

(No Model.)

A. DECKER.
CAR FENDER.

No. 541,268.

Patented June 18, 1895.

Fig. 1.

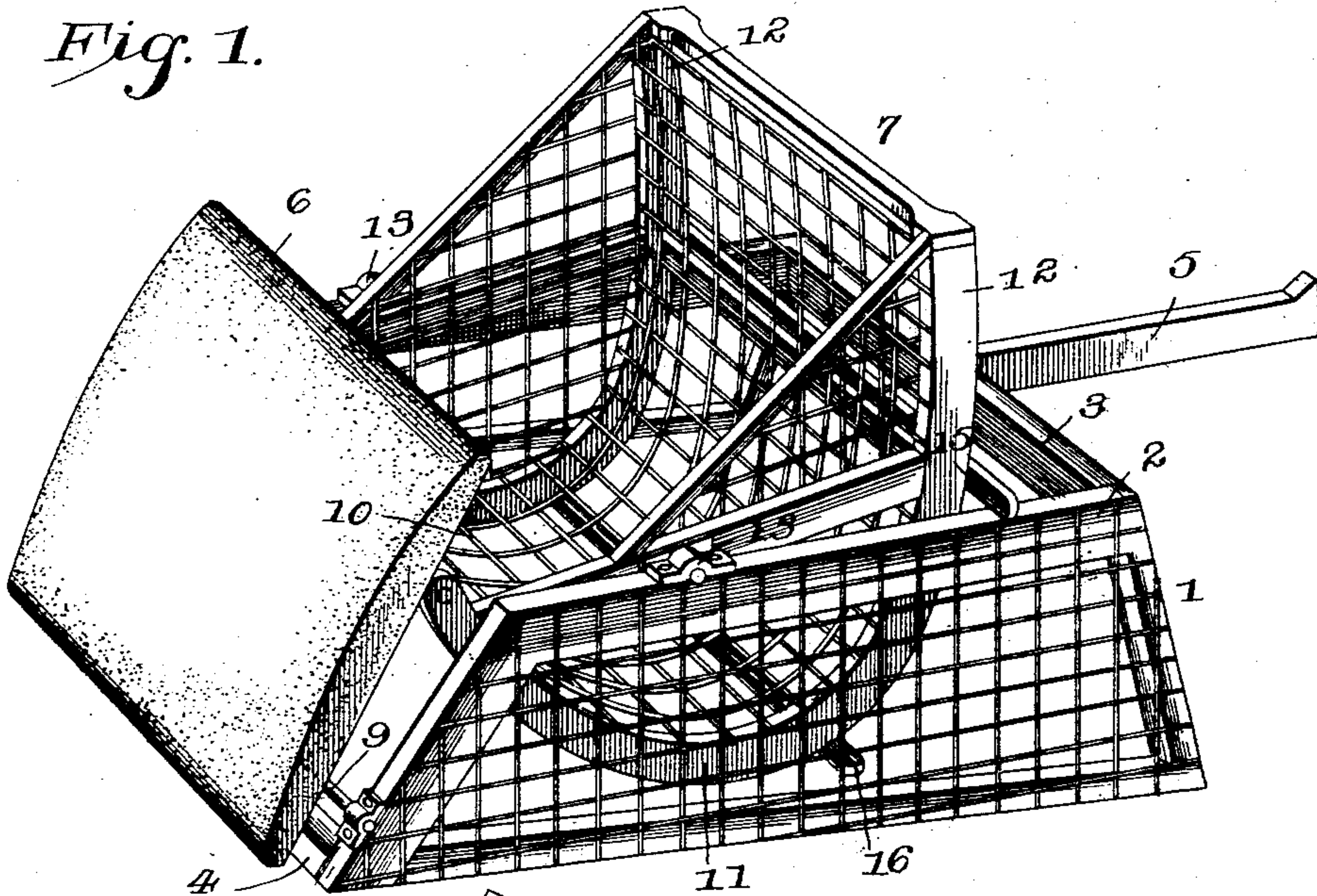


Fig. 2.

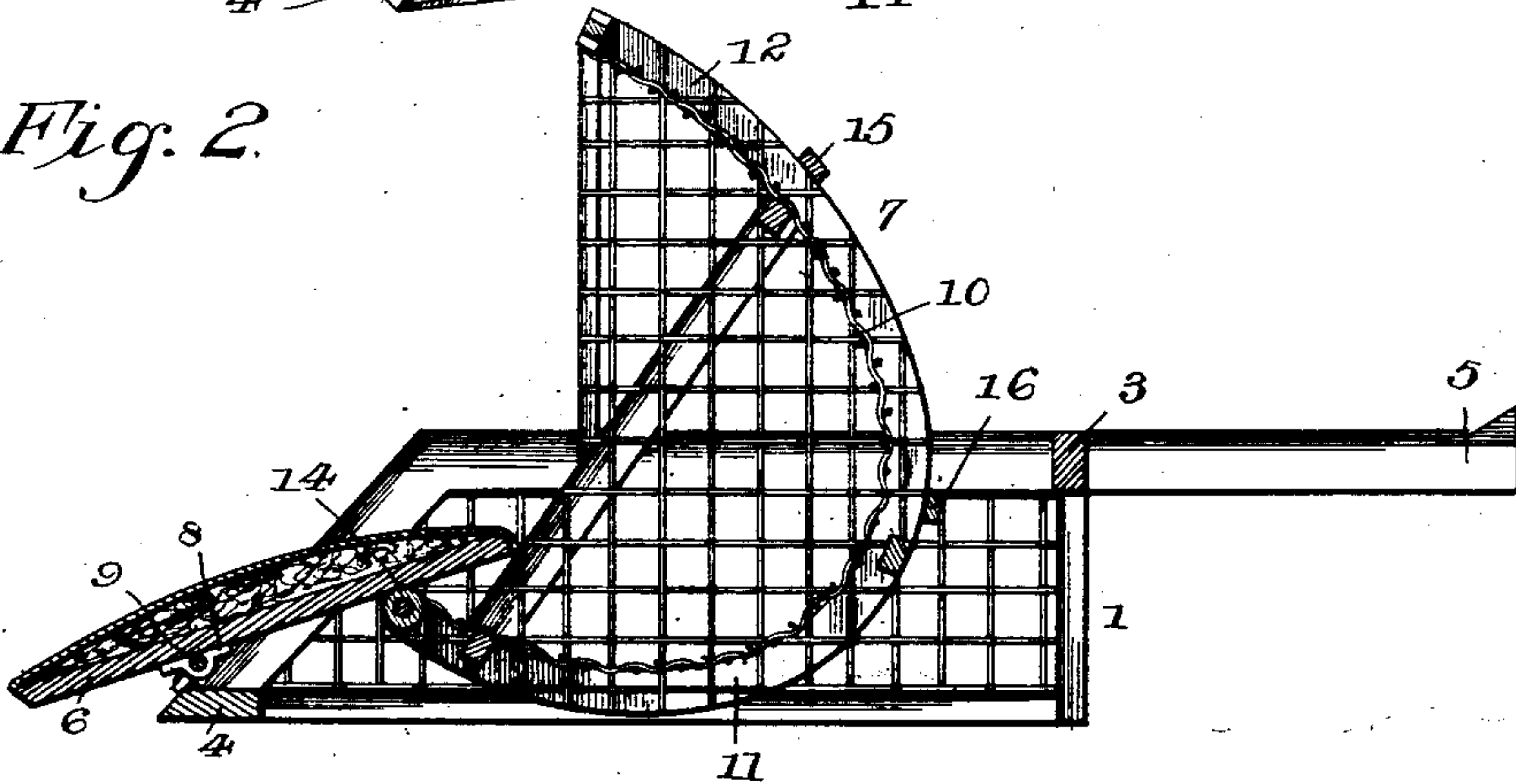
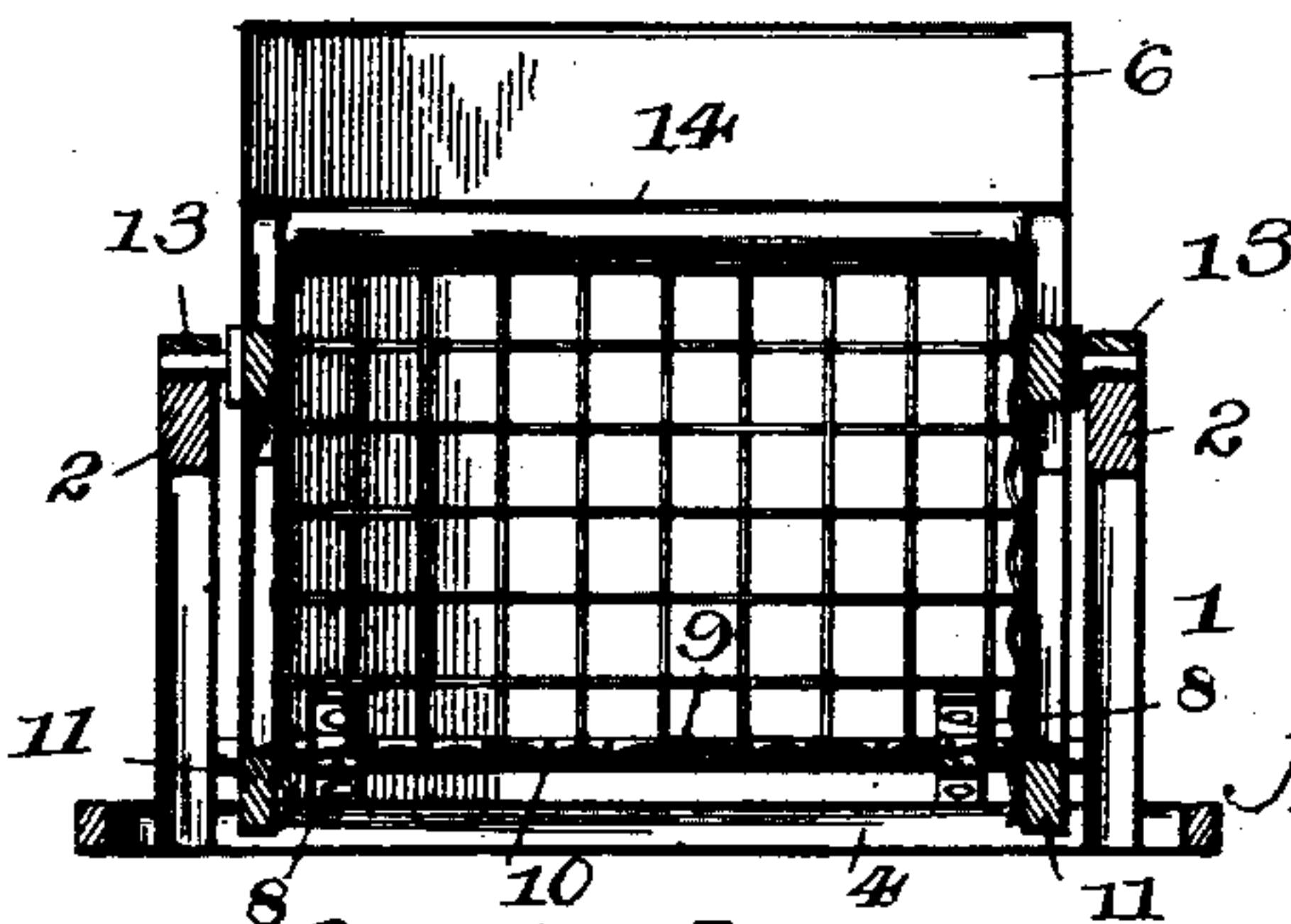


Fig. 3.



Witnesses

Chas. A. Ford

J. H. Riley

By his Attorneys,

Adolphus Decker

UNITED STATES PATENT OFFICE.

ADOLPHUS DECKER, OF LINOLEUMVILLE, NEW YORK.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 541,268, dated June 18, 1895.

Application filed March 30, 1895. Serial No. 543,877. (No model.)

To all whom it may concern:

Be it known that I, ADOLPHUS DECKER, a citizen of the United States, residing at Linoleumville, in the county of Richmond and State of New York, have invented a new and useful Car-Fender, of which the following is a specification.

The invention relates to improvements in car fenders.

The object of the present invention is to improve the construction of car fenders, and to provide a simple and inexpensive one, capable of being readily applied to cable, electric, and other street railway cars, and adapted to catch and cradle a person, to prevent injury to him.

The invention consists in the construction and novel combination and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view constructed in accordance with this invention, the parts being in position preparatory to catching a person. Fig. 2 is a central longitudinal sectional view showing the position of the parts after a person has come in contact with the fender. Fig. 3 is a transverse sectional view.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a supporting frame composed of sides 2, and connecting cross-bars 3 and 4. The cross-bar 4 is located at the front of the fender, and at the bottom of the sides, and its front edge is beveled; and the rear cross-bar 3 is located at the top of the sides and has extending from it a rearwardly disposed attachment bar 5 designed to be secured to a car. The sides 2 are composed of top and bottom bars and front and rear end bars, and have their rear portions slightly inclined downward and outward, and are covered with wire netting or similar material.

A rectangular frame or board 6 is hinged near its bottom at its rear face to the front of the fender frame, and forms a tilting fender, which is adapted, when struck by a person, to swing rearward, lift the person and cause him to fall into a swingnig semi-cylindrical frame

or cradle 7, to prevent him from coming into contact with the ground and being injured by dragging or the like. The tilting fender 6 is designed to be suitably padded, and is provided at its rear face with eyes 8, receiving a transverse pintle or shaft 9.

The approximately semi-cylindrical frame is composed of a curved bottom 10 and segmental sides 11, and is provided at its back with an upward extension 12 forming continuations of the sides and back of the swinging frame or cradle. This swinging frame receptacle or cradle is journaled at opposite sides in suitable bearings 13 of the supporting frame. The sides and bottom of the cradle or receptacle are provided with wire netting similar to the sides of the supporting frame, and the cradle or receptacle is designed to be suitably cushioned, to prevent a person falling into it from being injured.

The tilting fender is designed to be of the same width as the track, and its upper portion is normally supported by a transverse roll 14, journaled on the receptacle or cradle at the front end thereof, and permitting the parts to move freely on each other in the operation of the car fender. The tilting fender is normally arranged in an inclined position, as illustrated in Fig. 1 of the accompanying drawings, and when struck by a person, the tilting fender and the cradle or receptacle assume the position illustrated in Fig. 2 of the accompanying drawings. In this latter position, the tilting fender operates as a skid, and causes the person to fall into the cradle or receptacle, and the weight of the person within the same causes the cradle or receptacle to assume an upright position, and to hold the person and prevent injury to him. The swinging of the cradle or receptacle is limited by stops 15 and 16, located above and below the top-bars of the sides of the supporting frame, and preferably composed of transverse bars or cleats projecting laterally from the sides of the cradle or receptacle, and arranged to come in contact with the supporting frame.

As the tilting fender is of the same width as the track, a person or other object on the track will be received within the cradle or receptacle, and if a person should be too close

to the side of the track, the outwardly inclined sides of the supporting frame will prevent him from getting under the wheels of a car.

It will be seen that the fender is exceedingly simple and inexpensive in construction, that it is positive and reliable in operation, and that it is capable of being readily applied to all kinds of cars having a motive power other than draft animals.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. The combination of a supporting frame, a cradle or receptacle journaled thereon, and a tilting fender located in advance of the cradle or receptacle and having its upper portion resting upon the front of the same, and arranged to form a skid to cause a person to be thrown into the receptacle, substantially as described.

2. The combination of a supporting frame, a substantially semi-cylindrical cradle or receptacle journaled on the supporting frame, and a tilting fender arranged at an inclination and located in advance of the cradle or receptacle, and having its upper portion sup-

ported by the front of the cradle or receptacle, substantially as and for the purpose described.

3. The combination of a supporting frame provided with opposite sides having their rear portions inclined and forming shields, a cradle or receptacle journaled between the sides of the frame, and a rectangular tilting fender hinged near its bottom to the supporting frame and arranged at an inclination, and resting upon the front of the cradle or receptacle and adapted to swing the same, substantially as and for the purpose described.

4. The combination of a supporting frame having opposite sides, a tilting fender arranged at an inclination and located at the front of the frame, and a cradle or receptacle journaled between the sides of the frame and provided with stops to limit its swing, and having at its front a transverse roll receiving and supporting the tilting fender, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ADOLPHUS DECKER.

Witnesses:

EMIL BOWER,
JOHN S. LEWIS.