(No Model.)

W. BURGEY.

CAR FENDER.

No. 553,050. Patented Jan. 14, 1896.

Fig: 1.

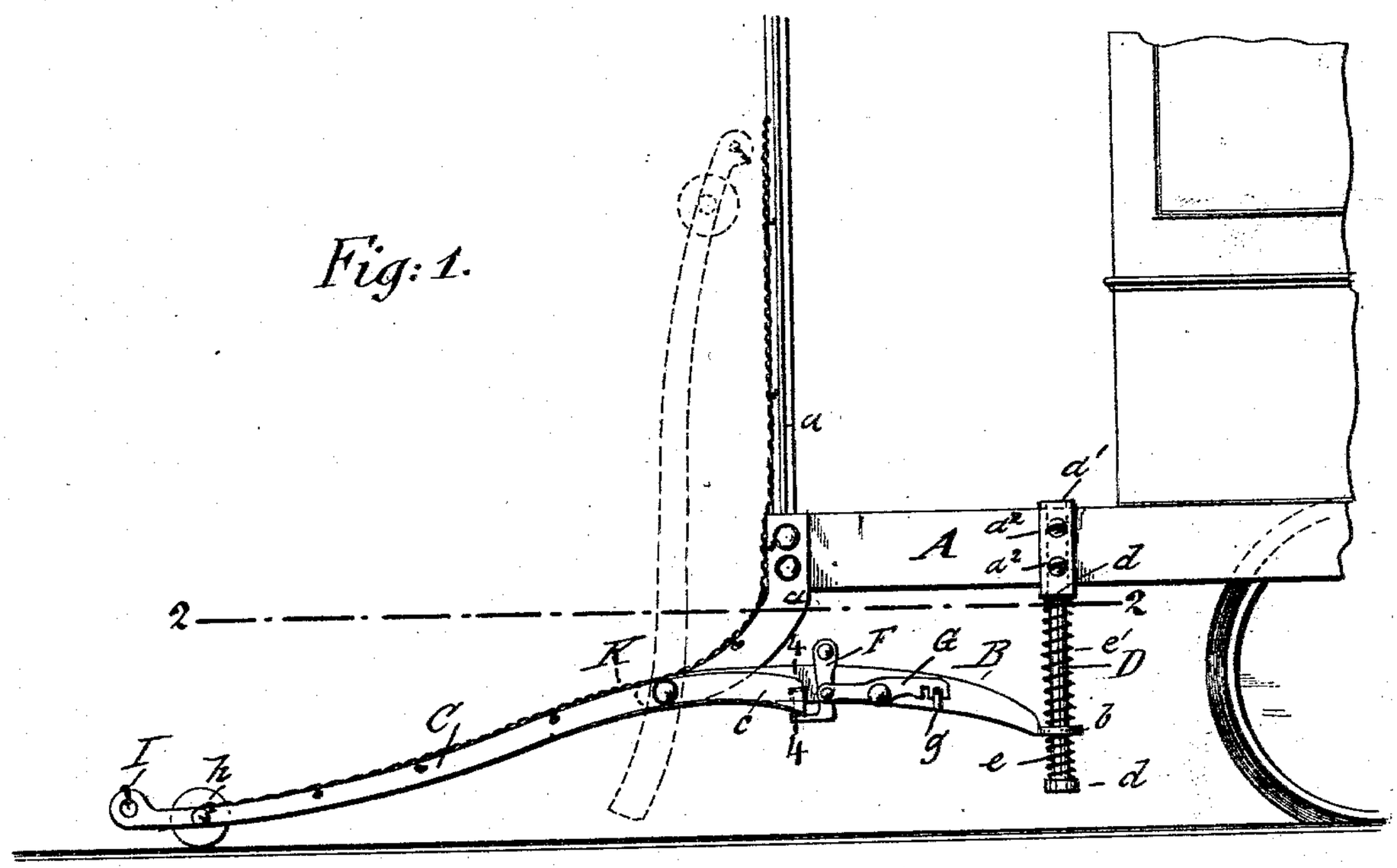


Fig: 2.

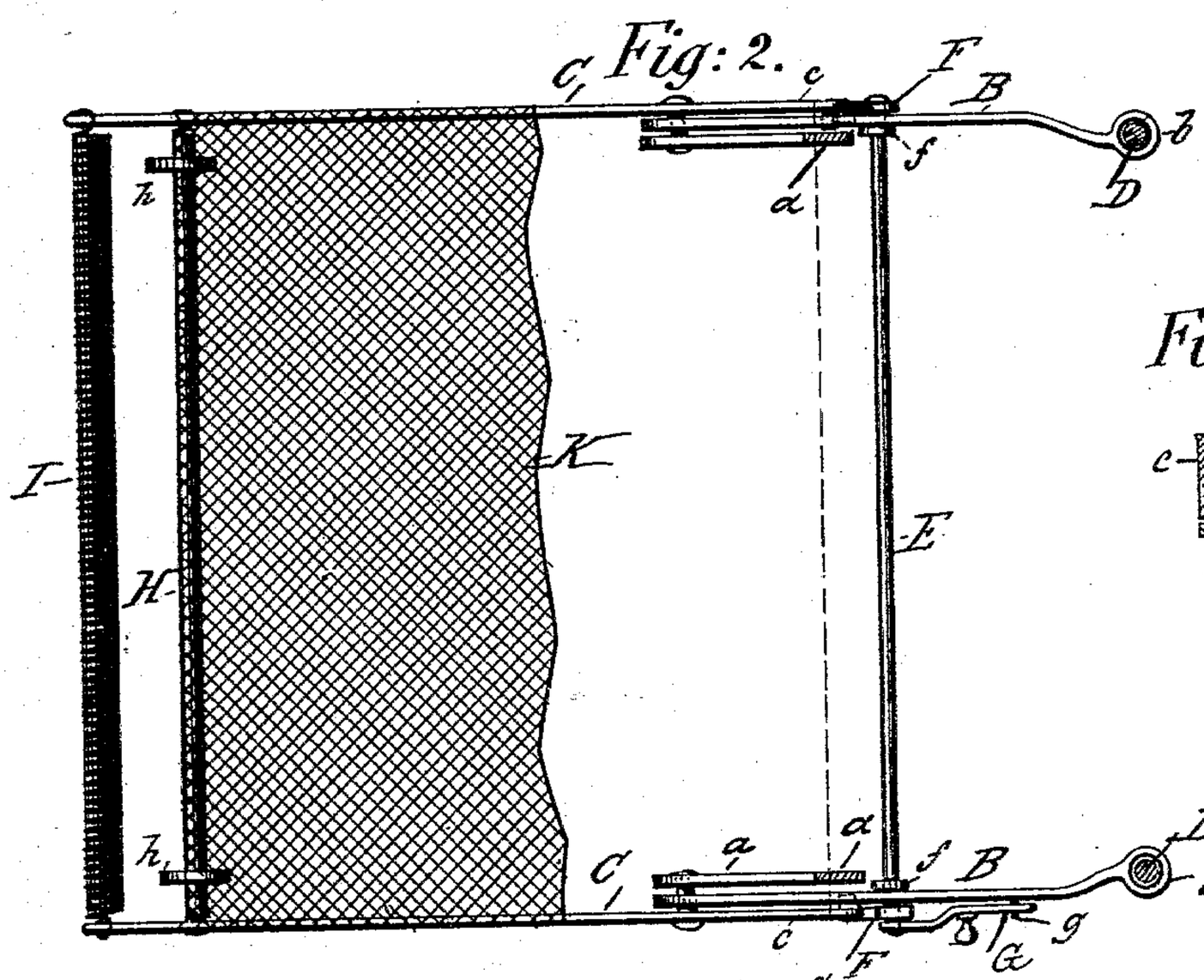


Fig: 4.

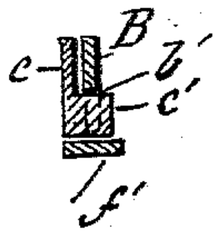
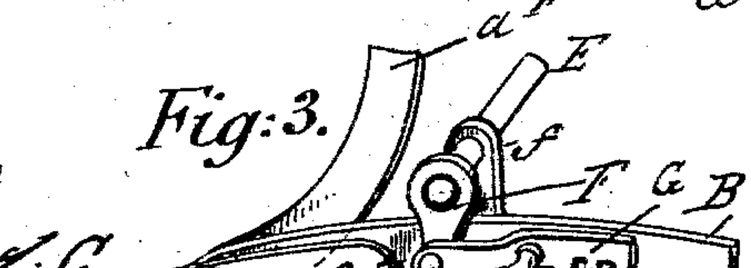


Fig: 3.



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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 553,050, dated January 14, 1896.

Application filed October 4, 1895. Serial No. 564,612. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BURGEY, a citizen of Germany, and a resident of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention has reference to improvements in car-fenders; and the object of my invention is to provide a fender which is attached to the front portion of the car in such a manner that it can be easily placed upon the rails and run on the same with the car or swung into upright position when the fender is not to be used.

The construction of my improved car-fender is illustrated in the accompanying drawings, in which—

Figure 1 is a side view of the same in position on the rails and swung upright, respectively. Fig. 2 is a section on line 2 2 of Fig. 1, and Figs. 3 and 4 are details of the same.

Similar letters of reference indicate corresponding parts.

Referring to the drawings, A represents the bottom of the car-body, and *a a* are the side posts of the front or rear platform, which extend below the car-bottom A and the lower portions of which may project outward. To the said lower portions of the posts horizontally-located bars B and side frames C, the latter in opposite directions to the bars B, are pivoted, the side frames having each an extension *c* projecting against the body of the car. Each bar B has on its free end a loop *b*, through which a rod D passes which is provided with two stop-projections *d*, so that the loop of the bar is located between the said projections, and between the said loop and projections spiral springs *e* and *e'* are placed, which inclose the said rod D and press against the looped end of the bar B and the stop-projections *d*, so that the bars are reliably held in a horizontal or nearly horizontal position between the posts *a* and the rods D. The latter pass through loops or casings *a'* on the bottom of the car-body, wherein they are held in vertical position by means of set-screws a^2, which set-screws serve to adjust the rods in the respective loops or casings and thereby regulate the pressure of the springs *e* and *e'* upon the looped ends of the bars B.

The ends *c* of the side frames C are provided with inwardly-extending projections *c'*, Fig. 4, which reach into corresponding recesses *b'* of the bars B when the links are swung down against the rails. The upper portions of the horizontal bars carry each a looped bracket *f*, and through the said brackets passes a rotary cross-bar E, which has on its outer ends downwardly-extending arms F, which are firmly attached to the said ends, so that, when the cross-bar is rotated in the looped brackets *f*, the arms F are swung to the right or left hand side, and as they are located on the outer sides of the bars B, serve at the same time to hold the cross-bar E reliably in position in the brackets *f*. The lower portions of the arms F have hooks *f'*, which, when the side frames C are swung downward so that the projections *c'* are located in the recesses *b'* and the arms are outwardly swung, the hooks *f'* engage the projections *c'* and hold them reliably in the said recesses, whereby the side frames C are firmly held in the position shown in Fig. 1.

To prevent the arms F from losing their positions and the hooks *f'* from disengaging the projections *c'* of the links *a*, the said arms are further provided with swinging claws G pivoted to the outer surfaces of the arms and being able to catch studs *g* on the bars B, so that, when the said studs are caught by the claws, the hooked arms F cannot be moved to any side. The claws may be provided with two incisions, one incision, when the studs *g* are caught by the claws, serving to engage the ends *c* of the side frames C by the hooked arms and the other one to release the said ends *c* from the latter.

Each pair of the side frames C (on the front and rear of the car) is provided with a fixed cross-bar H on which small wheels *h* are journaled, which run on the rails of the road when the links are swung down and are in the position shown in Fig. 1. By means of the fixed bars H the corresponding links are simultaneously operated when one link of a pair is swung up or down. A traversing spiral spring I is attached to the front portions

of the side frames C, which serves to decrease the effect of a shock of the car upon an obstacle. The links are furthermore provided with aprons K, of canvas or wire-netting, which are spread between the side frames and fastened thereon and on the cross-bars H, by which apron any meeting obstacle on the road is at once caught and secured against severe consequences of the accident. The springs *e* and *e'* on the vertical rod D serve to impart to the links C of the fender a yielding action when any object is caught by the fender or stones or other articles are lying on the rails over which the wheels *h* run and cause the front portion of the fender to make a jumping motion.

The upper portions of the posts *a* and the outer end portions of the side frames C may be provided with some suitable fastening devices, so that when the fender is raised, as shown in dotted lines in Fig. 1, the same may be locked in its upright position, which fastening devices can be detached from each other as soon as the fender is to be placed into its normal position. (Shown in full lines in Fig. 1.)

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

1. In a car-fender, the combination of vertical rods attached to the car-body and having two spiral springs inclosing the same, with horizontally located bars having looped ends which are loosely attached to the said rods between the said springs, and being with its other ends pivoted to the side-posts of the car-platform, fender side frames also pivoted to the said side-posts, and a locking device attached to the horizontal bar to hold the fender side frames in position on the rails, substantially as set forth.

2. In a car-fender, horizontally located bars having a rotary cross-bar attached to the same and being with one end pivoted to one of the side-posts of the car-platform and with the other end movably attached to a vertical rod, hooks attached to the ends of the cross-bar and having claws pivoted to the same, studs attached to the horizontal bars to be engaged by the said claws and to hold the said hooks firmly in position, and fender side bars, also pivoted to the side-posts of the car-platform, the inner ends of the side frames being adapted to be engaged and held in position by the said hooks, substantially as set forth.

3. In a car-fender, the combination of horizontally located bars pivoted with one end to one of the side-posts of the car-platform and being with the other movably attached to a vertical rod and having each a notch on its lower edge, with fender side frames also pivoted to the side-posts of the car-platform, the inner ends of which side frames are provided with projections reaching into the said notches when the side frames are in position on the rails, and swinging hooks attached to the said horizontal bars, the hooks being adapted to engage the inner ends of the fender side frames and hold their projections in the notches of the horizontal bars, substantially as set forth.

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