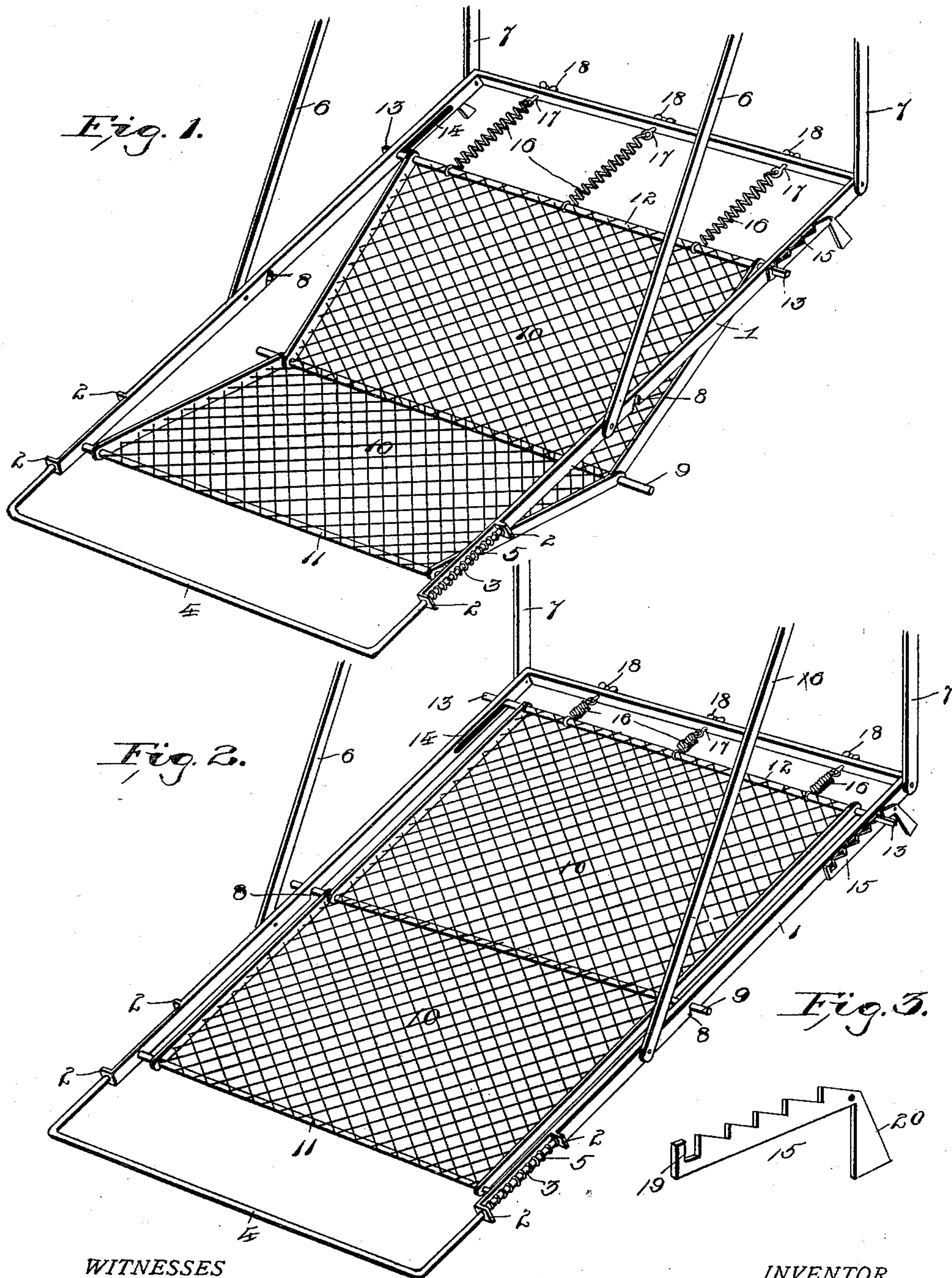


(No Model.)

E. TORTOISESHELL.
CAR FENDER.

No. 592,555.

Patented Oct. 26, 1897.



WITNESSES

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ERNEST TORTOISESHELL, OF PATERSON, NEW JERSEY, ASSIGNOR OF ONE-HALF TO JAMES W. JACKSON, OF SAME PLACE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 592,555, dated October 26, 1897.

Application filed March 25, 1897. Serial No. 629,112. (No model.)

To all whom it may concern:

Be it known that I, ERNEST TORTOISESHELL, of the city of Paterson, in the county of Passaic and State of New Jersey, have invented certain new and useful Improvements in Car-Fenders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to car-fenders; and it consists in the construction and arrangement of the several parts which will be more fully hereinafter described and claimed.

The object of the invention is to provide a fender which is simple and effective in its construction and arrangement, and which has a yielding operation to break the shock consequent upon a fall of any one thereinto, and one which may be quickly adjusted in proper operative position and attached to or detached from either end of a car.

In the accompanying drawings, Figure 1 is a perspective view of a fender embodying the invention and shown arranged for use. Fig. 2 is a similar view of the fender arranged to be detached or in an abnormal position. Fig. 3 is a detail perspective view, on an enlarged scale, of one of the toothed catches employed in connection with the device.

Referring to the drawings, wherein similar numerals of reference are employed to indicate corresponding parts in the views, the numeral 1 designates a rigid surrounding frame, having at the front end thereof pairs of lugs 2, or other analogous devices, in which are slidably mounted rods 3, having connected to their outer ends a guard-rod 4, which stands some distance in advance of the front of the fender. The rods 3 are surrounded by coiled springs 5, located between the lugs 2, and operate to impel the rods 3 and the guard-rod 4 outward. The function of the guard-rod 4 is to prevent injury to the fender from shocks, which will result upon striking any object in advance of the fender, and also to provide a yielding motion in picking up objects on a track or persons who may be struck by the fender. Attached to the said frame 1, on opposite sides, are

brace-bars 6, which are pivoted at their lower ends and are connected to supporting-bars 7 in any suitable manner; but it is intended that the said brace-bars 6 and supporting-bars 7 shall have such attachment to the frame 1 that the adjustment of the fender may be readily attained and an attachment of the same to either end of a car may be readily secured.

The opposite side bars of the frame 1, at their central portion, are constructed with slots 8, opening at the rear and adapted to fit over the oppositely-extending ends of a central rod 9, connected to the hinged portions of the receiving-bed 10, which is formed of suitable network and arranged in two sections, upper and lower, each of which has movement to a greater or less degree on suitable pivots or adjusting devices. The outer terminating portion of the lower section of the receiving-bed has a cross-rod 11 with extended ends pivoted in the adjacent portions of the side bars of the frame, and the upper part of the upper section is also provided with a rod or bar 12, having extended ends 13, movably mounted in slots 14 in the adjacent portions of the side bars of the frame 1. On the side bars of the frame 1, near the slots 14, are attached toothed catches 15, which are adapted to engage the projecting ends 13 of the rod or bar 12 and hold the same in proper adjusted position, it being understood that the said ends 13 of the rod or bar will be so constructed as to provide a proper engaging action with the said catches. To the said rod or bar 12 are also secured a series of springs 16, which are connected to the rear uppermost bar of the frame 1 by means of suitable eyebolts or other analogous devices, as at 17, which have adjusting wing-nuts 18 in connection therewith. By means of the said wing-nuts the tension of the springs 16 will be readily controlled.

In adjusting the fender for use the upper section of the receiving-bed is arranged at an angle to the lower section, as fully shown in Fig. 1, and the ends 13 of the rod or bar 12 move through the slots 14 and are engaged by the catches 15, which hold them in their adjusted position. The adjustment of the

said upper section of the receiving-bed is of course made with the tension of the spring 16 still exerted thereon, and this arrangement and mode of attachment affords a yielding
 5 action to the entire receiving-bed when a weight suddenly falls thereinto, thereby avoiding shock or jar to the device, and if a person be the object caught up by the fender injury to the latter will also be prevented.

10 The construction of the catches 15 is clearly shown in Fig. 3, and each consists of a toothed section having a front slot 19 and pivoted at its rear end. Below the pivotal point of said catches depends a weight-arm 20, which keeps
 15 the said toothed section in engagement with the projecting end 13 of the rod or bar 12. When the fender is in its usual position, the projecting ends 13 of rod 12 will engage the rear teeth of the catches; but when the re-
 20 ceiving-bed is depressed by any weight deposited therein the said ends move forward and fall into the slots 19 and remain so until re-adjusted.

The several parts of the device are simple
 25 in their construction, as well as strong and durable, and can be manufactured at a comparatively small cost. The advantages of the form of fender hereinbefore set forth are manifold, and it is obviously apparent that
 30 many minor changes in the details of construction might be made for those shown and described without in the least departing from the nature or spirit of the invention.

Having thus described the invention, what
 35 is claimed as new is—

1. In a car-fender, the combination of a jointed receiving-bed, with a rod or bar at the upper portion thereof having oppositely-projecting ends, a frame with slots therein

40 through which the projecting ends of the rod or bar extend, and catches to engage the said projecting ends, substantially as and for the purposes specified.

2. In a car-fender, the combination of a jointed receiving-bed having a central rod 45 with outwardly-projecting ends, and an upper rod also provided with projecting ends, a frame surrounding the receiving-bed with slots therein to receive the projecting ends of the rods, catches situated adjacent to and co-
 50 acting with the projecting ends of the upper rod, and a series of adjustable springs attached to the upper rod of the receiving-bed and to an adjacent portion of the frame, substantially as and for the purposes specified. 55

3. In a car-fender, the combination of a frame having a yielding guard-rod at the front portion thereof and slots in the opposite side bars, a receiving-bed consisting of jointed sections of net or other suitable material and
 60 having a central rod with outwardly-projecting ends and an upper rod with similar ends, said projecting ends of the rod extending through the slots in the said side bars, catches situated adjacent to and coacting with the
 65 projecting ends of the upper rod and springs attached to the upper rod and adjustably connected to an adjacent portion of the frame, substantially as and for the purposes specified. 70

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

ERNEST TORTOISESHELL.

Witnesses:

J. W. JACKSON,
 CONRAD MOELLER.