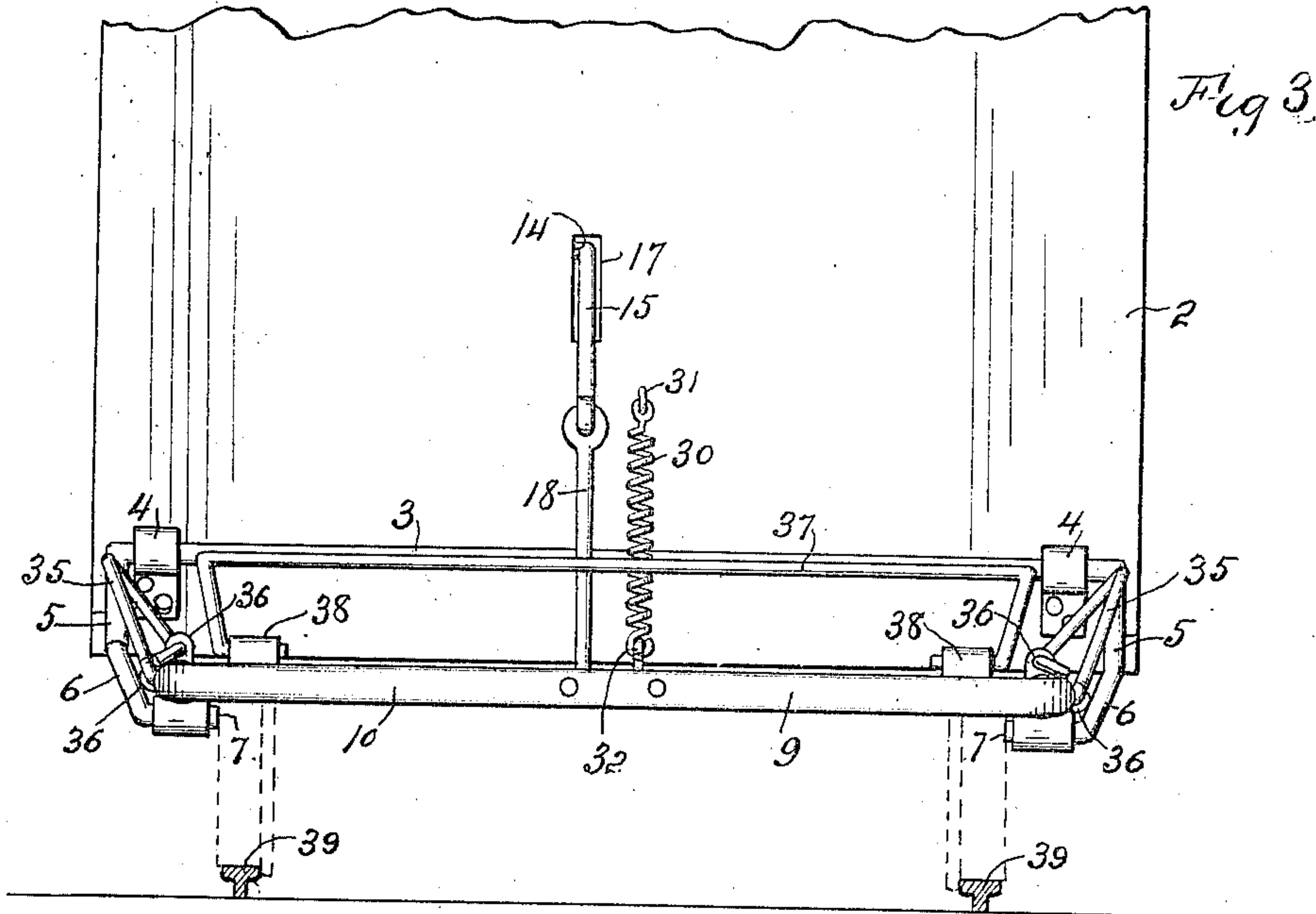
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UNITED STATES PATENT OFFICE.

JOHN B. ROWE, OF LANSING, KANSAS.

CAR-FENDER.

985,374

Specification of Letters Patent.

Patented Feb. 28, 1911.

Application filed May 20, 1910. Serial No. 562,452.

To all whom it may concern:

Be it known that I, JOHN B. ROWE, a citizen of the United States, residing at Lansing, in the county of Leavenworth and State of Kansas, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to improvements in car fenders.

10 The object of my invention is to provide a car fender which may be cheaply constructed, is strong and durable, and which is efficient in operation.

15 A further object of my invention is to provide a car fender of novel construction, which may be instantly moved into operative position.

20 Another object of my invention is to provide a simply constructed fender which, when not in use, may be quickly and compactly stored in an upright position at the end of the car.

25 Still another object of my invention is to provide a novel and efficient mechanism by which the motorman or car driver can quickly control the operation of the fender.

Other objects of my invention are herein-after fully described and claimed.

30 In the accompanying drawings which illustrate the preferred form of my invention—Figure 1 is a top view of my improved car fender, shown attached to a car, a portion of which is shown. Fig. 2 is a vertical sectional view, on the dotted line *a—b* of Fig. 1, the parts being shown in solid lines in the normal position, and in dotted lines in the operative position in which the front guide is resting on the track. Fig. 3 is a front elevation of what is shown in Fig. 1, the main fender being shown in the horizontal position. Fig. 4 is a vertical section on the dotted line *c—d* of Fig. 2. Fig. 5 is a horizontal sectional view of a portion of the main and front guards, taken on the dotted line *e—f* of Fig. 2.

Similar characters of reference denote similar parts.

1 denotes the platform of a car body, and 2 the dash board. A supporting bar has a horizontal portion 3, pivotally mounted in two lugs 4, secured to the forward side of the dash board 2 in front of the platform 1. Said supporting bar is provided with downwardly turned arms 5, having respectively two forwardly extending portions 6, the forward ends of which are preferably provided

with horizontal inwardly turned ends 7. Between the forwardly extending portions 6 and pivotally mounted thereon, near the middle portion of its length, is a main guard, comprising preferably a rectangular frame 9, having stretched thereon and secured thereto netting 8. The side arms of the frame 9 are tubular and have slidably mounted in their forward ends the two rearwardly extending arms of a U-shaped front guard 10, to the rear side of which is secured the arch of a bow spring 11, the ends of which bear against the forward end of the guard 9, said ends being preferably provided with slots, one of which, denoted by 12, is shown in Fig. 5. The parallel arms of the U-shaped guard 10 slide in the tubular side members of the guard 9 and are mounted in the slots 12 and serve to support the ends of the bow spring 11 against any vertical pressure which might be applied thereto.

I will now describe the mechanism by which the guard 9 is swung to the normal horizontal position shown in Fig. 3 and in solid lines in Fig. 1:—Secured to the rear side of the dash board 2, above the platform 1, is a bearing 13, in which is pivotally mounted a horizontal rock shaft 14, having at opposite ends two crank arms 15 and 16 respectively. The crank arm 15 extends downwardly and forwardly through a vertical slot 17, in the dash board 2. Said arm 15 has its outer end pivotally secured to the upper end of a link 18, the lower end of which is pivoted to a lug 18' on the rear end of the frame or guard 9 as shown in Fig. 2. When the crank arm 16 is swung to the position shown in solid lines in Fig. 2, the shaft 14 will be rocked so that the frame 9 will be swung to the horizontal position through the intermediacy of the arm 15 and link 18. To releasably lock the parts in this position, I provide preferably a latch comprising a bell crank lever which is pivoted at its angle to the dash board 2 by a pin 19. One arm 20 of the bell crank lever latch has a beveled lip 21, adapted to engage the crank arm 16 and releasably hold it in the locked position when the latch is in the position shown in Fig. 4. For releasing the latch from the crank arm 16, to permit the rock shaft 14 to rock so that the frame 9 will be in the operative position shown in dotted lines in Fig. 2, I provide a lever comprising preferably a pedal 22,

the rear end of which is pivoted by a horizontal bolt 23, to the platform 1. The forward end of the pedal 22 is provided with a vertical hole through which extends a vertical rod 24, the lower end of which is preferably screw threaded and has mounted thereon a nut 25, shown in Fig. 2, said nut supporting the forward end of the pedal 22. The upper end of the rod 24 is pivotally connected to the other arm 26 of the bell crank lever latch. A horizontal pin 27, secured to and extending rearwardly from the dash board 2, may be employed as a stop for limiting the upward movement of the arm 26. For forcing the latch to the locked position shown in Fig. 4, I preferably provide a coil spring 28, which encircles the rod 24 and has its upper end bearing against the arm 26, its lower end bearing against a bearing 29, which is secured to the rear side of the dash board 2 and in which the rod 24 is vertically slidable. To swing the frame 9 to the inclined position, when the crank arm 16 is released from the lip 21, I preferably provide a coil spring 30, the upper end of which is preferably detachably secured to a hook 31, secured to the forward side of the dash board 2, the lower end of the spring being secured to a hook 32 which is secured to the rear end of the frame 9. For limiting the outward movement of the front guard 10, the parallel arms thereof are provided respectively with two horizontal screws 33, which are slidably mounted in longitudinal slots provided in the side arms of the frame 9, one of said slots being shown in Fig. 5, and denoted by 34.

To prevent any one who happens to fall upon the main guard from rolling therefrom laterally I preferably provide two side guards 35, the forward and rear ends of each of which are pivotally mounted in bearings 36, secured two to each of the side arms of the frame 9, as shown in Fig. 1. The rear ends of the guards 35 are outwardly turned so as to bear upon the upper side of the side arms of the frame 9 to support the said guards in the raised positions. In their extended or outwardly projecting positions, the side guards 35 preferably extend over the forwardly extending portions 6 of the supporting bar 3. In this position the side guards serve also to protect, to a more or less extent, the forwardly extending portions 6. I also provide, at the rear end of the frame 9, a rear guard 37, which extends transversely in front of the dash board 2 and has its ends respectively pivotally mounted in two bearings 38, which are secured upon the rear cross member of the frame 9.

In the normal operative position the parts are shown in solid lines in Figs. 2 and 3. In case that there is danger of running into a person who may be on the track, the mo-

torman or car driver depresses the pedal 22, thereby releasing the crank arm 16 from the lip 21 of the latch, through the intermediacy of the rod 24, which swings the latch to the unlocked position. The spring 30 will then swing the frame 9 to the position shown in dotted lines in Fig. 2, in which position the transverse portion of the U-shaped front guard 10 will rest upon the track, the rails of which are denoted by 39. With the guards in this position, if the person is struck he will fall upon the netting 8, upon which he will be safely carried until the car can be stopped. To replace the parts to their original positions, the motor-man removes his foot from the pedal 22 and swings the crank arm 16 against the beveled lip 21 of the latch, which will be swung by said arm to a position which will permit the crank arm 16 assuming the vertical position against the dash board 22, at which time the spring 28 will swing the latch so as to lock the crank arm 16 in this position. When it is desired to place the frame 9 and parts connected therewith out of operative position, the pedal 22 is depressed so as to release the crank arm 16, and the spring 30 is released from the hook 31. The rear end of the frame 9 may be then swung upwardly and the supporting bar 3 rocked to a position in which the arm 6 will extend upwardly, at which time the frame 9 will be substantially vertically disposed in front of the dash board 2. In this position the parts may be compactly stored and out of the way and may be held in this position by any suitable means, not shown.

I do not confine my invention to the structure shown and described, as various modifications, within the scope of the appended claims, may be made without departing from its spirit.

Having thus described my invention, what I claim and desire to secure by Letters Patent, is:—

1. A car fender having a main guard having tubular side arms, a U-shaped front guard the arms of which are reciprocally mounted in the tubular arms, and a bow spring having its arch bearing against the rear side of the transverse portion of the front fender and having its ends bearing against the forward edge of the main fender, said ends of the spring being provided with longitudinal slots in which are mounted the arms of the front guard.

2. A car fender having a pivoted main guard, a crank shaft, a link connecting the crank shaft and the guard for swinging the guard to a horizontal position when the crank shaft is moved to the locked position, a latch for releasably holding the crank shaft in the locked position, a spring for forcing the guard to an inclined position, an operating lever, means connected with

the lever for moving the latch to and from the locked position, and a spring for normally moving the latch toward the locked position.

5 3. A car fender having a pivoted guard, a crank shaft, a link connecting the crank shaft and the guard for swinging the guard to a horizontal position when the crank shaft is moved to the locked position, a bell crank
10 lever latch one arm of which is employed to releasably hold the crank shaft in the locked position, an operating lever, a rod connecting the operating lever with the other arm of the latch, a spring for forcing
15 the latch to the locked position, and a spring for swinging the guard to an inclined position.

4. A car fender having a pivoted guard, a crank shaft having two crank arms, a link
20 connecting one crank arm of the said shaft to the guard for swinging the guard to a horizontal position, a pivoted latch for releasably engaging the other crank arm to hold the crank shaft in a position in which
25 the guard will be horizontally disposed, an operating lever, means connecting the operating lever and the latch for swinging the latch to the unlocked position, a spring for swinging the latch to the locked position,
30 and a spring for swinging the guard to the inclined position.

5. A car fender having a pivoted guard, means for swinging the guard to an inclined

position, a crank shaft having two crank
arms, a link connecting one of said crank 35
arms with the guard for swinging the guard to a horizontal position when the crank shaft is in the locked position, a pivoted latch engaging the other crank arm for holding
40 the crank shaft in the locked position, a pedal, means connecting the latch and pedal for moving the latch to the unlocked position when the pedal is depressed, and means for moving the latch to the locked position.

6. In a car fender, the combination with 45
a car body, of a supporting bar having a horizontal portion pivoted to said car body and having arms which extend downwardly and bear at their rear sides against the car
body, said arms having forwardly extend- 50
ing portions, a main guard located between and pivoted near the middle of its length to the forwardly extending portions of said arms, and swinging side guards mounted on
55 the main guard and movable to and from positions in which they extend outwardly over the said forwardly extending portions respectively of said arms.

In testimony whereof I have signed my name to this specification in presence of two 60
subscribing witnesses.

JOHN B. ROWE.

Witnesses:

E. M. DAVIS,

FRANK G. BARBER.