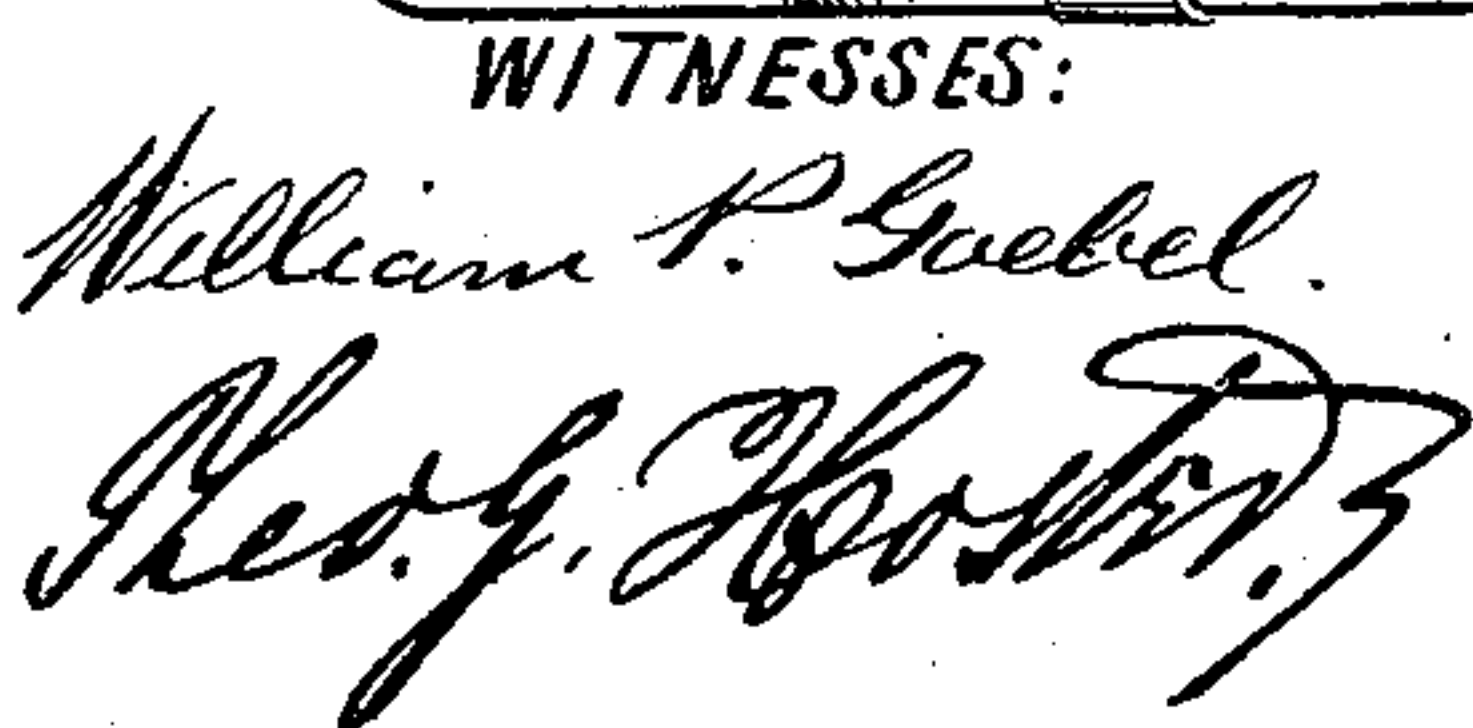


J. LANDAU.
CAR FENDER.

Patented Oct. 15, 1895.



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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 548,071, dated October 15, 1895.

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To all whom it may concern:

Be it known that I, JOHN LANDAU, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Car-Fender, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved car-fender which is simple and durable in construction, arranged to readily pick up a person or obstruction on the track, and to assist in bringing the car to a standstill by braking the car.

The invention consists principally of a fender scoop or basket mounted to swing downwardly and a connection between the basket and the brake-shoes to apply the latter in case an obstruction passes into the basket.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement as applied. Fig. 2 is a sectional side elevation of the same with the fender-basket in a lowermost position and the brake applied, and Fig. 3 is a plan view of the same with parts broken out.

The improved car-fender is provided with a scoop or basket A, provided with an approximately U-shaped frame A', bent downwardly and forwardly at its lower end, as is plainly indicated in the drawings. The body of the scoop or basket is formed by curved longitudinally-extending wires A² or similarly-curved network attached at its lower end to the middle part of the U-shaped frame A' and at its upper end to a cross-band A⁴ and near its middle to a cross-band A³. On the extreme upper ends of the said frame A' are formed eyes A⁵, fitting into keepers B, attached to the front of the dashboard C of the car, the said eyes being engaged by pins D, held in the keepers, as is plainly shown in the drawings.

The lower end of the basket-frame A' is provided with a transversely-extending bar A⁷, arranged under the wires or netting A² and carrying rearwardly-extending hooks A⁶,

adapted to be hooked into eyes E', formed on the outer ends of rods E, fitted to slide longitudinally in suitable bearings or brackets F and F', attached to the under side of the car-platform. The rear ends of the said rods E are adapted to engage the brake-shoes G, of the usual construction, so as to force the said brake-shoes in frictional contact with the car-wheels H at the time a person or other obstruction is struck by the scoop or basket A, which scoop or basket, in consequence of such contact with a person or object, swings downward, as indicated in Fig. 2. Normally, however, the basket A and also the rods E are held in such a position that the brake-shoes G are released, as indicated in Fig. 1, and for this purpose springs I are employed on the rods E and rest with one end on the brackets F' and at the other end on collars E³, secured to the rods E, as will be readily understood by reference to the drawings. By this arrangement the operator can manipulate the brake-shoes G in the usual manner for stopping the car whenever passengers desire to get on or off without interfering at all with the position of the basket or scoop A; but when a person or other obstruction is struck by the scoop and falls into the latter then the scoop swings downward, with the pins D as the fulcrum, whereby a rearward push is given to the rods E by the hooks A⁶, and consequently the rear ends of the rods E push the brake-shoes G in frictional contact with the front car-wheels H to brake the car.

It is understood that the scoop A normally stands with its front end a suitable distance above the top surface of the track; but when the scoop strikes an obstruction at the front cross-rod of the frame A' then the said scoop swings downward, as previously mentioned, and consequently the person or obstruction is scooped up and must necessarily fall into the basket.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A car fender, comprising a scoop or basket mounted to swing at its upper end from the dashboard of the car, hooks held on the lower end of the said scoop, spring-pressed bars fitted to slide on the car and engaged by the said hooks, the said bars engaging the brake

shoes, and acting to force the latter in contact with the car wheels whenever the said basket strikes or receives an obstruction, substantially as shown and described.

5 2. In a car fender, the combination of a basket composed of a U-shaped bar having rods between its arms and having eyes formed at the extremities of its arms, brackets on the platform to which said eyes are connected,
10 hooks extending rearwardly from the lower sides of the basket, and spring-pressed bars respectively connected to the hooks and mounted at the bottom of the car, substantially as described.

3. In a car fender, the combination of a basket capable of mounting to swing rearwardly, 15
a rod projecting rearwardly from the lower extremity of the basket and having a hook thereon, a second rod movable longitudinally in a fixed line and having an eye which receives the hook of the first rod, and an expansive spring embracing the second rod, substantially as described. 20

JOHN LANDAU.

Witnesses:

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