

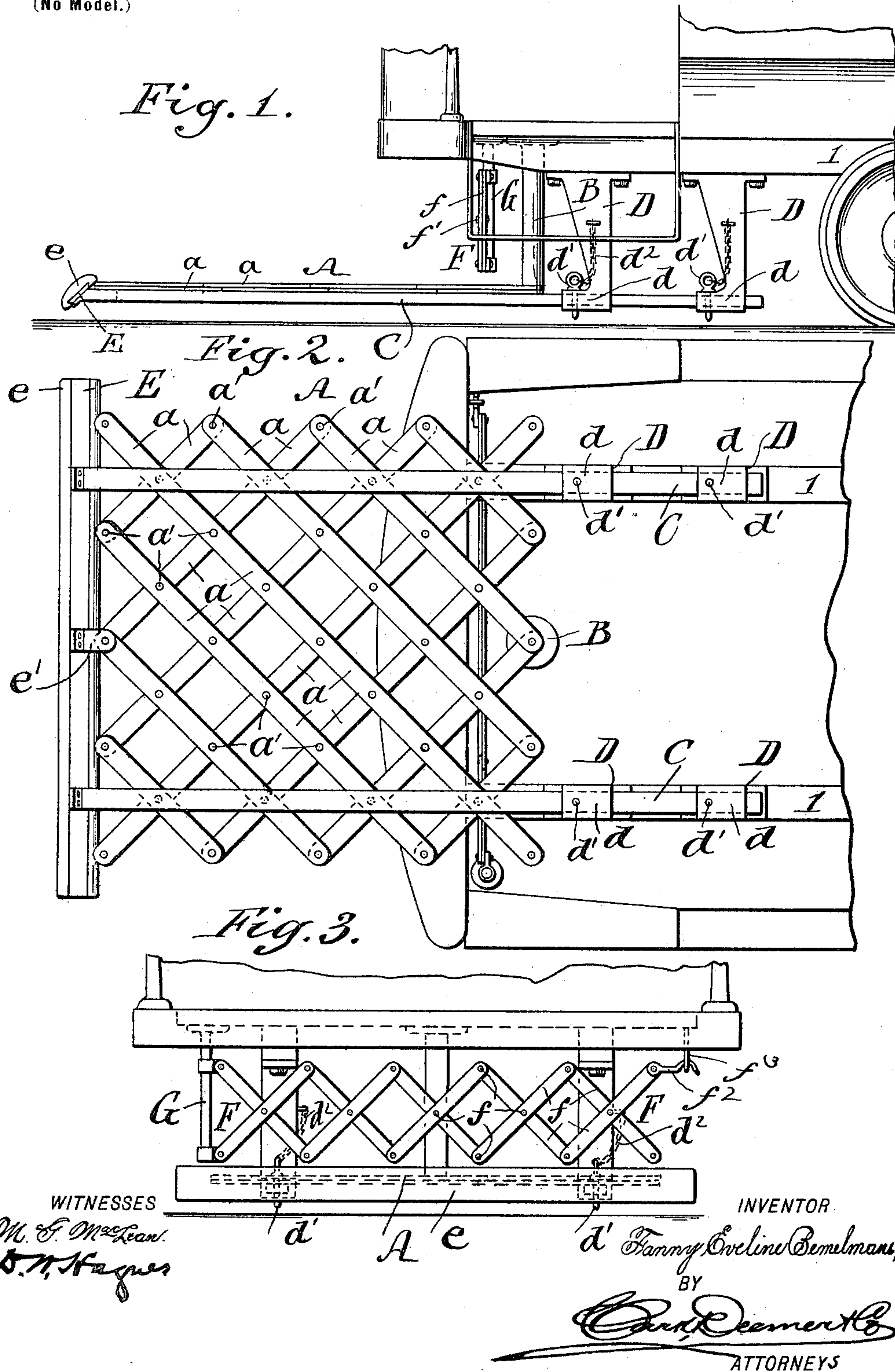
No. 626,480.

Patented June 6, 1899.

F. E. BEMELMANS.
CAR FENDER.

(Application filed Dec. 19, 1898.)

(No Model.)



UNITED STATES PATENT OFFICE.

FANNY EVELINE BEMELMANS, OF PHILADELPHIA, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 626,480, dated June 6, 1899.

Application filed December 19, 1898. Serial No. 699,629. (No model.)

To all whom it may concern:

Be it known that I, FANNY EVELINE BEMELMANS, a citizen of the United States, and a resident of Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters and figures of reference indicate corresponding parts.

This invention relates to improvements in car-fenders, the object thereof being to supply an efficient device of this class adapted to be folded beneath the car-platform when it is not in use.

The device is serviceable, light in weight, and inexpensive, and it is adaptable for attachment to any car of common construction. The invention will be hereinafter fully described, and specifically set forth in the annexed claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation of my improved fender, showing the same attached to the platform of a car. Fig. 2 is an inverted plan view, and Fig. 3 is a front elevation.

In the practice of my invention I employ a lattice-work structure A, constructed upon the lazy-tongs principle and comprising a series of cross-bars *a*, pivotally connected to each other by rivets *a'*. These said bars are composed of metal, and they are of a thickness sufficient to insure durability, while at the same time they are slightly resilient in order to withstand the strain of an impact without danger of injury to the general structure. This lattice-work is pivotally connected at its central rear section to a hanger B, which depends from the car-platform, and it rests upon longitudinal parallel rods C, which slide within boxes *d* of hangers D, depending from the car-platform and preferably secured to the longitudinal beams 1, forming part of the car. Connected to the outer ends of these said rods is a transverse plate E, which has a flexible cushion *e* upon the outer face thereof. This said plate is also secured to the central forward sections of the lattice-work by means of a rearwardly-projected lug or plate *e'*. As a means for locking the lattice-

work in its forward or extended position pins *d'* are provided. These said pins are connected to chains *d''*, depending from the hangers D, and they engage apertures leading through the boxes *d* and the rods C, thus permitting the said rods to be securely locked in position within the said boxes, as illustrated clearly by Fig. 1 of the drawings.

The invention further consists of a folding gate F, comprising a lattice-work similar to the body of the fender and composed of cross-bars *f*, connected to each other by means of rivets *f'*. One end of this said lattice-work engages a post G, which depends from one side of the car-platform, one end bar of the lattice-work being pivoted to a rigid projection on the bottom of the post G, the other end bar engaging a sliding collar adapted to move vertically upon said post, whereby the whole gate can be folded against the post when the fender is not in use.

The end of the gate opposite to the post G has a hook *f''* pivoted thereto, and this said hook engages an eye *f'''*, depending from the car-platform for the purpose of locking the gate in its open position, as shown in the drawings. This said gate acts as a means for preventing a body from being carried beneath the car-wheels after it is picked up by the fender.

The operation of this fender is similar to that of any other fender, with the exception that when it is not in use the fender is folded beneath the car, and in order to so fold the same it is simply necessary to remove the pins *d'* and fold up the lattice-work by pushing upon the same in a rearward direction.

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

1. A car-fender comprising a lattice-work body constructed upon the lazy-tongs principle and adapted to be folded beneath the car, said lattice-work being connected at its rear end to the car and at its front end to a transverse buffer and longitudinal rods connected to said buffer and supporting the lattice-work, said rods being slidable in boxes upon the car, substantially as shown and described.

2. A car-fender comprising a horizontal lattice-work body composed of a series of cross-bars pivotally connected to each other upon the lazy-tongs principle, and a framework

embodying longitudinal horizontal slidable rods supporting said lattice-work, said lattice-work being connected at its rear end with the car and at its front end with the frame-
5 work, and the said rods engaging boxes which depend from the car, and means for locking the rods in extended position within the said boxes, substantially as shown and described.

3. In a car-fender, the combination of a lattice-work body extended horizontally beneath
10 the car, the said body comprising a series of bars connected to each other upon the lazy-tongs principle, and depending supports for the said fender, said supports comprising
15 hangers and sliding rods, and a folding gate

extended transversely across the car to the rear of the said lattice-work body, the said gate comprising a series of bars connected to each other upon the lazy-tongs principle, and means for hanging the gate and for locking
20 the same in the extended or operative position, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 15th day of De-
25 cember, 1898.

FANNY EVELINE BEMELMANS.

Witnesses:

MARIE EVELINE BEMELMANS,
LOUISE P. BEMELMANS.