

No. 682,643.

Patented Sept. 17, 1901.

R. SALOMONE.
CAR FENDER.

(Application filed May 2, 1901.)

(No Model.)

2 Sheets—Sheet 1.

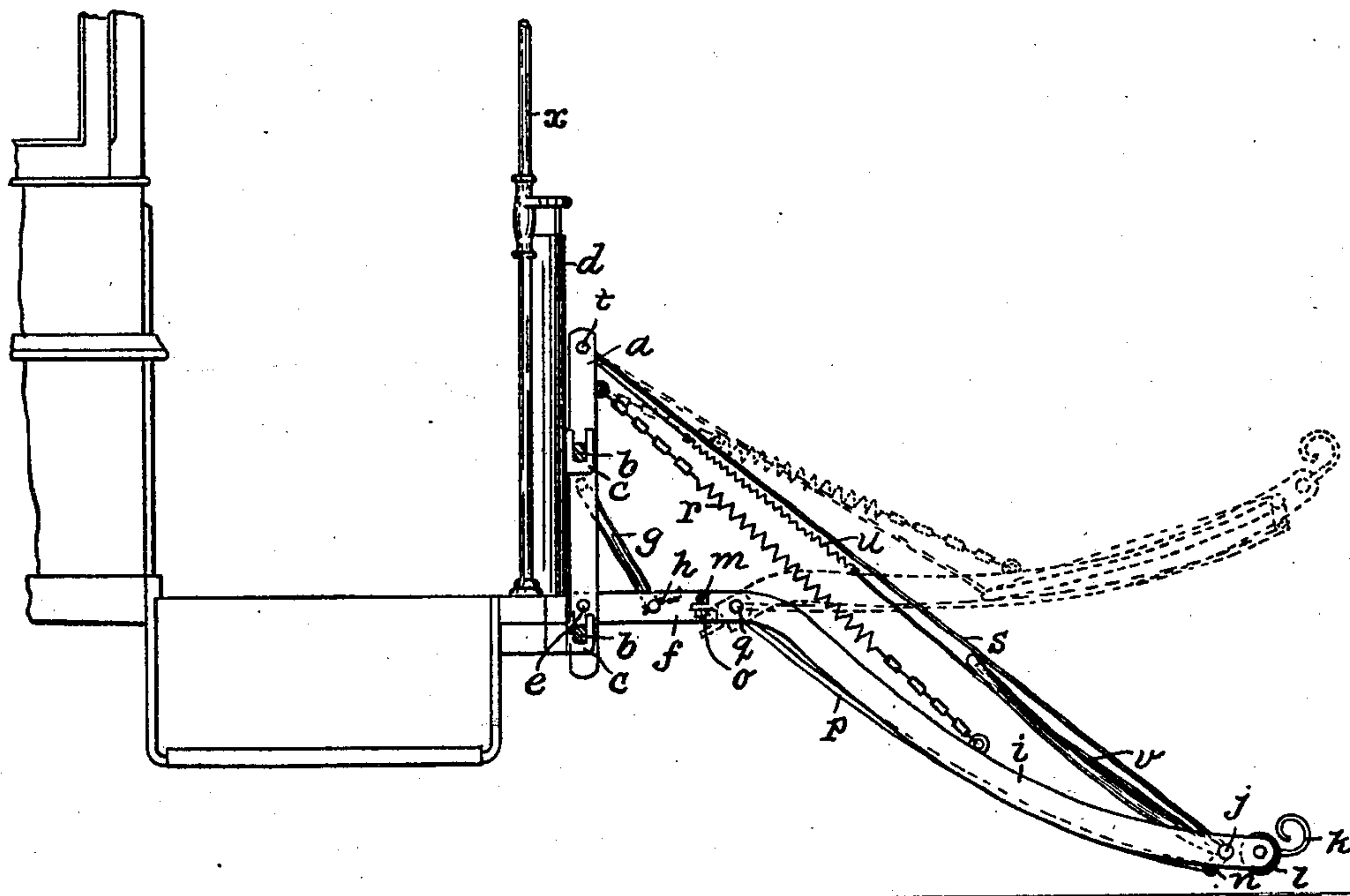


Fig. 1.

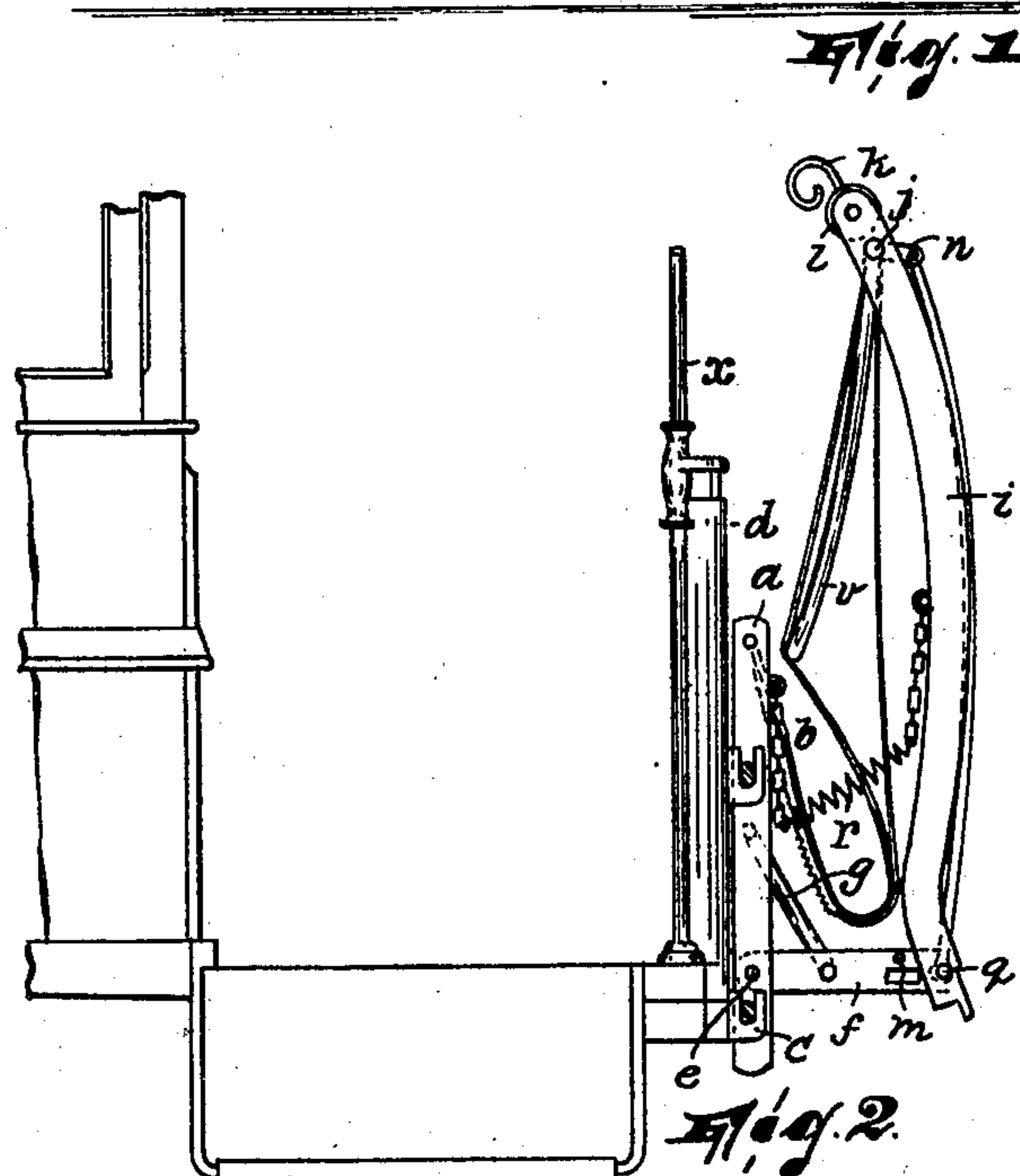


Fig. 2.

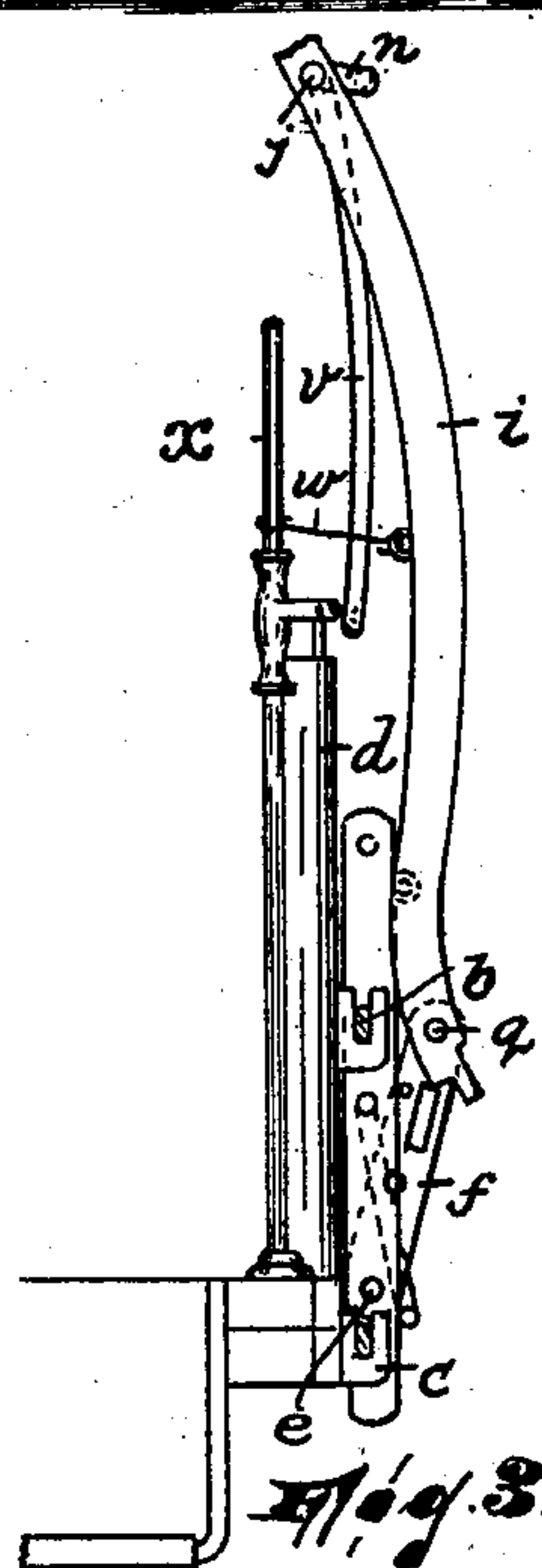


Fig. 3.

WITNESSES:

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INVENTOR,

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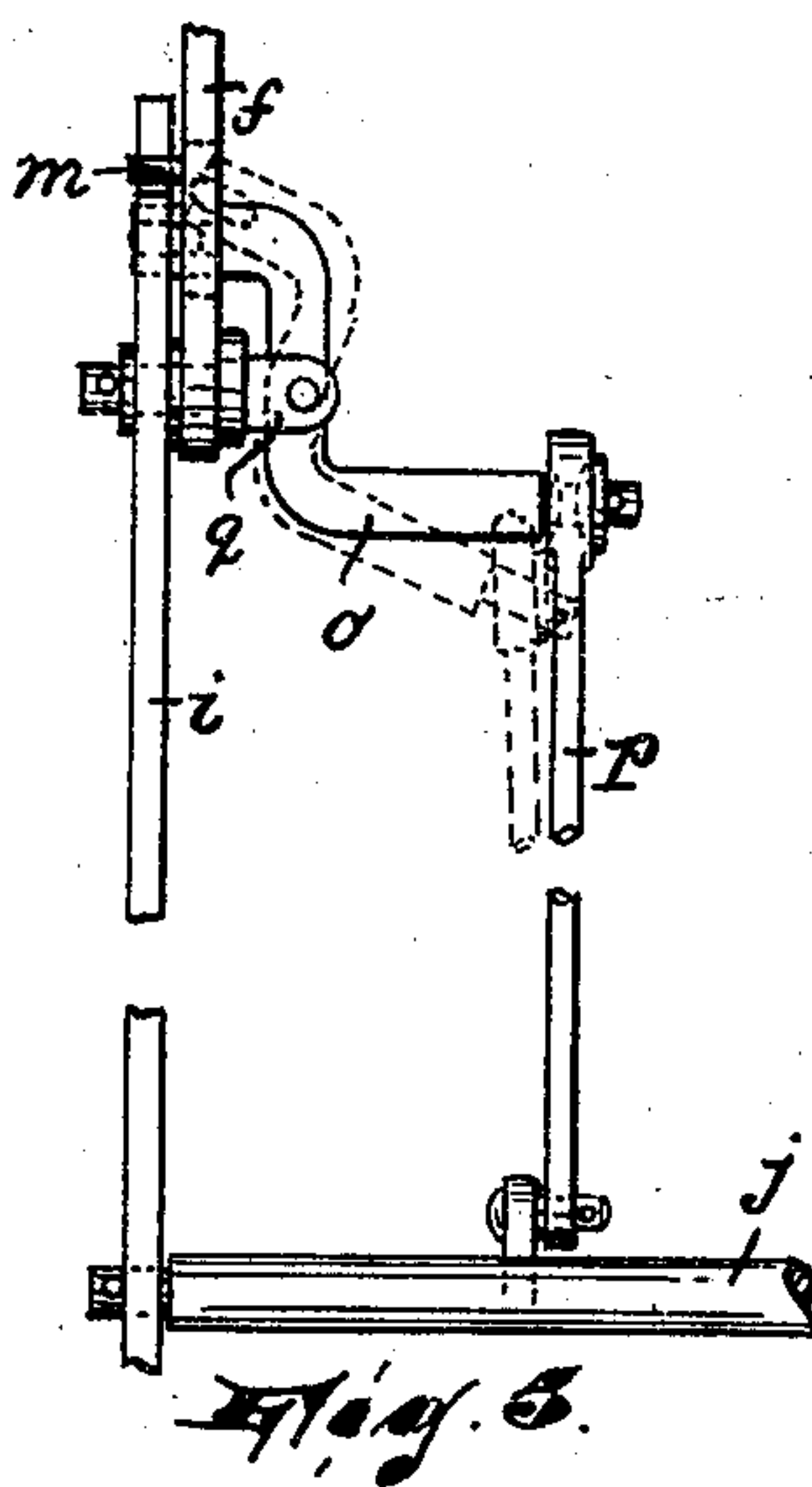
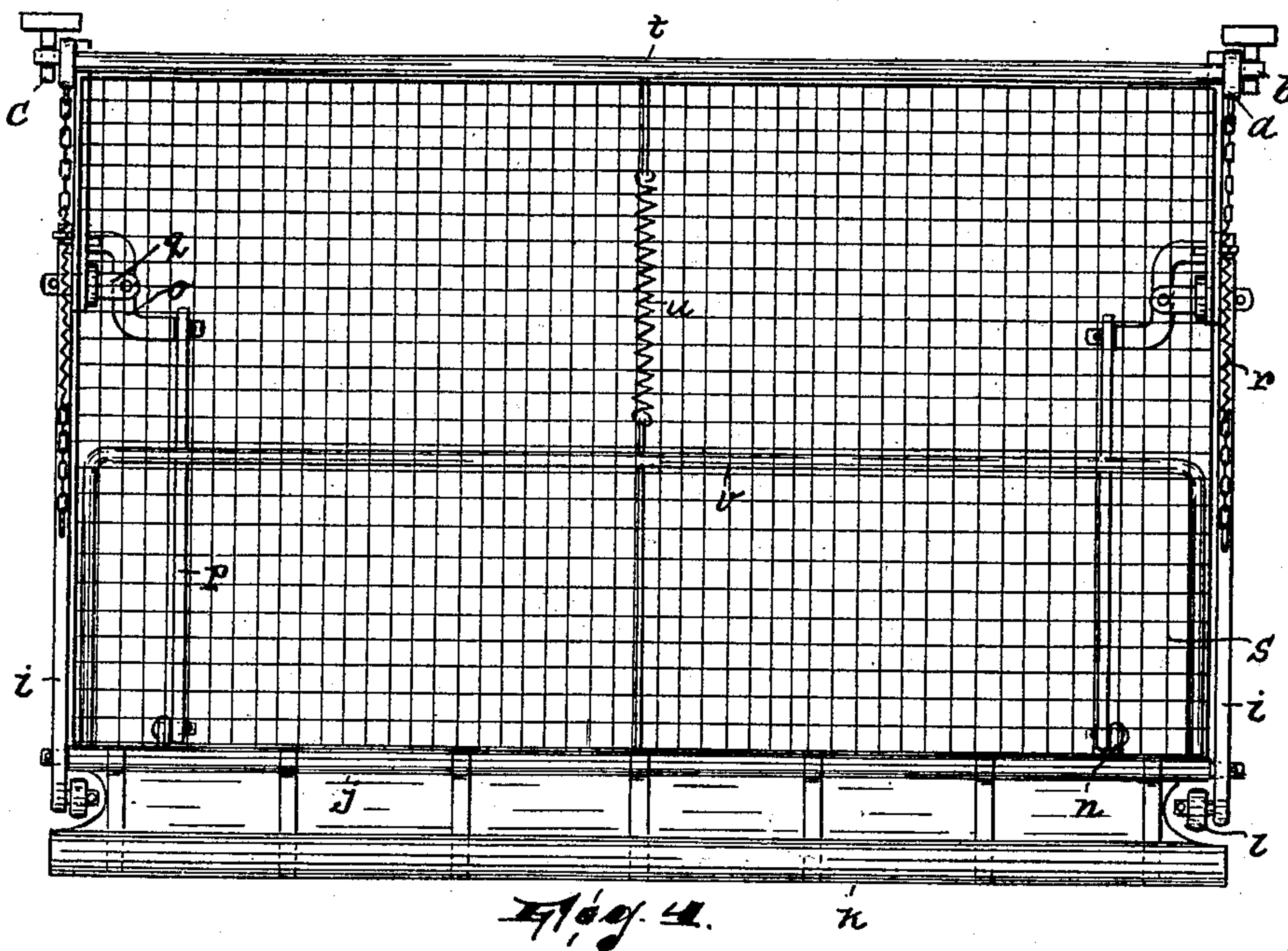
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2 Sheets—Sheet 2.



WITNESSES:

INVENTOR,

Wm. D. Bell.
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UNITED STATES PATENT OFFICE.

ROCCO SALOMONE, OF PATERSON, NEW JERSEY, ASSIGNOR OF ONE-HALF
TO THOMAS F. O'GRADY, OF SAME PLACE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 682,643, dated September 17, 1901.

Application filed May 2, 1901. Serial No. 58,428. (No model.)

To all whom it may concern:

Be it known that I, ROCCO SALOMONE, a citizen of the United States, residing in 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to car-fenders; and it has reference particularly to contrivances of this nature which are provided with means whereby when a body falls into the fender its outer or front portion will be automatically raised, so as to prevent the body falling out of the fender again.

The invention will be found fully illustrated in the accompanying drawings, wherein—

Figure 1 is a view in side elevation of my invention, showing the fender in operative position on the front of a car. Fig. 2 is a view similar to Fig. 1, but showing the fender folded up out of the way. Fig. 3 is a view similar to Fig. 2, except that it illustrates how the parts may be more compactly folded together. Fig. 4 is a top plan view of the invention as seen in Fig. 1; and Fig. 5 is a plan view of a portion of the invention, illustrating a detail.

In said drawings, *a* designates a frame having lateral projections *b*, which are adapted to seat in hooks *c*, whereby the frame is removably suspended from the front portion of the car *d*. In the lower portion of this frame, as at *e*, is pivoted another frame *f*. The frame *f* is normally sustained in the horizontal position, as seen in Fig. 1, by hangers *g*, pivoted to the frame *a*; but by removing cotter-pins *h*, with which said hangers are provided, said hangers may be withdrawn from engagement with the frame *f*, so that the latter may be folded up into the position shown in Fig. 3.

To the front portion of the frame *f* are pivoted the rear portions of levers *i*, which form the sides of the fender proper. The forward ends of these levers are connected by a shaft

j, arranged to turn in them. This shaft carries a buffer *k* of any suitable construction. The forward ends of the levers *i* also carry the usual rollers *l*. In order to sustain the levers in the position shown in Fig. 1, stops *m* on the frame *f* and taking against the tops of the rear portions of said levers are provided.

The shaft *j* carries cranks *n*, which are connected with bell-crank levers or pawls *o* by rods *p*, the said bell-crank levers or pawls being fulcrumed in pins *q*, which also constitute the fulcrums of the levers *i*. Normally the free ends of the pawls *o*, which penetrate the side portions of the frame *f*, extend beneath the rear ends of the levers *i*, as seen in Figs. 1 and 5.

r denotes springs which connect the levers *i* and the frame *a* at suitable points thereon and the tension of which is such that when the pawls *o* release the levers *i* the forward ends of the latter will be raised.

The usual net *s* is stretched between a rod *t* of the frame *a* and the shaft *j*. In order to prevent the net sagging too much in the middle portion thereof, a spring *u*, also stretched between said rod and shaft underneath the net, may be employed.

The shaft *j* carries a lever-like U-shaped frame *v*, which projects rearwardly therefrom underneath the net.

In view of the foregoing description it will be understood that when a body is struck by the fender and falls into the net engaging the frame *v* it will act to turn the shaft *j*, which through the rods *p* will withdraw the ends of the pawls *o* out of engagement with the rear ends of the levers *i*, which will then be free to elevate under the action of the springs *r*. *w* denotes simply hooks carried by the levers *i* and adapted to engage uprights *x* on the car to hold the fender in the position shown in Fig. 3.

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

In a car-fender, the combination, with a stationary frame adapted to be secured to the car, of another frame pivoted in said stationary frame, hangers detachably connect-

ing said frames and adapted to sustain the
pivoted frame in operative position, the fen-
der proper fulcrumed in said pivoted frame,
springs connecting said fender and the sta-
5 tionary frame and normally tending to raise
the outer end of said fender, pivoted pawls
engaging the pivoted frame and fender and
normally acting to hold the fender in lowered
position, another frame fulcrumed in the
10 outer portion of said fender, and operative

connection between said fulcrumed frame
and the pawls, substantially as described.

In testimony that I claim the foregoing I
have hereunto set my hand this 15th day of
April, 1901.

ROCCO SALOMONE.

Witnesses:

JOHN W. STEWARD,
ROBERT J. POLLITT.