(No Model.) 2 Sheets—Sheet 1.

W. R. JOHNS.

CAR FENDER.

No. 584,687. Patented June 15, 1897.

Fig. 1.

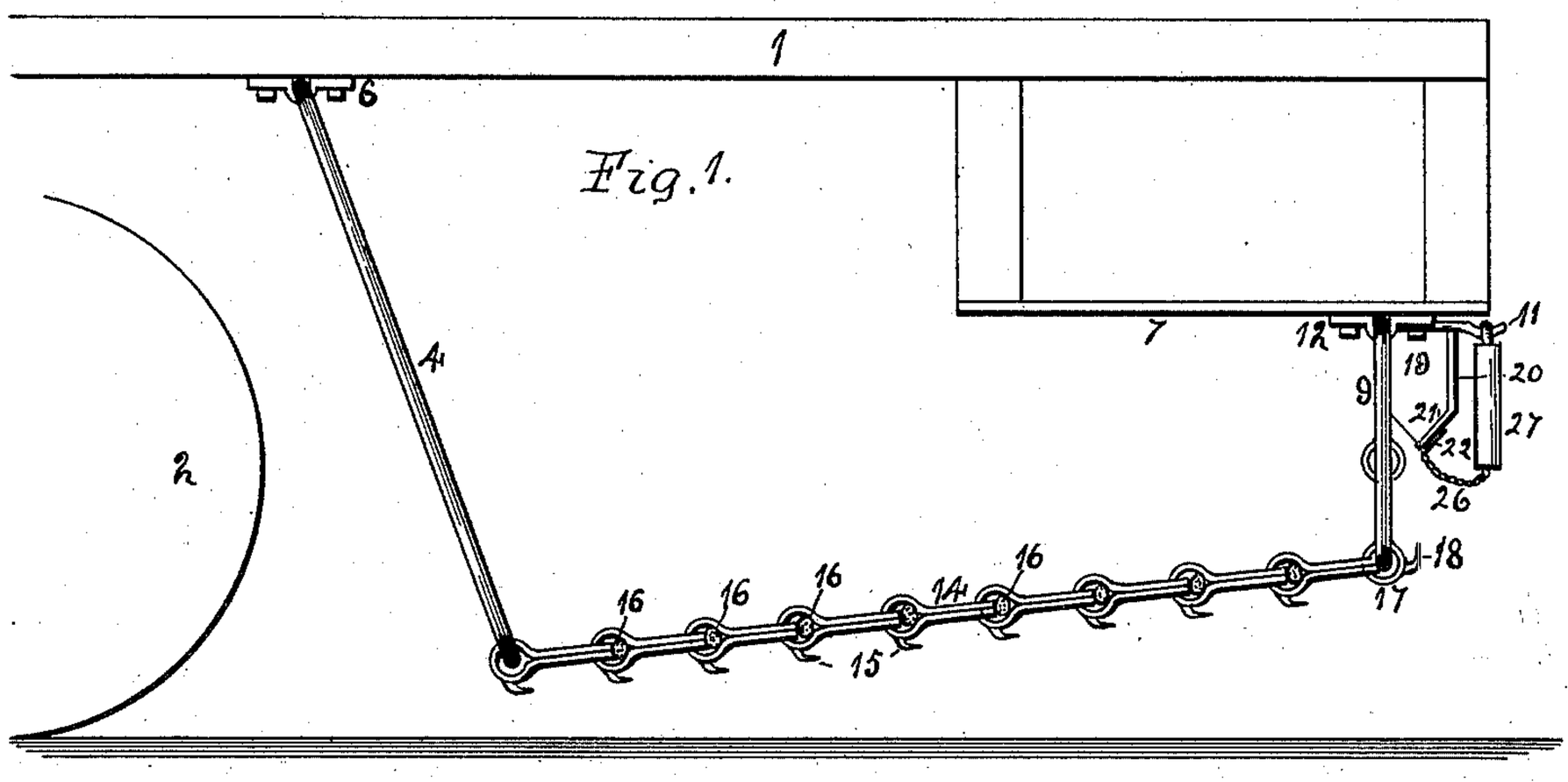
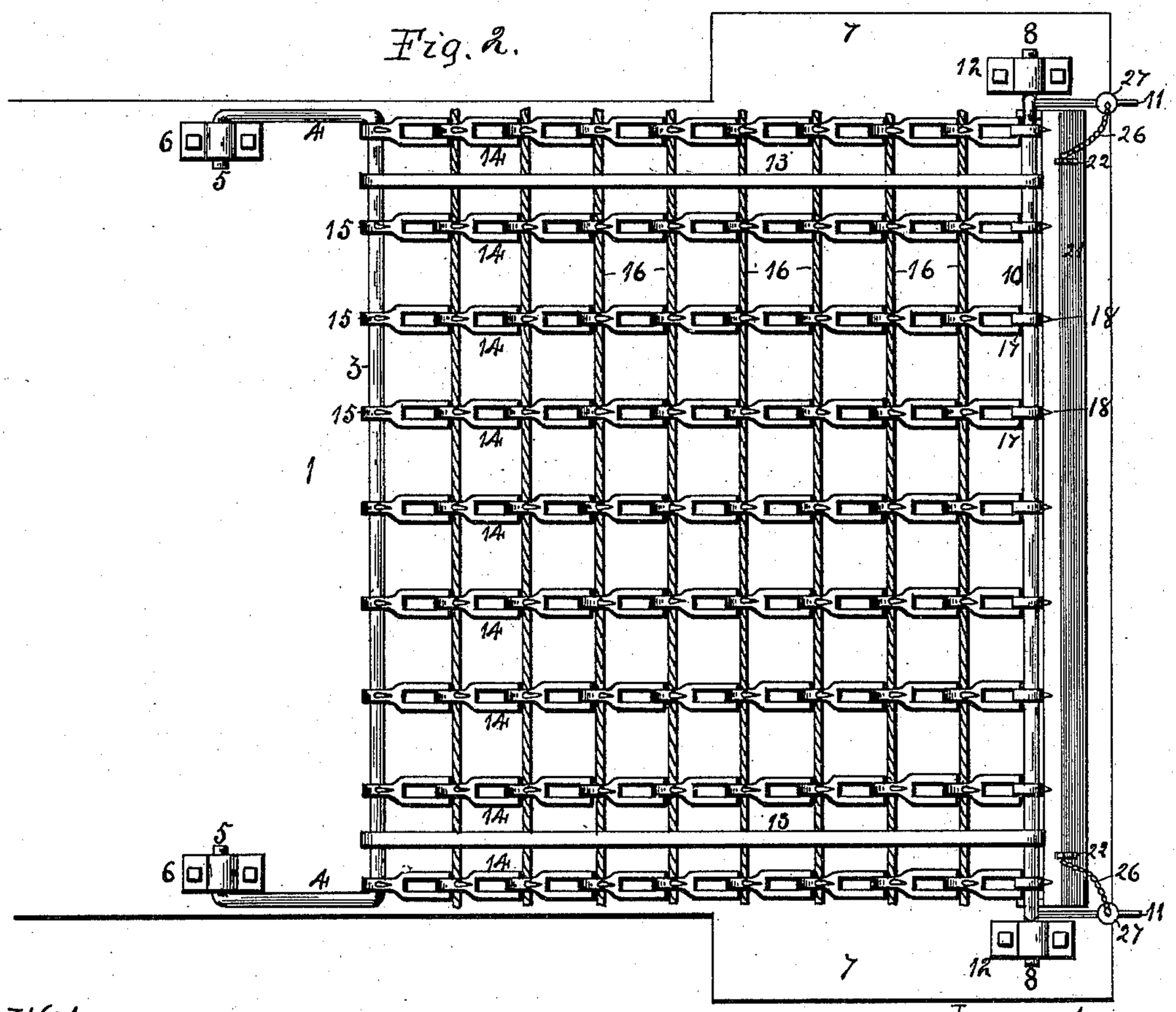


Fig. 2.



Witnesses:
L. A. Clark.
E. Behel.

Inventor:
Will R. Johns
By A. O. Behel
Attys.

(No Model.) 2 Sheets—Sheet 2.

W. R. JOHNS.

CAR FENDER.

No. 584,687. Patented June 15, 1897.

Fig. 3.

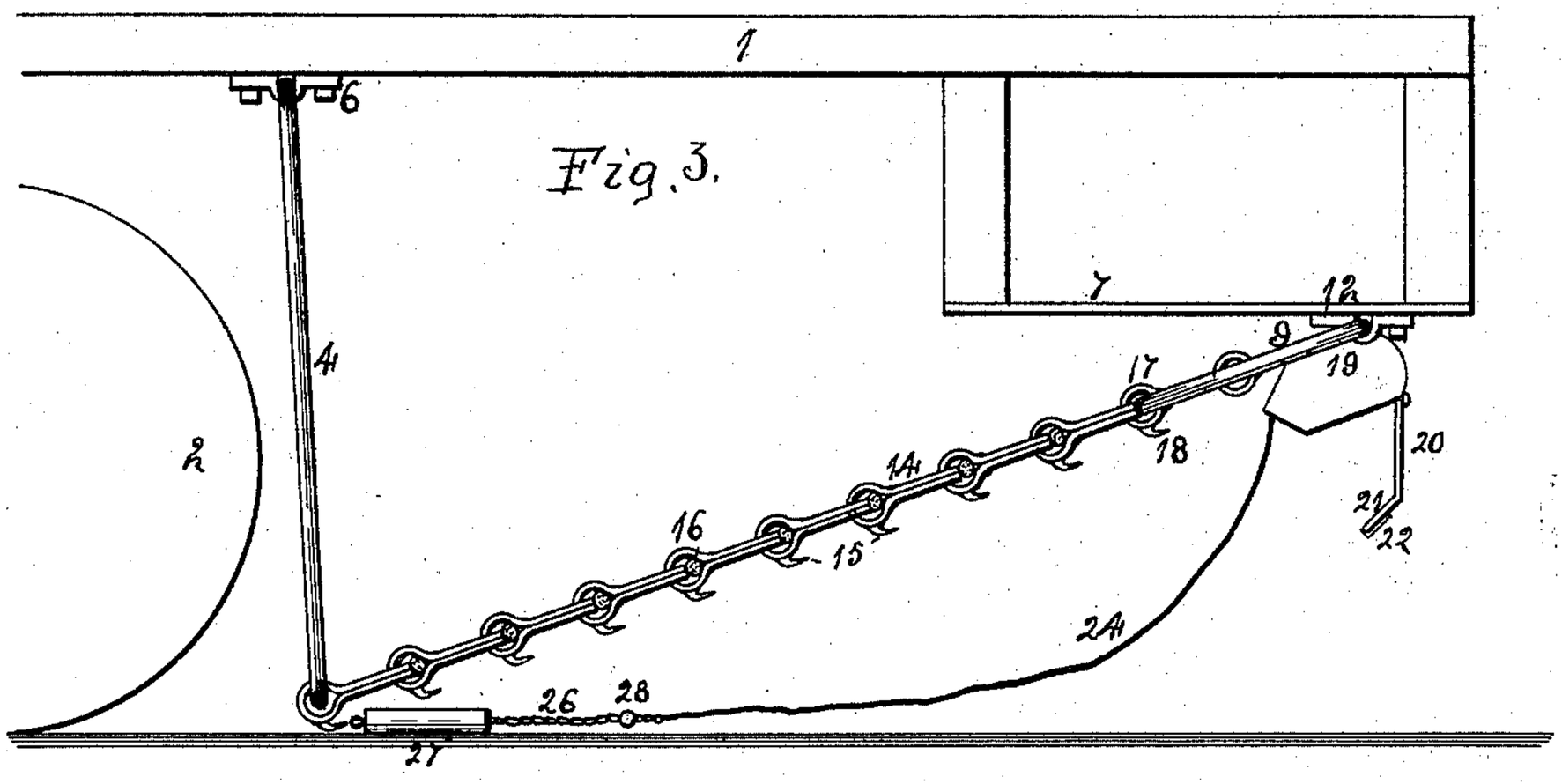


Fig. 6.

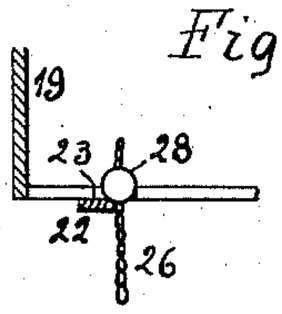
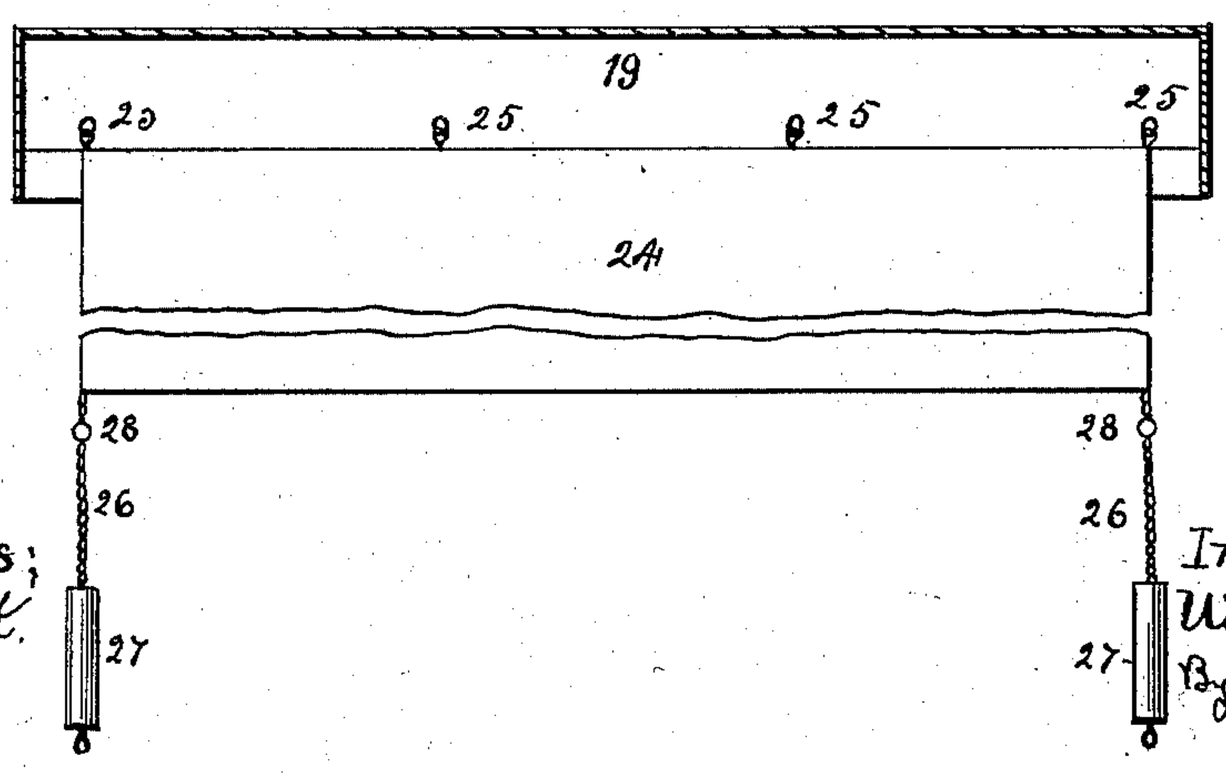


Fig. 4.

Fig. 5.



Witnesses;
L. A. Clark.
E. Behel.

Inventor;
Will R. Johns
By A. O. Behel
Atty.

UNITED STATES PATENT OFFICE.

WILL R. JOHNS, OF ROCKFORD, ILLINOIS.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 584,687, dated June 15, 1897.

Application filed September 8, 1896. Serial No. 605,134. (No model.)

To all whom it may concern:

Be it known that I, WILL R. JOHNS, a citizen of the United States, residing at Rockford, in the county of Winnebago and State of Illinois, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

The object of this invention is to prevent the car running over persons falling between the rails; and it consists of a frame supporting a series of hooks which are so located as to engage the clothing of a person falling in front of a moving car, thereby carrying the person with the car in advance of the front wheels; and it further consists of a canvas held supported in such a manner as to be liberated by a movement of the frame and to receive the body of the person held by the hooks of the frame in order to prevent further injury to the person.

In the accompanying drawings, Figure 1 is a side elevation of a portion of a car, showing the fender and body-protector in their normal position. Fig. 2 is an under face view. Fig. 3 is a side elevation showing the fender and body-protector lowered. Fig. 4 is a skeleton representation of the framework of the fender, showing the body portion in its elevated position. Fig. 5 is a lengthwise central section through the receptacle. Fig. 6 is an enlarged section representation of one end of the body-protector receptacle.

The car-platform 1 is supported upon wheels 2 in the usual manner, and to the under face of the platform is secured a bail composed of a transverse portion 3, ends 4, and inwardly-projecting portions 5. This bail is held in place by boxes 6, encircling the portions 5, which are capable of holding the bail with more or less friction.

To the under face of the steps 7 is secured a frame consisting of a rod 8, from which depends a loop having ends 9 and lengthwise rod 10, and from the rod 8 extends two arms 11, having their ends formed with a depression. This frame is held in position by boxes 12, which encircle the ends of the rod 8 and are capable of being adjusted to hold the frame by friction. This frame and the yoke are connected by bars 13, located near the ends of the rods 3 and 10. These two rods are also connected by a series of chains 14, held separated a suitable distance. Each link of the chains has a hooked projection 15 depending therefrom, and through the link of the chains are passed wire ropes 16, extending parallel with the rods 3 and 10. The rods 8 and 10 of the frame are connected with chains 17, the links of the lower row having hooked projections 18. This movable fender is located in front of the wheels of a street-car, the rear end being nearest the track, as shown at Fig. 1, in which position it is held by friction.

Should a person be thrown in front of a moving car, the clothes of a person would engage some of the hooks depending from the chains and the resistance of the person upon the ground will cause the fender to move upon its pivotal connection with the under face of the car, thereby depressing its rear end and elevating its forward end, and should the person become disengaged from the first hooks the subsequent hooks will engage the clothing and prevent injury to the person by holding it in advance of the wheels of the car until the car can be stopped, when the person is disengaged from the hooks and the fender returned to its former position.

The rod 8 of the frame supports a receptacle 19, movable therewith. The bottom of the receptacle is in V form, having one side 20 and one-half of the bottom 21 movable upon a hinge connection with the upper end of the receptacle. To the movable portion are secured springs 22, which engage the stationary portion of the bottom, thereby holding the bottom closed. Near each spring is formed an opening 23. (Shown in Fig. 6.) Within this receptacle is folded a canvas 24, held in place by eyes and snaps 25, the former secured to the inner face of the receptacle and the latter to one edge of the canvas. To the other edge of the canvas, at its corners, are secured chains 26, to the ends of which are secured weights 27. Between the ends of these chains are secured balls 28 of a size to pass through the openings in the bottom of the receptacle, the canvas being folded within the receptacle and the chains extending through the opening 23 in the bottom of the receptacle, the balls 28 resting upon the springs 22. The weights 27 are supported by the arms 11.

When the fender has been moved rearward

by a person falling before a moving car, the weights 27 will be dropped by reason of the arms 11 being tipped by the movement of the fender. These weights in dropping will cause the balls 28 to press down upon the springs 22, which will release them from their engagement with the stationary portion of the bottom and allow the movable portion of the bottom and side of the receptacle to swing into a horizontal position, allowing the canvas to drop. The weights resting upon the ground will draw the canvas under the body of the person held by the hooks of the fender until the canvas is taut, when a further movement of the car will move the canvas and fender in unison and support the person upon the canvas, thereby preventing further injury to the person.

I claim as my invention—

1. The combination of a car and a fender supported thereby, the fender supporting a series of hooks upon its under face extending in a forward direction.

2. The combination of a car and a fender supported thereby consisting of framework composed of a series of chains having depending hook projections.

3. The combination of a car and a fender supported thereby consisting of a framework composed of a series of chains having depending hook projections and wire ropes extending transversely of the chains.

4. The combination of a car, a fender supported thereby consisting of two frames pivotally connected to the car and a webbing of flexible material connecting the frames and supporting depending hooks.

WILL R. JOHNS.

Witnesses:
A. O. BEHEL,
E. BEHEL.