(No Model.)

H. KRAMER, Jr.

CAR FENDER.

No. 552,377. Patented Dec. 31, 1895.

Fig. 1.

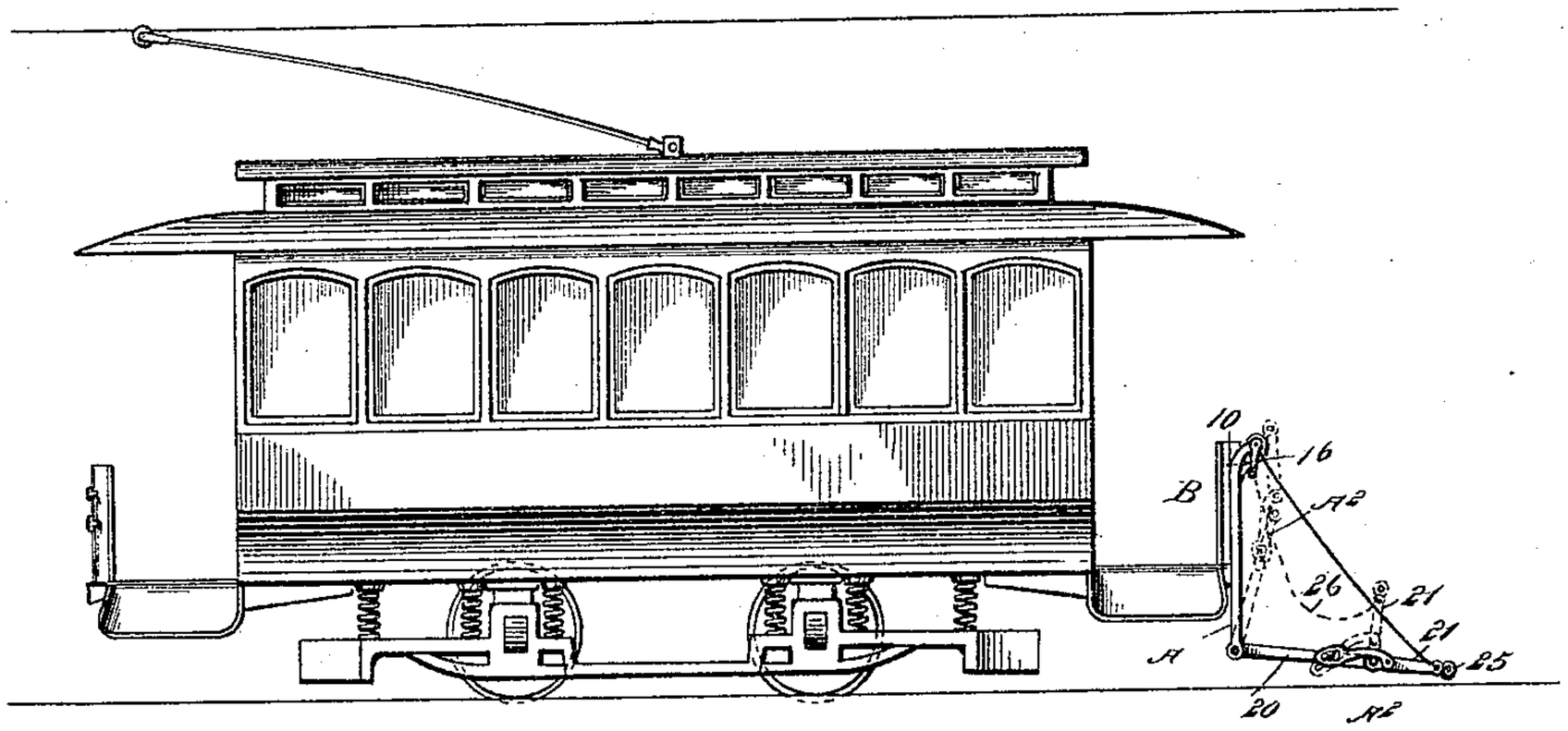

Fig. 2.

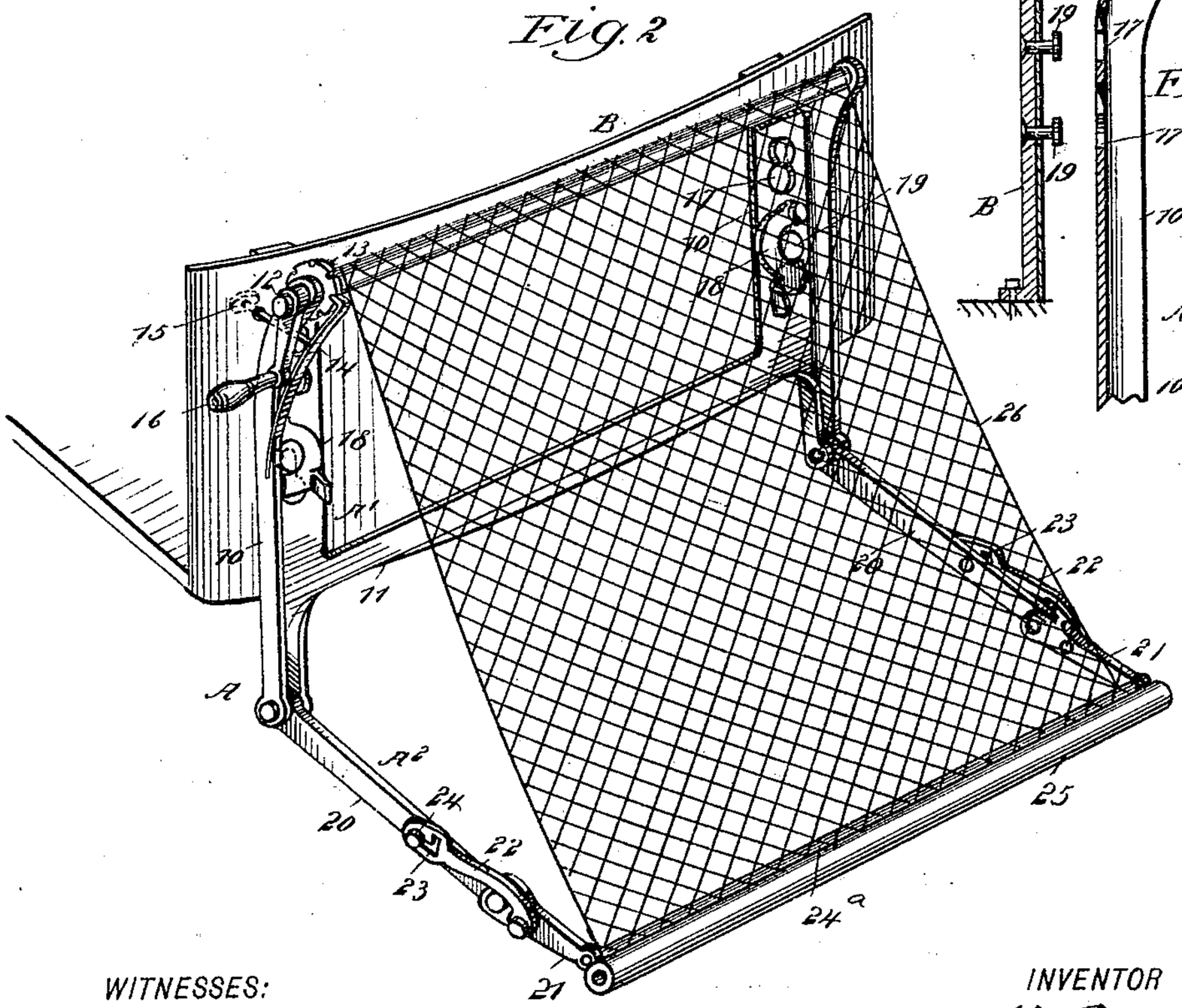

Fig. 3.

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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 552,377, dated December 31, 1895.

Application filed April 30, 1895. Serial No. 547,662. (No model.)

To all whom it may concern:

Be it known that I, HENRY KRAMER, Jr., of New York city, in the county and State of New York, have invented a new and useful Improvement in Car-Fenders, of which the following is a full, clear, and exact description.

My invention relates to an improvement in car-fenders; and the object of the invention is to provide a car-fender capable of being transferred from one end of a car to another in a convenient and expeditious manner; and a further object of the invention is to provide a bed or net adapted to receive a person or object that may be in the path of the car, and so constructed and so controlled that when a person or object is received by the net or bed the said net will yield in such manner as to form a pocket, holding the person or object falling upon it.

Another object of this invention is to so construct the fender that when it is not in use, or when the car to which it is attached is placed in a storage-room, the fender may be hoisted up so as to be practically out of the way.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

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

Figure 1 is a side elevation of a car having the fender applied thereto. Fig. 2 is a perspective view of the fender and likewise a perspective view of the front platform of a car to which the fender is applied; and Fig. 3 is a vertical section through the dash of the platform, and likewise through one of the uprights of the fender, illustrating the manner in which the two are adapted to connect.

In carrying out the invention the fender-frame A may be said to comprise a body-section A′ and a receiving-section A^2. The body-section of the frame consists of two uprights 10, which are preferably outwardly curved at their upper ends, and the said uprights near their lower extremities are connected by a cross-bar 11, while in their upper ends a shaft 12 is journaled. This shaft has formed upon one of its ends a ratchet-wheel 13, adapted to be engaged by a pawl 14 secured to one of the uprights, and it may be carried out of engagement with the ratchet-wheel at any time through the medium of a push-button 15 or the equivalent thereof.

The shaft 12 is fitted with a crank 16, whereby it may be revolved when occasion may demand. The uprights 10, as shown in Figs. 2 and 3, are provided with keyhole-slots 17, or the equivalents thereof, the slots in each standard being usually two in number; and adjacent to the slots of each standard, usually the lower one, a latch 18 is pivoted on the standard, adapted to cover a portion of the said lower slot, and on the dash-board B of the car pins 19 are secured, one below the other, as illustrated in Figs. 2 and 3, and these pins are made to enter the slots 17 of the body-section of the fender-frame; and after the pins have passed up to the upper or reduced portions of the slots 17 the latches 18 are carried around the lowermost pin, holding the fender-frame securely to the dashboard.

The receiving-section A^2 of the fender-frame A consists of two side bars made in two pivotally-connected sections—namely, inner bars 20, which are bars pivoted to the lower ends of the side pieces 10 of the body of the frame, and shorter front bars 21, which are pivoted to the rear bars 20—and the bars 21 of the receiving portion of the fender-frame may be held in alignment with the bars 20, or may be carried upward at an angle substantially at right angle to the side bars 20 through the medium of guide-latches 22. These latches are pivoted to the outer faces of the front bars 21 and are carried rearward, being preferably provided with a bayonet-slot 23 in their rear ends, and pins 24, secured upon the bars 20, pass through these slots.

The side members of the receiving-frame section are connected at their forward ends by a cross-bar 24^a, and upon the said cross-bar a cushion 25 of any approved construction is securely fastened, while a net 26 or equivalent form of bed is firmly secured at its lower end to the cross-bar 24^a and at its upper end upon the shaft 12.

In operation the fender is horizontal at its lower portion, as shown in Figs. 1 and 2—

that is to say, the receiving-section of the fender-frame will be substantially horizontal, but will incline more or less at its forward end in direction of the track, the pins 24 being at the extremity of the straight portions of the bayonet-slots 23 in the lock-latches 22. When an object falls upon the bed or net 26, the bed in yielding in a rearwardly direction will carry the forward extremity of the receiving portion of the frame upward, and at this time the members 21 of the said receiving-frame section will be at an angle to the members 20, and the pins 24 will enter the vertical portions of the slots 23 in the lock-latches, thereby holding the forward end of the frame in an upwardly-inclined direction, forming a pocket in the bed or net, from which the object will not fall under ordinary circumstances.

When the fender is not in use, the shaft 12 is turned by means of the crank 16, and the net or bed being wound on this shaft will draw the lower section of the frame upwardly, substantially parallel with the body-section, as shown in dotted lines in Fig. 1, in which figure, also, the position of the frame and bed is shown when an object is in the net or bed.

It is evident that this fender is exceedingly simple, durable, and economic in its construction, and that it may be conveniently transferred from one end of a car to the other, and that it will act promptly and effectively to prevent serious injury to persons struck by the fender.

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

1. In a car fender, a frame comprising a body section for attachment to a car, a jointed receiving section, a locking device comprising a latch pivoted to one section and having a bayonet slot in its free end, a pin on the other section engaging in said slot, and the bed or netting secured to the frame and to a winding roller, as and for the purpose specified.

2. In a car fender, a frame comprising a body section adapted for attachment to or detachment from a car, and a receiving section consisting of jointed members pivotally connected with the body section, the jointed members being provided with an automatically operating lock latch, whereby one set of members may be carried out at an angle to the other set and held in such position, a bed or netting connecting the upper end of the body of the frame with the forward end of the receiving section of the frame, and means, substantially as shown and described, for winding the bed upon the upper portion of the frame, as and for the purpose specified.

3. In a car fender, the combination, with a frame comprising a body section having openings to receive extensions from the car fender and latches engaging with said extension, and a receiving section normally at an angle to the body section of the frame, being pivoted thereto, the receiving section of the frame comprising pivotally connected side bars, a cross bar connecting the said side bars, and a lock latch pivoted to each of the side members and having angular slots to receive pins from the opposing members of the receiving section of the frame, of a bed attached to the upper portion of the body of the frame and to the forward portion of the receiving section of the frame, a cushion located at the forward end of the said frame, and means, substantially as described, for raising and lowering the receiving section of the frame, as and for the purpose specified.

4. In a car fender, the combination, with a frame comprising a body section and a receiving section, the body section of the frame consisting of side pieces having bayonet slots therein to receive projections from the dash of a car, and latches for engagement with sundry of said projections, the receiving section of the frame consisting of pivotally connected side bars pivoted to the side bars of the body section of the frame, a cushioned cross bar connecting the forward members of the side bars, and links pivoted to the forward members of the receiving frame section, having angular slots made therein to receive an extension from the rear members of the said side pieces of the receiving sections of the frame, of a shaft held to revolve in the upper portion of the body of the frame, a bed or net secured to the said shaft, being adapted to be wound thereon and likewise secured to the cushioned portion of the frame, means, substantially as shown and described, for rotating the said shaft, and a ratchet and pawl mechanism controlling the movement of the shaft, as and for the purpose specified.

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Witnesses:
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