C. B. FITHIAN.

SAFETY CAR FENDER.

APPLICATION FILED JULY 6, 1910.

990,720.

Patented Apr. 25, 1911.

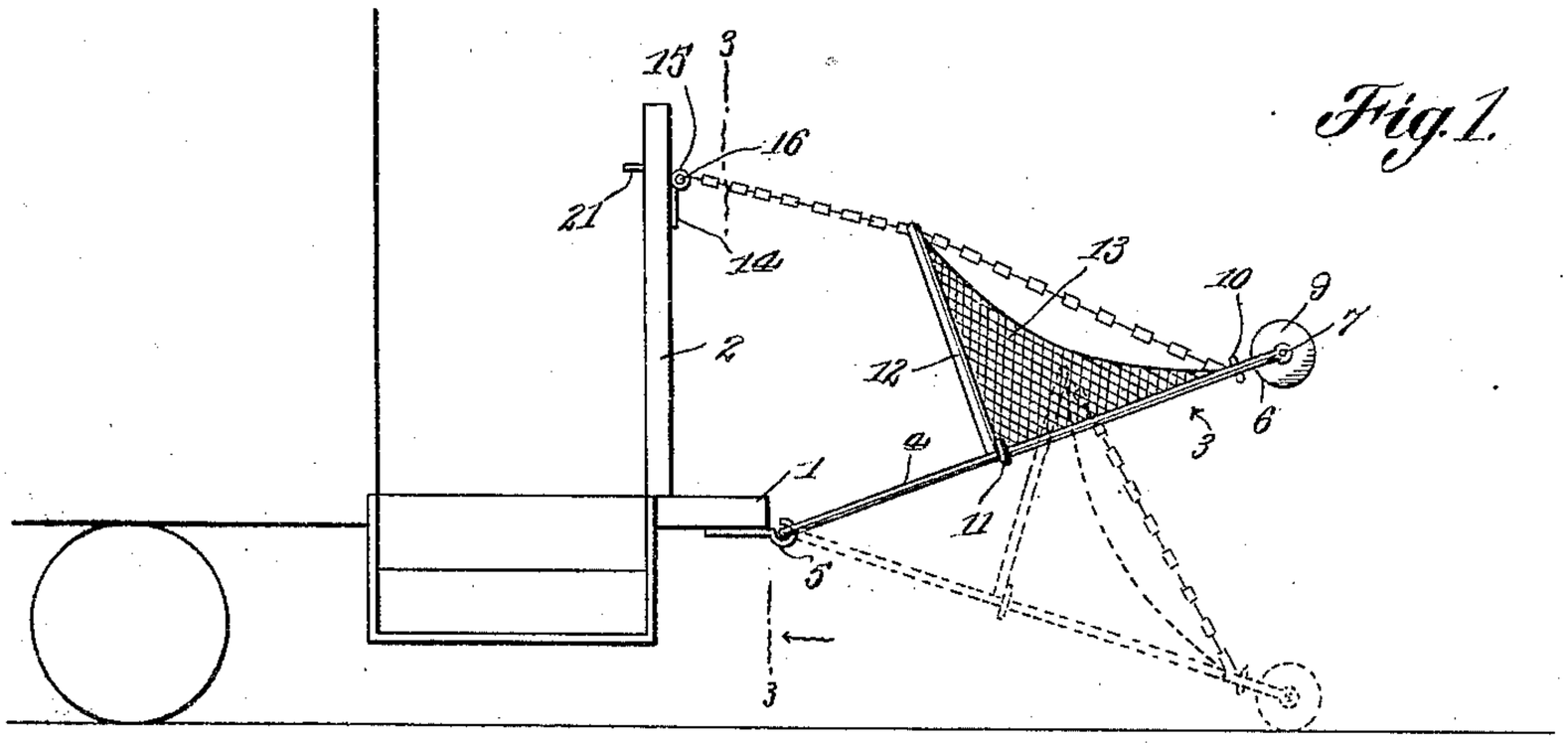


Fig. 1.

Fig. 2.

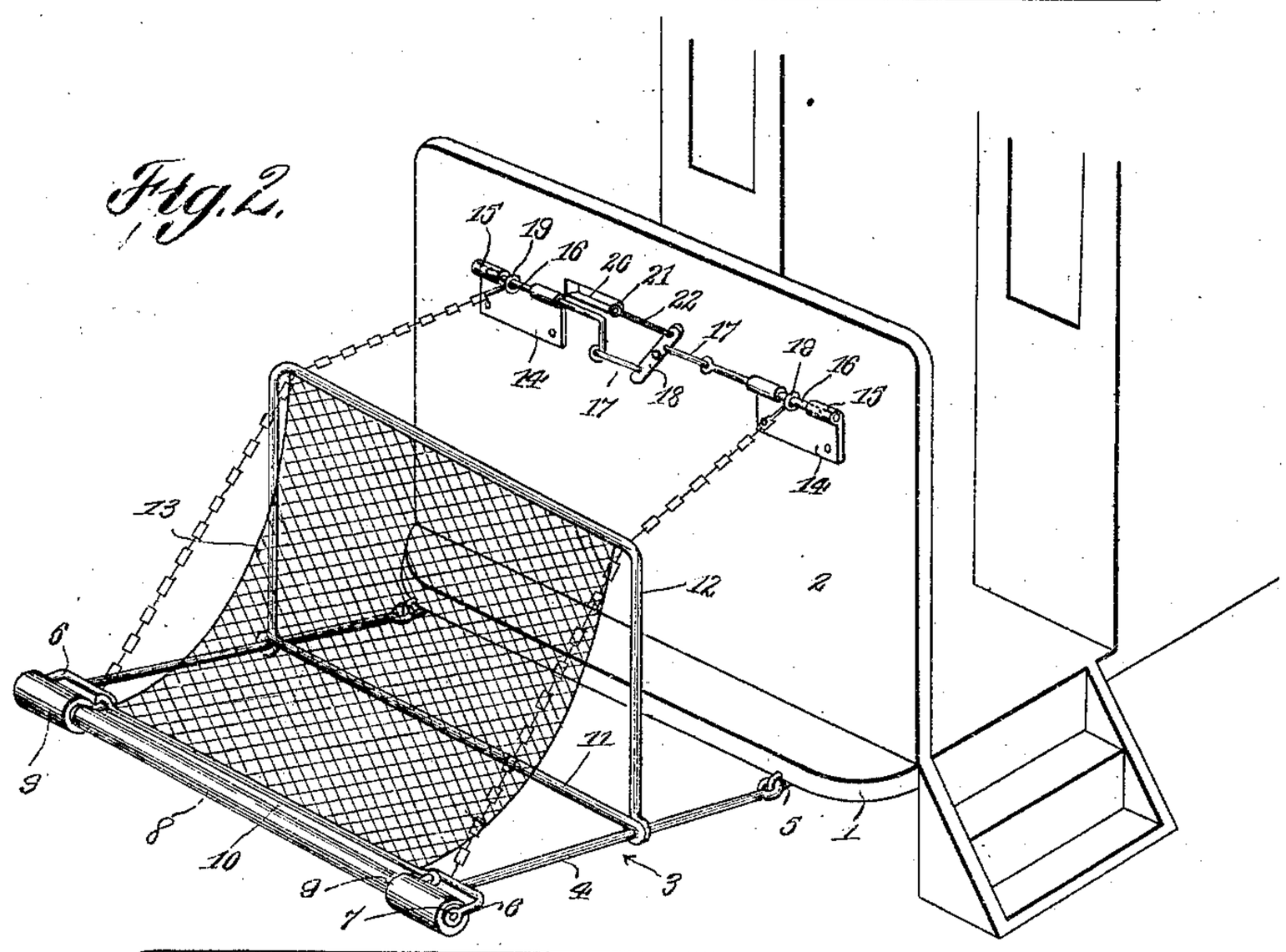
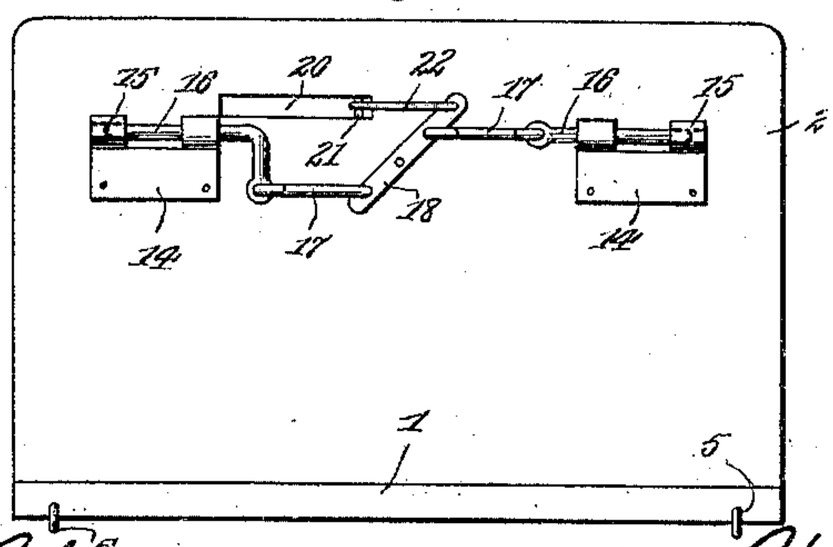


Fig. 3.



Witnesses

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SAFETY CAR-FENDER.

990,720. Specification of Letters Patent. **Patented Apr. 25, 1911.**

Application filed July 6, 1910. Serial No. 570,571.

To all whom it may concern:

Be it known that I, CHARLES B. FITHIAN, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented new and useful Improvements in Safety Car-Fenders, of which the following is a specification.

This invention relates to car fenders, and the object thereof is to provide a novel fender which may be normally mounted in raised position and which may be controlled by the motorman so that it can be readily dropped to operating position.

Further objects of the invention will appear as the following specific description is read in connection with the accompanying drawings, which form a part of this application, and in which:—

Figure 1 is a side elevation showing in full lines the position of the fender in its raised or inoperative position and in dotted lines the position of the fender when in its lowered or operative position. Fig. 2 is a front elevation of the device shown in operative position. Fig. 3 is a front elevation taken on the line 3—3 of Fig. 1, showing the position of the locking mechanism when the fender is in inoperative position.

Referring more particularly to the drawings, 1 represents a car platform to which is connected the usual dash board 2. The frame of the fender is shown at 3 and comprises the side bars 4 which are removably pivoted upon hooks 5 carried by the underside of the platform 1 and have secured to their outer ends the bearing members 6 in which is mounted the connecting shaft 7. Located between the bearing members 6 and journaled upon the shaft 7 is a roller 8, the purpose of which will hereinafter be described. The bearing members are shown to be substantially U-shaped and have journaled between their respective legs the track wheels or rollers 9 upon which the side bars are supported when the frame is dropped to operative position. The bearing members are connected together by the bracing strut 10 and a similar strut 11 is located intermediate the length of the side members and has rising therefrom the net supporting bow 12 upon which the upper edge of the net 13 is secured, the lower edge being connected to the strut 10.

Mounted upon opposite sides of the dash board 2 are suitable brackets 14 having the separated pintle eyes 15 in which the pins 16 are adapted to slide. These pins are flexibly connected by links 17 to a lever 18 pivoted upon the dash board, whereby when the lever is turned, both pins will be withdrawn from the pintle eyes simultaneously. Connected to the bearing members are chains which pass therefrom to the bow and extend beyond the bow and terminate in hooks or eyes 19 which are adapted to enter between the pintle eyes and be engaged by the pins 16, so as to support the fender in the position shown in full lines in Fig. 1.

The dash board is slotted near its upper edge, as at 20, to permit the passage of an operating link 21 which is flexibly connected by means of a link 22 to the upper end of the lever 18. The link 21 may be operated by any suitable type of lever (not shown), or it may have a handle on its inner end to be grasped by the motorman, so as to operate the lever 18 to withdraw the pins so that the fender may drop and engage the tracks to prevent an object from being drawn beneath the car.

Having thus described the invention, what I claim is:

The combination with a car platform, of a fender frame pivotally mounted thereon, sliding bolts carried by the platform, flexible connections between the fender frame and the sliding bolts, a lever pivoted on the platform, flexible connections between the bolts and the lever, a retracting link carried by one end of the lever for retracting said bolts, so as to release the connection between the latter and the fender, and track wheels carried by the fender adapted to support the same in its lowered position.

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

CHARLES B. FITHIAN.

Witnesses:
HARRY REDEKER,
CARRIE REDEKER.