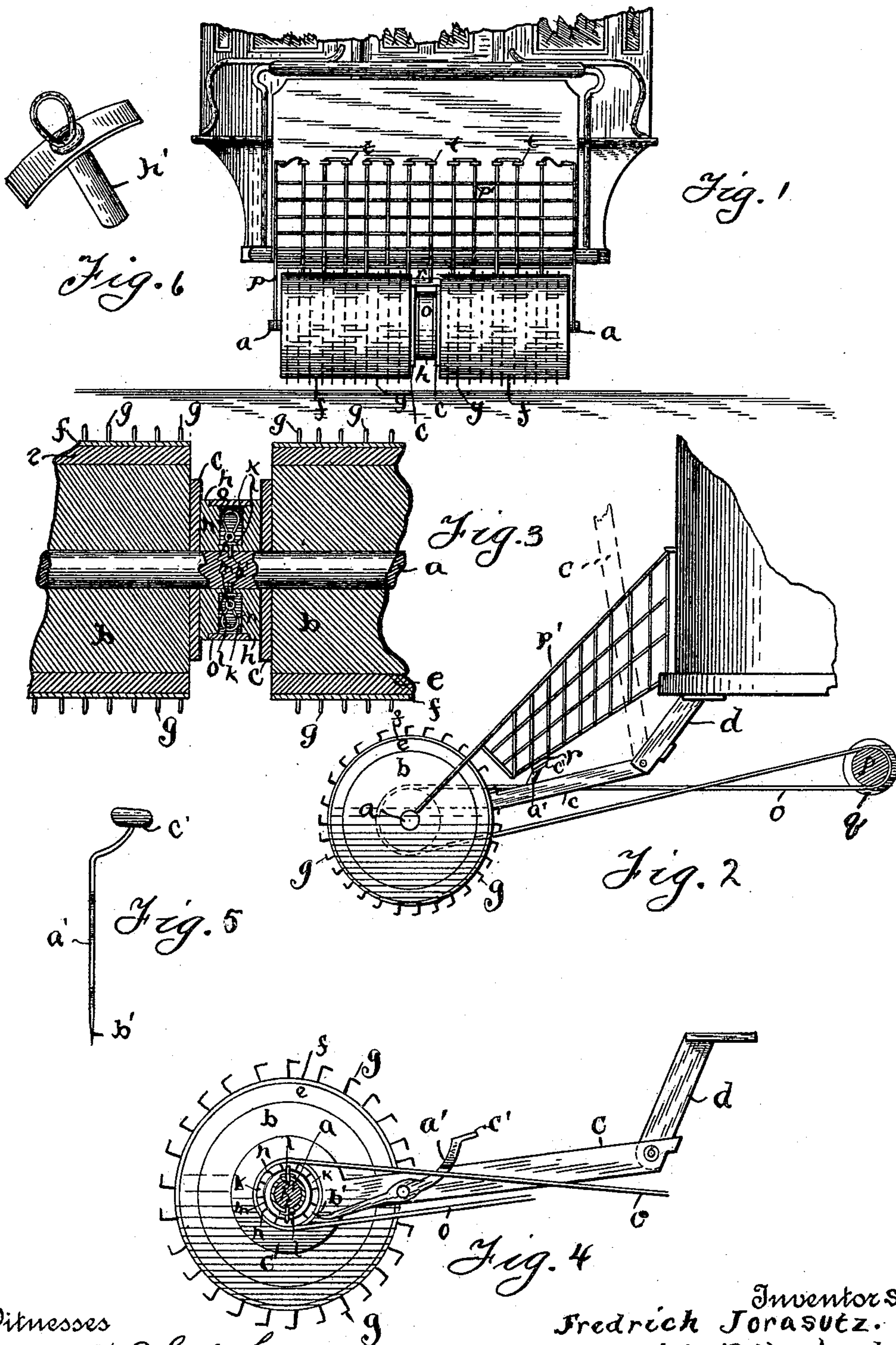


(No Model)

F. JORASUTZ & F. BOLLENBACH.
CAR FENDER.

No. 583,441.

Patented May 25, 1897.



Witnesses
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UNITED STATES PATENT OFFICE.

FREDRICH JORASUTZ, OF STUERDORF, AUSTRIA-HUNGARY, AND FREDRICH BOLLENBACH, OF WIESBADEN, GERMANY.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 583,441, dated May 25, 1897.

Application filed January 27, 1897. Serial No. 620,892. (No model.)

To all whom it may concern:

Be it known that we, FREDRICH JORASUTZ, a subject of the Emperor of Austria-Hungary, residing at Stuerdorf, in the Province of Banad, Austria-Hungary, and FREDRICH BOLLENBACH, a subject of the Emperor of Germany, residing at Wiesbaden, in the Province of Hesse-Nassau, Prussia, Germany, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in car-fenders, and has for its object to construct a fender that when it engages a person or object will lift the same onto the netting provided therefor and out of the way of harm.

The invention consists mainly in the roller provided with engaging hooks, said roller being driven by means of mechanism actuated by the moving of the car, the entire mechanism of the fender being extremely simple in its construction, strong, durable, effectual in its operation, and comparatively inexpensive to manufacture; furthermore, in constructing a fender that will absolutely prevent any danger of a person or object when engaged thereby passing to the wheels.

The invention finally consists in the novel construction, combination, and arrangement of parts to be hereinafter more specifically described, and particularly pointed out in the claims.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like letters of reference indicate similar parts throughout the several views, in which—

Figure 1 is a top plan view of the fender in position. Fig. 2 is a side elevation of the same. Fig. 3 is a vertical sectional view of a portion of the rollers. Fig. 4 is a sectional view taken on the line X X of Fig. 3 and also showing parts of the fender in position. Fig. 5 is a detail view of the pivoted pawl. Fig. 6 is an enlarged view of the eyelet.

Referring now to the drawings by reference-letters, *a* indicates the axle, which carries rollers *b b*, and secured to this axle *a* are the cen-

ter supporting-bars *c c*, which are connected at their rear ends to a brace *d*, attached to the underneath face of the car-body. Said rollers are provided on their outer peripheries with a flexible covering *e*, which is held in position by a covering of leather or other suitable material *f*, and secured in the flexible covering are hooks *g g*. Secured between the braces *c c* on the shaft *a* is a pulley or roller *h*, provided at or near its center with a circumferential groove *k*, in which are secured small plates *l l*, extending transversely of the groove *k* and encircled by a wire *m*, carrying a series of eyelets *n n*, said pulley being further provided with a circumferential groove around its outer periphery to receive the driving-belt *o*, passing over the front axle *p* of the car, said axle carrying a flange *q* to hold the belt in place. The pulley is retained in position by pins *h' h'*. A suitable netting *p'*, composed of wire, rope, or the like, is provided at the rear of the rollers and carries cross-bar *r*, against which the head of the pawl or dog rests, said netting secured in staples *t* in the front of the fender, said ropes or wires being also attached to the ends of the axle. Secured to one of the supporting bars or braces *c* is a curved pawl or dog *a'*, provided with a projecting point *b'*, having an upwardly-projecting end *c'*, engaging the cross-bar *r*.

For the purpose of describing the operation of the fender we will now assume that all the parts have been secured in their respective positions and the car is moving forward. The driving-belt *o* engages the pulley or roller *h* and through this means revolves the rollers carrying the hooks.

In case an object or person comes in contact with the rollers the hooks in same engage the object and carry the same back onto the netting, and the weight of the object thus depresses the end of the pawl or lug *a'* and forces the point *b'* of the same in engagement with one of the eyelets *n n*, which will hold the pulley *h* and prevent the same from turning, thus bringing the strain on the pins *h' h'*, which being unable to withstand the strain thus brought to bear on same will break and allow the pulley to revolve without revolving

the rollers *b b*, which would otherwise be injurious to a person when carried onto the netting.

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

1. In a car-fender, a shaft carrying rollers, said rollers having a covering of flexible material, carrying hooks, supporting-bars engaging said shaft, said bars attached at their rear ends to the car-body, a pulley carried on the shaft between the rollers, and provided with a circumferential groove, locking-pins located in said groove for engaging the pulley with the shaft, and a belt engaging said pulley and the car-axle, substantially as shown and described.

2. In a car-fender, a shaft carrying rollers, a flexible covering on said rollers, supporting-braces for said shaft, a pulley arranged between said rollers, said pulley having a circumferential groove around the periphery, and a series of eyelets arranged therein, a pawl pivoted on one of the supporting-braces to engage said eyelets, and a suitable netting for said fender, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

FREDRICH JORASUTZ.

FREDRICH BOLLENBACH.

Witnesses:

ARNOLD W. MUELLER,

GEO. B. PARKER.