

(No Model.)

H. N. BLACK & J. W. KEELER.
CAR FENDER.

No. 547,321.

Patented Oct. 1, 1895.

Fig. 1.

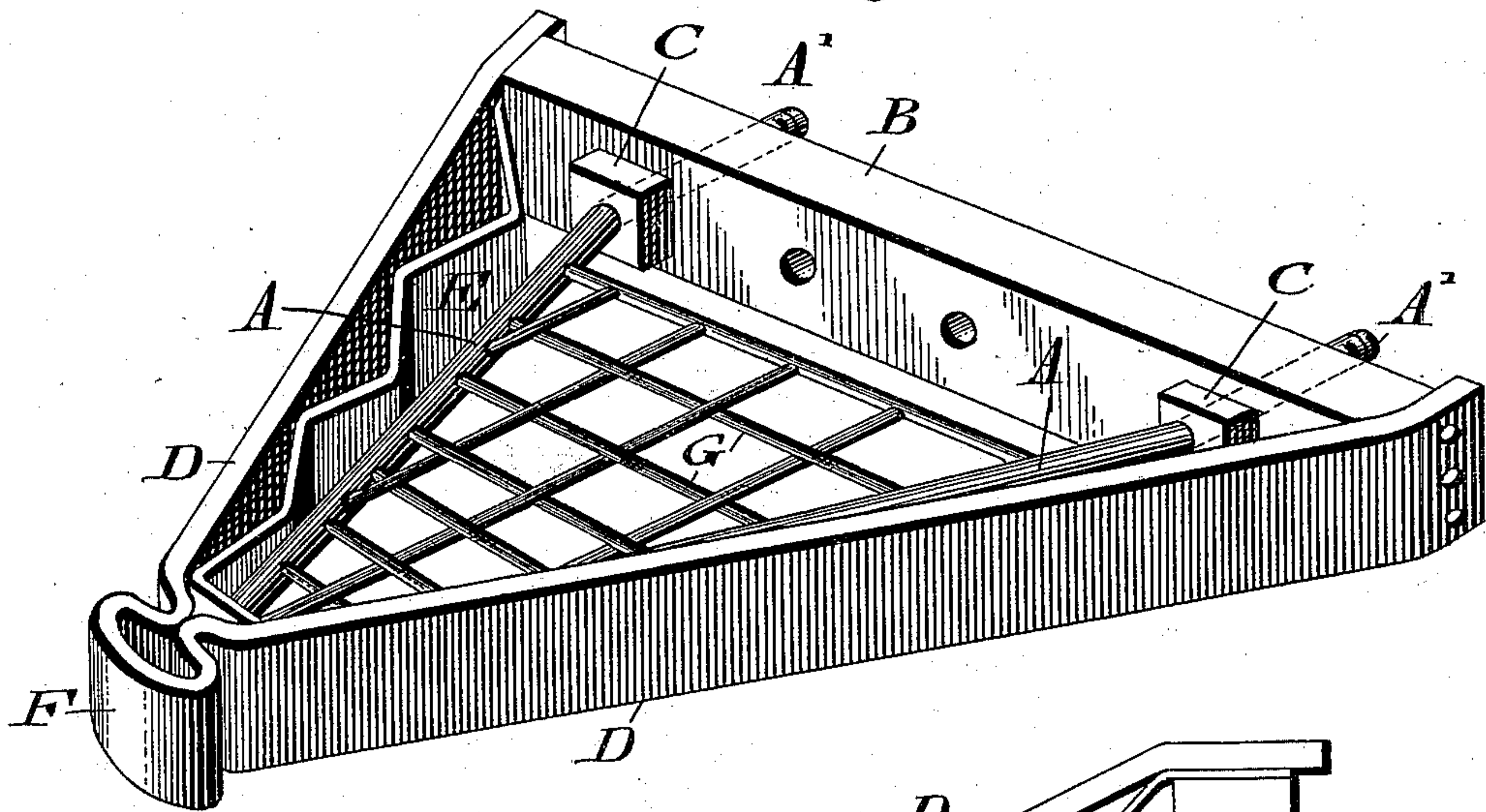
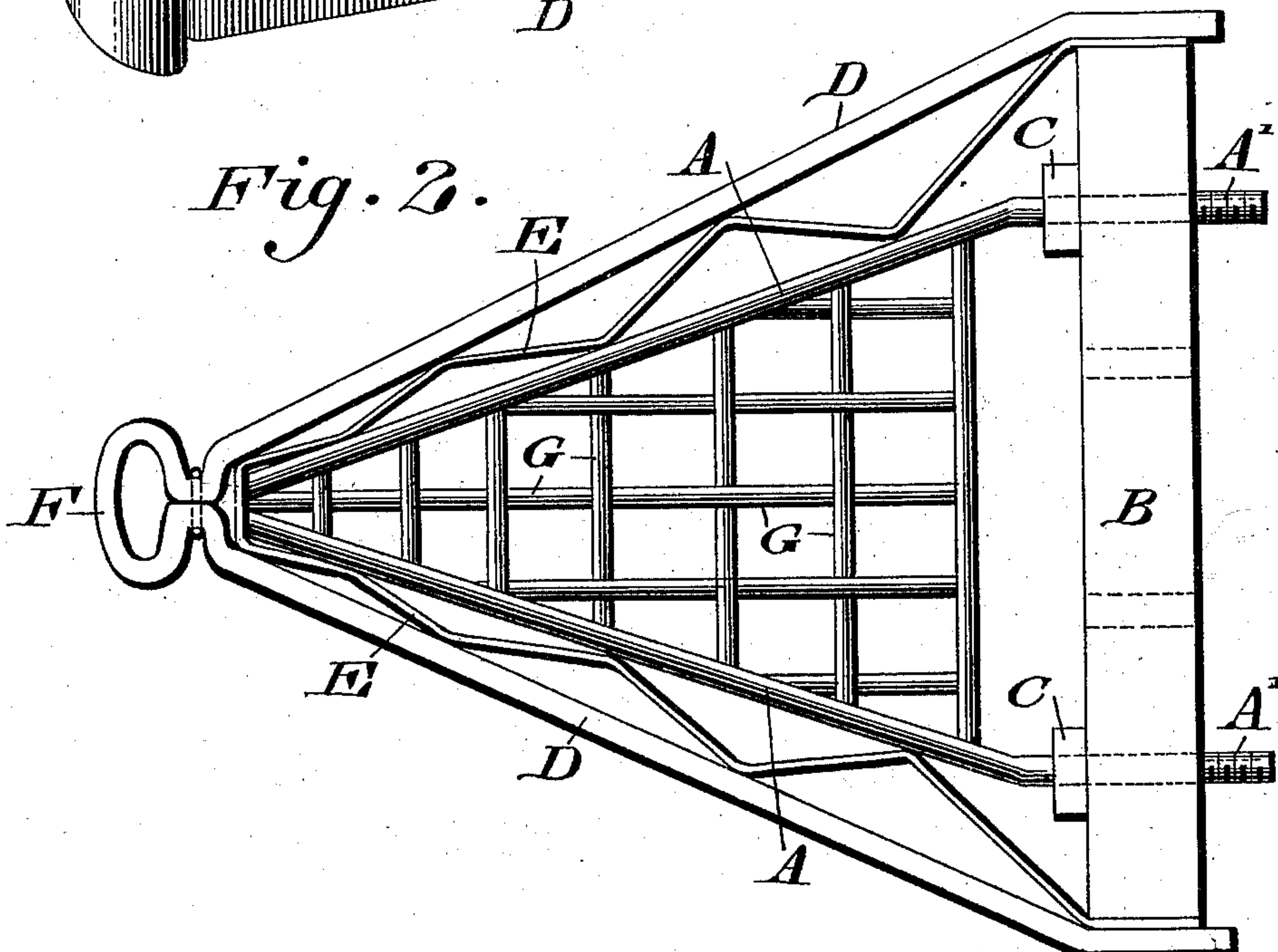


Fig. 2.



Witnesses

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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 547,321, dated October 1, 1895.

Application filed December 21, 1894. Serial No. 532,564. (No model.)

To all whom it may concern:

Be it known that we, HORATIO N. BLACK and JOHN W. KEELER, citizens of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Car-Fenders, which improvement is fully set forth in the following specification and accompanying drawings.

Our invention consists of a car-fender having its frame adjustable on the supporting-beam thereof, whereby the tension of an outer strap may be regulated.

It further consists of the combination and arrangement of parts hereinafter set forth.

Figure 1 represents a perspective view of a fender embodying our invention. Fig. 2 represents a top or plan view thereof.

Similar letters of reference indicate corresponding parts in both figures.

Referring to the drawings, A designates an angular frame, preferably V-shaped, the rear ends A' of which are screw-threaded and pass freely through openings in the supporting cross-beam B, which is attached to or forms part of a car truck or platform, said ends A' having thereon, in front of said beams, the nuts C, for purposes hereinafter described.

D designates a strap of leather, rubber, or other flexible or pliable material, which is passed around the frame A and set out therefrom and suitably secured to said frame and the beam B.

Interposed between the sides of the strap D and those of the frame A are springs E, which, diverging from the front of the fender, are secured to said frame and the beam B in any suitable manner and serve to brace and sustain the strap without severity. The front of the strap is formed into a loop F, which projects forwardly from the apex of the frame A and provides a cushion or buffer thereat.

The frame A has a floor G, of net or other open work, thus producing a basket which is adapted to receive the person who may fall toward the car.

The operation is as follows: Should a person be struck by the sides of the strap, owing to its diverging nature, he may be thrown out-

wardly clear of the rails, or should he fall rearwardly he will enter the basket, and thus be carried with safety, the blows of the strap, owing to the nature of the latter, not being materially injurious to the person. The cushion F also prevents severe injury to a person who may be struck in front of the apex of the frame A, and may thrust the person forward out of harms way or cause him to fall rearward into the basket, as in the previous case.

Should the strap be slackened or become loose, the frame A may be moved forwardly by proper rotation of the nuts C, and thus stretch the strap, as is evident, the frame having been primarily adjusted by said nuts.

The frame A may be made of metallic rods or bars, which will be found to be light, strong, and durable, the entire device being comparatively inexpensive and of serviceable construction.

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

1. A car fender consisting of a cross beam, an angular frame supported therein, a pliable strap secured at its ends to said cross beam, and passing around said frame, springs interposed between said angular frame and strap and bearing against the same, and a floor secured to said frame, said parts being combined substantially as described.

2. A car fender consisting of a cross beam, an angular frame supported thereon, a pliable strap secured at its ends to said cross beam and having a cushion at its front end, springs bearing against said frame and strap and a floor secured to said frame, said parts being combined substantially as described.

3. A fender having a basket, a strap around the same, and a supporting beam, the ends of the frame of said basket passing freely through said beam and being provided with means for adjusting said basket and tightening said strap, substantially as described.

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Witnesses:

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