

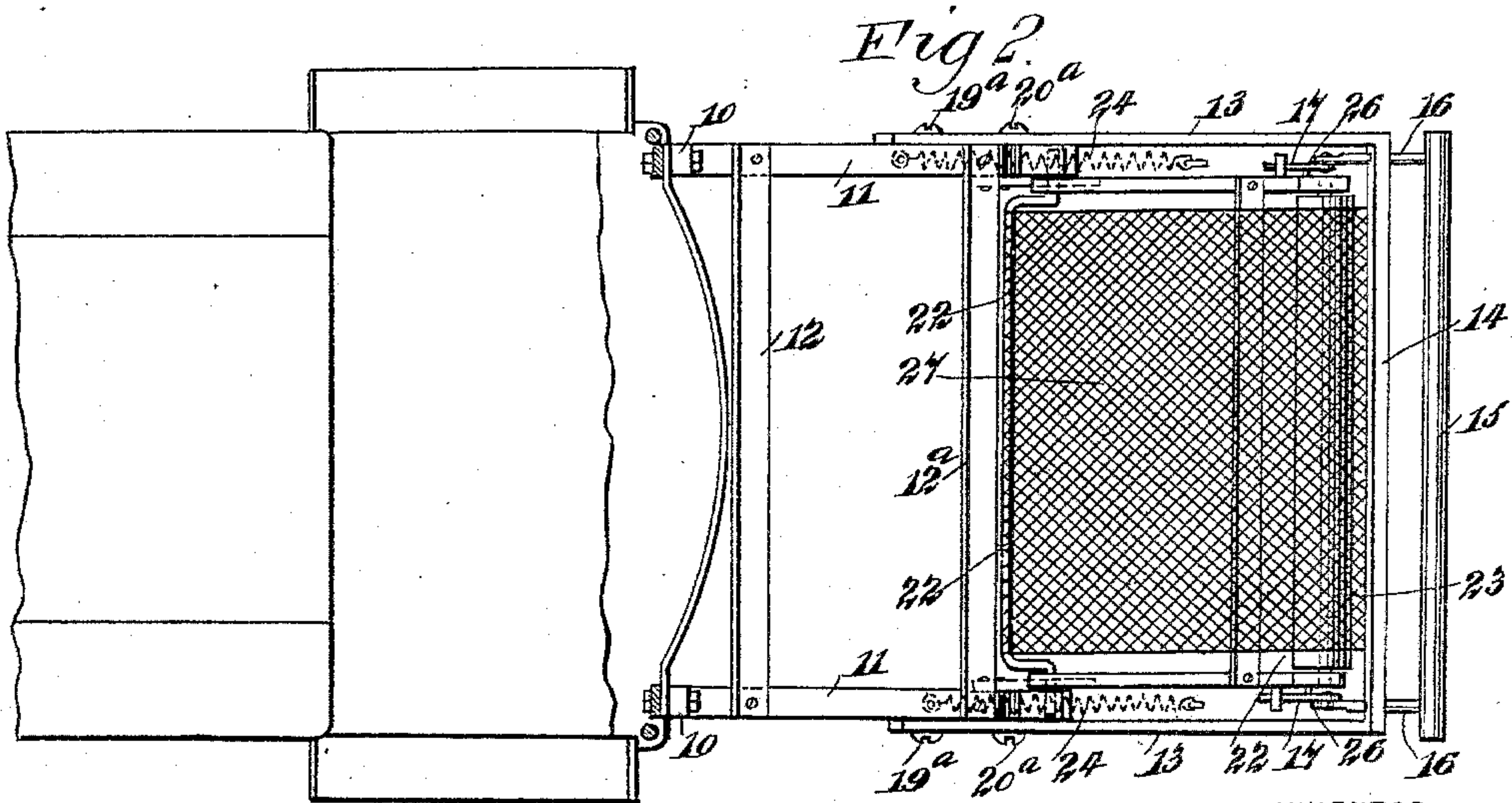
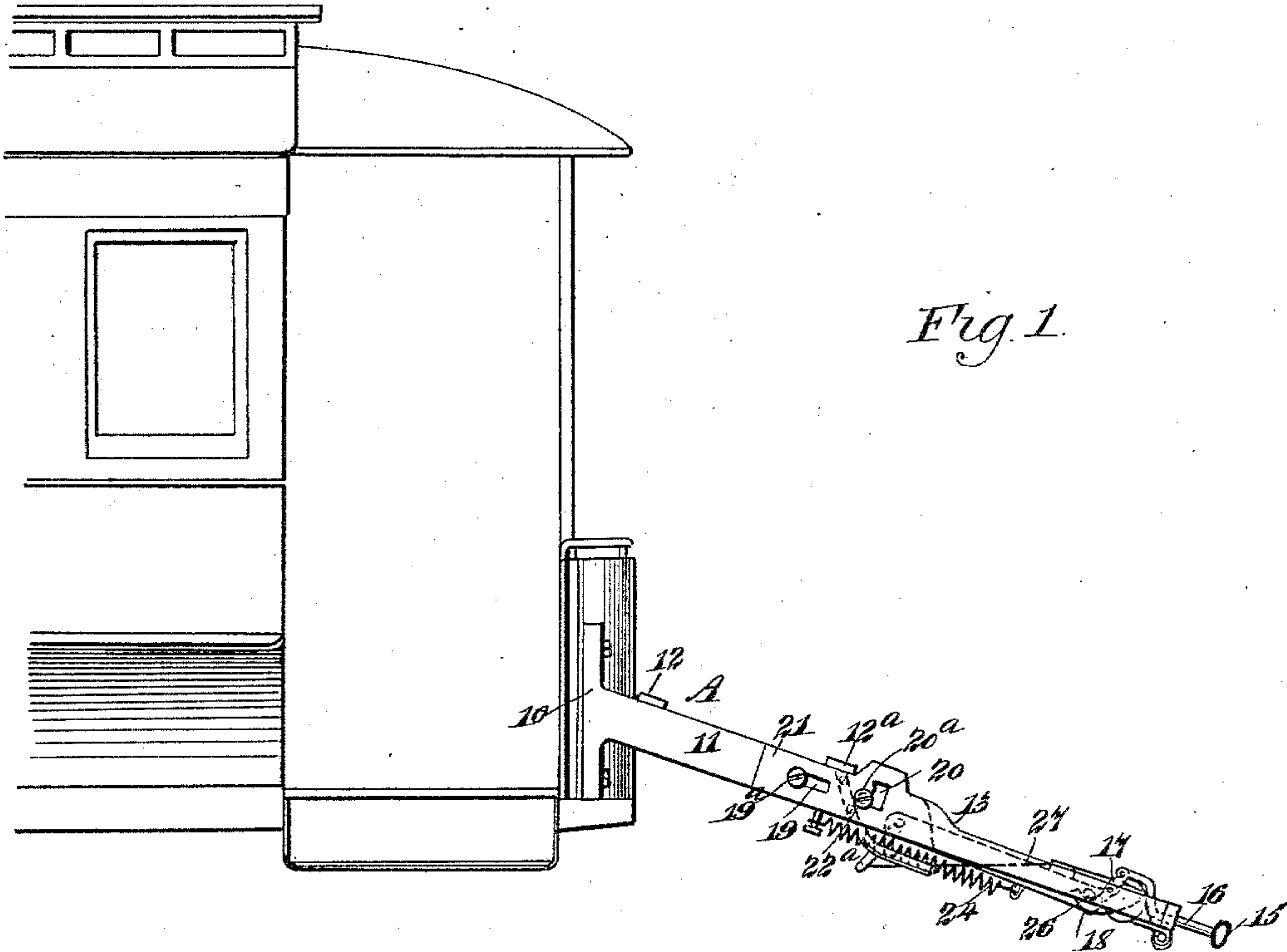
(No Model.)

2 Sheets—Sheet 1.

W. B. ALTICK.
CAR FENDER.

No. 565,065.

Patented Aug. 4, 1896.



WITNESSES:
Paul J. J. J.
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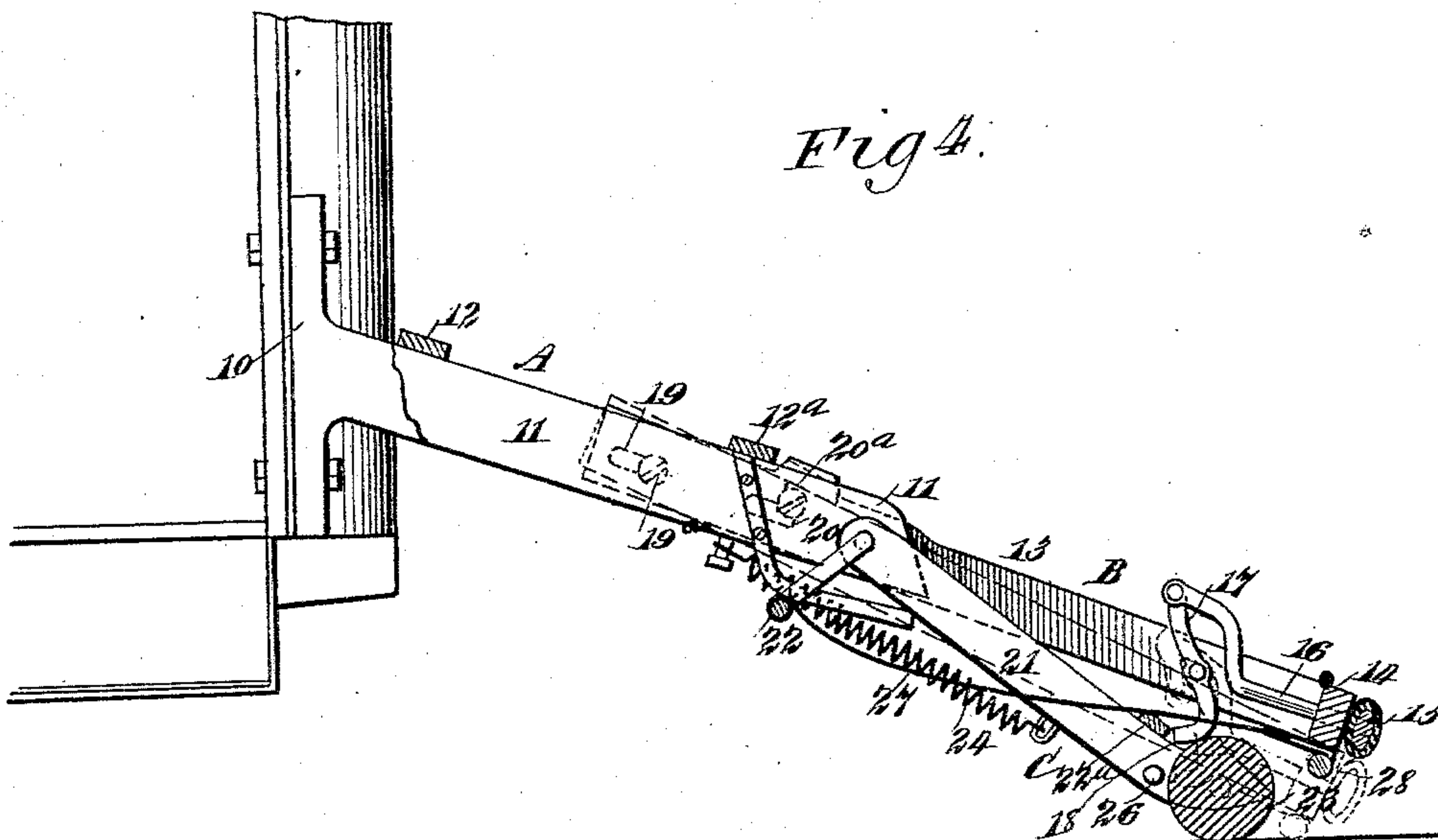
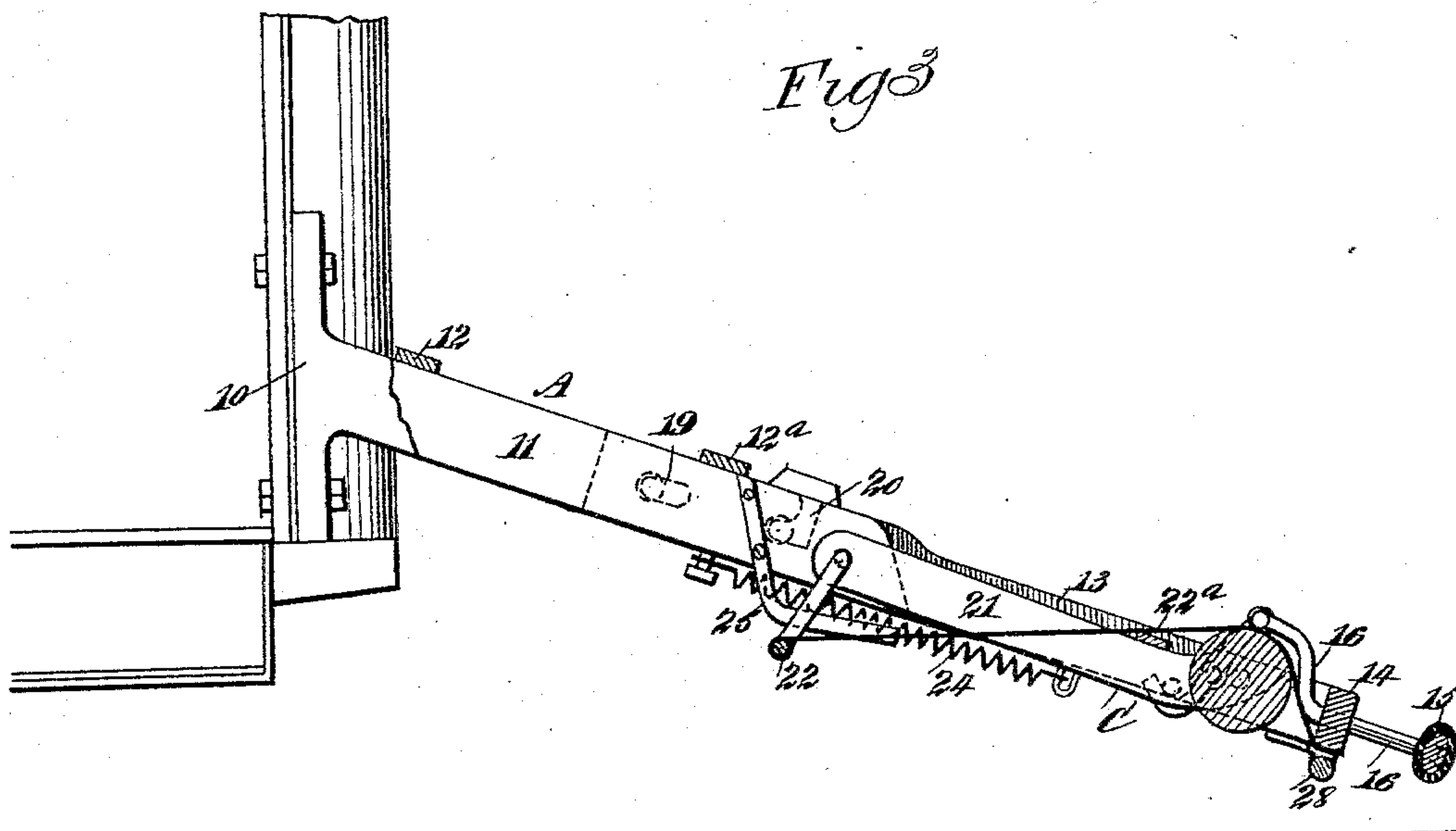
(No Model.)

2 Sheets—Sheet 2.

W. B. ALTICK.
CAR FENDER.

No. 565,065.

Patented Aug. 4, 1896.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM B. ALTICK, OF LANCASTER, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 565,065, dated August 4, 1896.

Application filed October 4, 1895. Serial No. 564,617. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. ALTICK, of Lancaster, in the county of Lancaster and State of Pennsylvania, 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 fender adapted to be attached either to the front or to the bottom portion of a car and to remain as a fixture thereon.

A further object of the invention is to provide two frames, a trip and a bed frame, in connection with a main frame, the two frames being so arranged that normally both of them will be at an elevation from the ground, and whereby the trip-frame when struck by an object in the path of the car will serve to release the bed-frame, tripping it so that a portion thereof will engage with the ground and provide a safe receptacle for the object struck, the trip-frame dropping substantially in a plane with the bed-frame immediately after the said trip-frame has been struck.

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 characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improved fender attached to a car, the fender being in an elevated position. Fig. 2 is a plan view of the fender. Fig. 3 is a section taken substantially through the center of the fender and longitudinally thereof, the fender being in its upper position; and Fig. 4 is a view similar to Fig. 3, the fender being in its lower position.

In carrying out the invention the fender may be said to consist, primarily, of a main frame A, a trip-frame B, and a bed-frame C. The main frame consists of two brackets 10, adapted, preferably, for attachment to the front portion of the car, usually to the front end portions of the dashboard, and two side bars 11, which are carried from the brackets in a downward and forward direction, being connected by cross-bars 12 and 12^a.

The trip-frame B is constructed of two side bars 13, connected at the bottom by a cross-bar 14, and in front of the cross-bar 14 a cushioned or trip bar 15 is placed, being parallel with the lower cross-bar 14. An angle-arm 16 is secured to the cushioned trip-bar near each end, and the said angled bars 16 extend within the trip-frame in a longitudinal direction and straight for a portion of their length, being upwardly and rearwardly curved at their rear ends, at which point each of the angled bars 16 is pivoted to the upper end of a lever 17, fulcrumed at or near its center on the inner face of a side bar of the frame, and the lower end of each lever 17 is made to terminate in a rearwardly-curved hook 18.

The trip-frame is pivotally and slidably connected with the main frame, and to that end each side bar of the trip-frame is carried rearwardly to an engagement with the outer face of the side bar of the main frame. Each side bar of the trip-frame is provided with a longitudinal slot 19 and a substantially angular or L-shaped slot 20, which is in front of the straight slot 19, and a roller carrying a pivot-pin 19^a is passed loosely through each straight or longitudinal slot of the trip-frame, while a similar pin 20^a is passed through each angular or L-shaped slot, as shown best in Figs. 1, 3, and 4. Therefore when the pins 19^a and 20^a are in the straight slots the trip-frame will be held above the ground and will have the same forward downward slant as the side bars of the main frame, being virtually continuations thereof; but when the trip-frame is carried rearward the pin 20^a will enter the vertical arm or section of the angular slot 20, and the forward or lower end of the trip-arm will at that time drop downward practically to an engagement with the ground, as shown in dotted lines in Fig. 4.

The bed-frame C consists of two side arms or bars 21, which are pivoted, preferably, through the medium of a crank-shaft 22 to the lower portions of the side bars of the main frame, engaging the same with their inner faces. The lower ends of the side bars of the bed-frame are preferably given a slight upward curve and are connected near their lower ends by a rod 22^a, cross-bar, or its equivalent, while in the lower end of the said bed-frame

a roller 23 is journaled, as shown best in Figs. 3 and 4.

Springs 24 are attached to the side bars of the bed-frame and to the side bars of the main frame at their under sides, and the tendency of these springs is to hold the bed-frame in its lower position, or so that its roller 23 will engage with the ground, the downward movement of the said bed-frame being limited by stops 25, preferably of angular formation, extending forwardly and downwardly from the main frame to an engagement with the rear portions of the side bars of the bed-frame.

When the fender is not in use, the bed-frame is held in its upper position within the main frame, being maintained in this position by means of the hooks 18 on the levers 17, receiving the supporting-pins 26, outwardly projected from the side bars of the bed-frame. When the said hooks are in a position to sustain the bed-frame, the cushioned bar 15 will have been carried outwardly and forwardly as far as possible, the curvature of the bars 16, attached to the cushioned bar, together with the central pivot-point of the levers 17, serving to lock the trip-bar in its upper position.

A bed 27, of woven wire or other suitable material, is ordinarily attached to the crank-arm of the crank-shaft 22, being passed over the roller 23 to a clamping engagement with the under face of the cross-bar 14 of the trip-frame. A roller 28 is placed at the bottom portion of the trip-frame B, so that in the event the car should oscillate to too great an extent the trip-frame will not be damaged by coming in contact with the ground or track.

In the operation of the fender, when the cushioned trip-bar is struck it is carried rearward against the cross-bar of the trip-frame, disconnecting the hooks 18 from the bed-frame and permitting the springs 24 connected with the latter to draw the bed-frame downward to the ground, while the trip-frame will likewise be carried rearward until its pivot-pins 20^a enter the straight sections of the forward slots 20, permitting the trip-frame to drop to the lower position. (Shown in dotted lines in Fig. 4.)

This fender is exceedingly simple, durable, and economic, and is capable of attachment to any car, and will, furthermore, receive an object upon its bed without appreciable injury to said object.

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

1. In a car-fender, a main frame adapted for attachment to a car, a bed-frame pivotally connected to the main frame and provided with a roller at its lower end, springs normally exerting rearward and downward tension on the bed-frame, a trip-frame having pivotal and slidable connection with the main frame, pivoted supports carried by the trip-frame and adapted to hold the bed-frame in an upper position within the trip-frame, and

a trip-bar located at the forward end of the trip-frame, which bar when at its forward limit holds the supports to engage with the bed-frame, and at its inward limit disengages the supports from said frame, permitting its springs to act, as and for the purpose specified.

2. In a car-fender, the combination, with a main frame adapted for attachment to a car, a trip-frame having a pivotal and sliding engagement with the main frame, the trip-frame being capable of dropping at its lower end when carried in direction of the main frame, of a bed-frame provided with a roller at its lower end, springs tending to draw the bed-frame in direction of the ground, supports pivoted on the trip-frame, adapted for engagement with the bed-frame to hold the same in an upper position, and a trip-bar connected with the said supports and carried at the forward end of the trip-frame, serving to carry the said supports into or out of engagement with the bed-frame, as and for the purpose specified.

3. In a car-fender, the combination with a main frame adapted for attachment to a car, a trip-frame having pivotal and sliding engagement with the main frame, being capable of dropping at its lower end, levers fulcrumed upon the trip-frame and provided with hooks at their lower ends, and a trip-bar located at the forward end of the trip-frame and connected with the said levers, of a bed-frame pivotally connected with the main frame and provided with a roller at its lower end, and projections for engagement with the said hooks, springs normally exerting rearward tension on the bed-frame, and stops limiting the downward movement of the said bed-frame, as and for the purpose specified.

4. In a car-fender, the combination, with a main frame adapted for attachment to a car, a trip-frame having pivotal and slidable engagement with the main frame, being capable of dropping at its lower end, levers fulcrumed upon the trip-frame and provided with hooks at their lower ends, and a trip-bar located at the forward end of the trip-frame, connected with the said levers, of a bed-frame pivotally connected with the main frame and provided with a roller at its lower end and projections for engagement with the said hooks, springs normally exerting rearward tension on the bed-frame, stops limiting the downward movement of the said bed-frame, a bed, a rocking support for the upper end of the said bed located at the upper end of the bed-frame, the lower portion of the said bed being connected with the lower portion of the trip-frame, as and for the purpose specified.

5. In a car-fender, the combination of a main frame adapted for attachment to a car, a trip-frame carried to slide on the main frame, and provided with means to hold it normally in a raised position arranged to fall toward the track when slid rearwardly on contact with an obstruction on the track, a bed-

frame pivotally connected to the trip-frame and also arranged to drop toward the track, a trip-bar carried on the trip-frame and arranged to be moved on contact with an obstruction on the track, and means to hold the bed-frame normally locked to the trip-frame, said means being operated by the trip-bar to release the bed-frame, substantially as set forth.

6. In a car-fender, the combination of a main frame adapted for attachment to a car, and having lugs projecting from its opposite sides, a trip-frame having side bars each provided with two slots formed longitudinally in it and adapted to receive the lugs on the main frame, one slot of each bar being provided with an angular portion adapted when the

trip-frame is moved endwise to permit the same to drop toward the track, a bed-frame pivotally connected to the trip-frame, a hook pivoted on the trip-frame and having its end arranged to engage the bed-frame and hold the same in a raised position, and a trip-bar mounted to slide on the forward end of the trip-frame and connected to said hook, and arranged when moved rearward by contact with an obstruction, to release said bed-frame and permit the same to fall into engagement with the track, substantially as set forth.

WILLIAM B. ALTICK.

Witnesses:

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JOS. R. TRISSLER.