

No. 702,484.

Patented June 17, 1902.

W. B. ROHMER.

CAR FENDER.

(Application filed Nov. 30, 1901.)

(No Model.)

2 Sheets—Sheet 1.

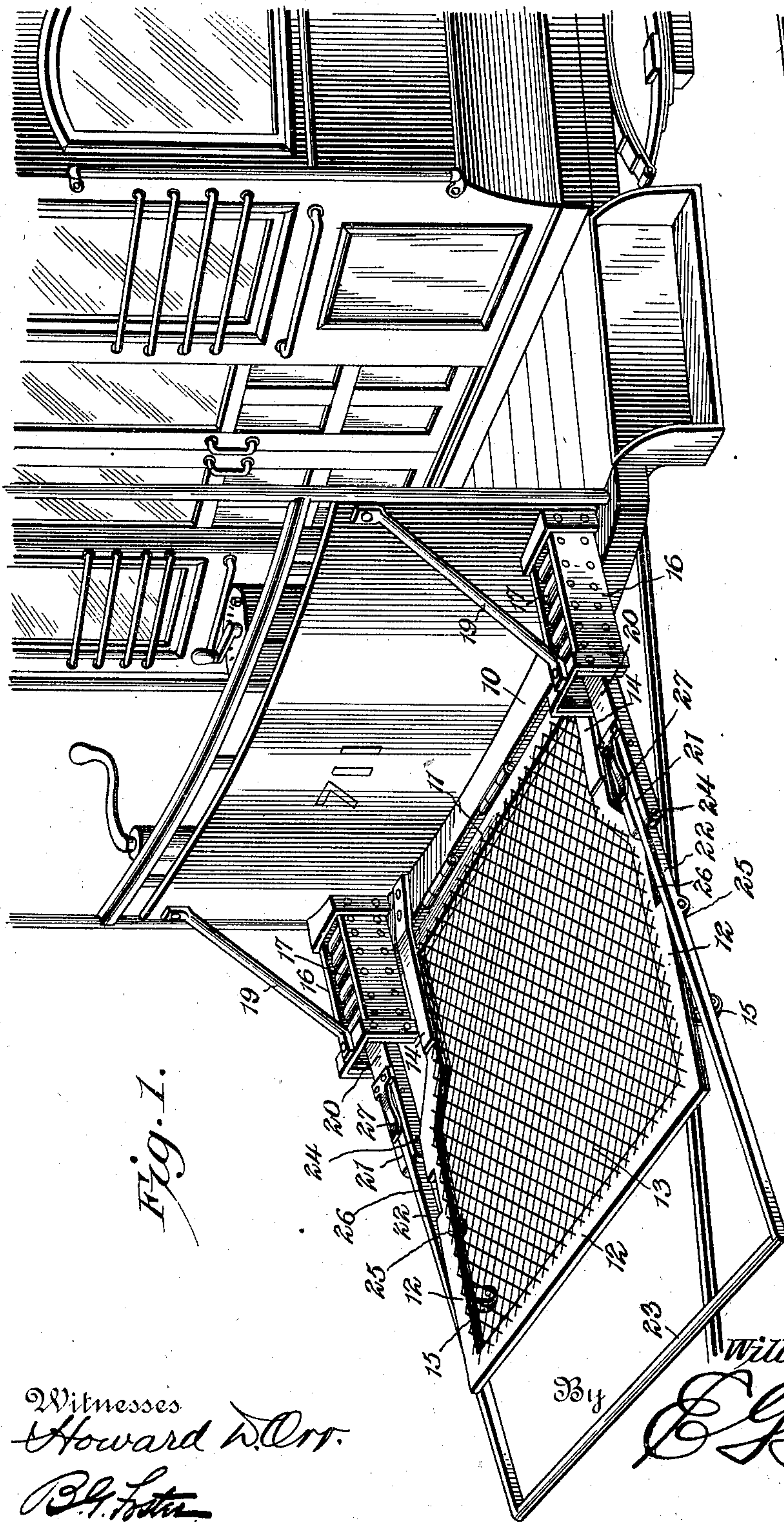


Fig. 1.

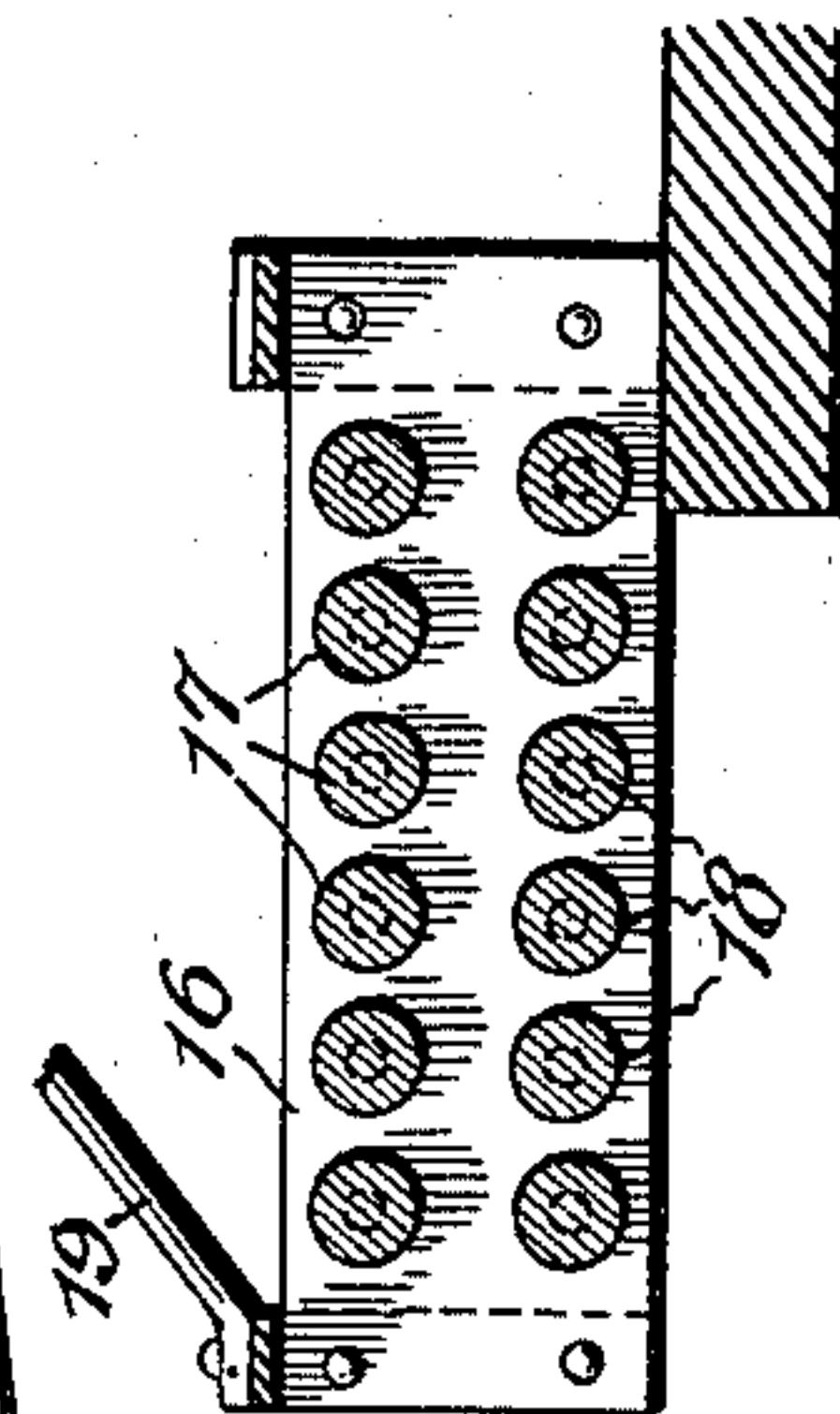


Fig. 3.

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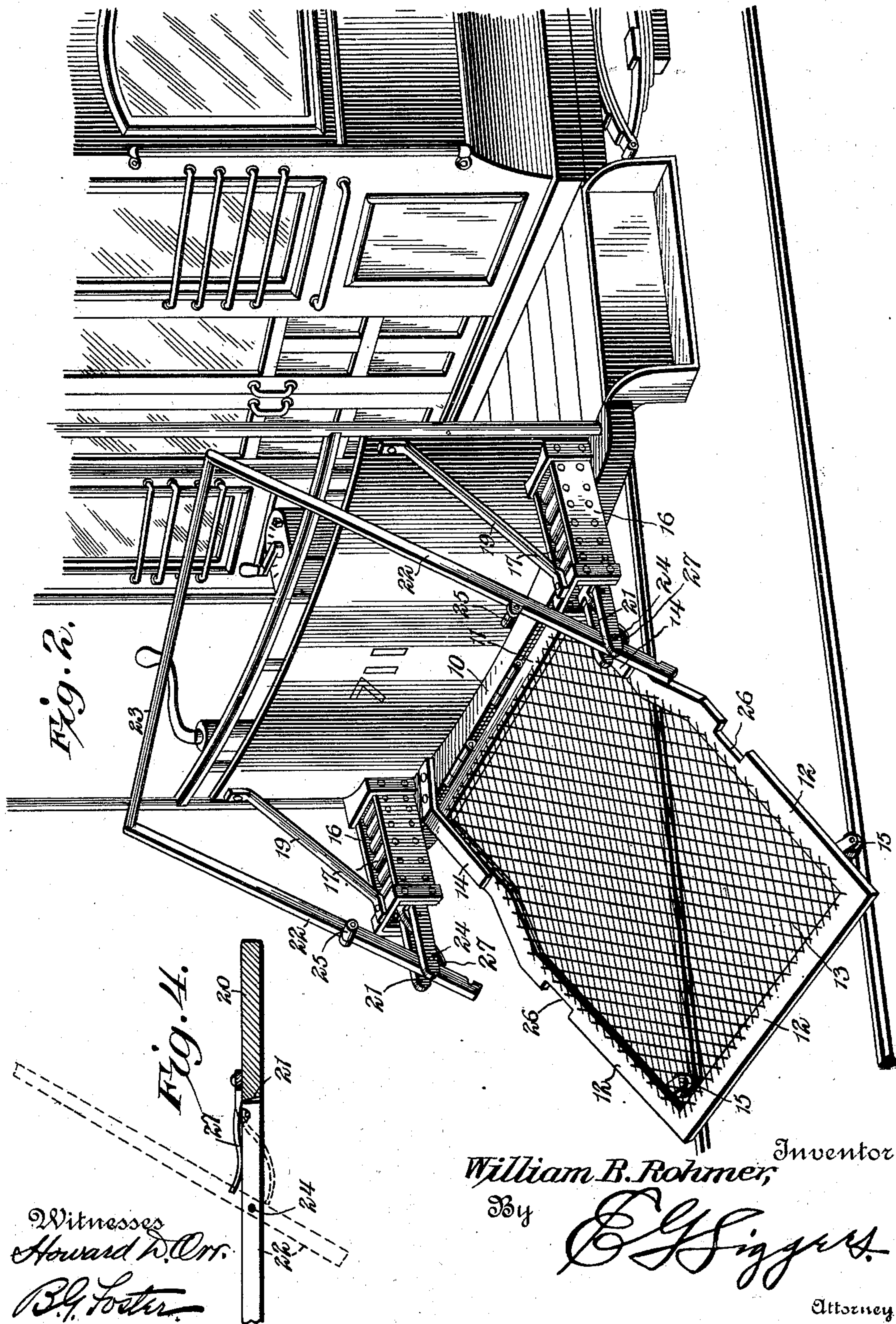
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UNITED STATES PATENT OFFICE.

WILLIAM BELL ROHMER, OF BAY ST. LOUIS, MISSISSIPPI.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 702,484, dated June 17, 1902.

Application filed November 30, 1901. Serial No. 84,262. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BELL ROHMER, a citizen of the United States, residing at Bay St. Louis, in the county of Hancock and State of Mississippi, have invented a new and useful Car-Fender, of which the following is a specification.

The present invention relates to car-fenders; and the object thereof is to provide a fender which, though normally raised sufficiently to be out of contact with the road, will be automatically and instantly lowered by coming into contact with a person upon the track, thereby insuring the picking up of such person and obviating any danger of his passing beneath the fender, and consequently the wheels.

The particularly important feature of the invention relates to the means for tripping or releasing the catch member of the fender, said means being so constructed and arranged that it will be quickly and easily operated by coming into contact with a person in dangerous proximity to the car and will immediately be moved out of the way as soon as it has performed its proper functions.

In the accompanying drawings the preferred embodiment of the invention is fully illustrated, and the construction and operation of said embodiment are described in the following specification.

It will of course be understood that such slight changes and modifications may be made from the construction as the scope of the appended claims will permit.

In the drawings, Figure 1 is a perspective view of a fender constructed in accordance with the invention and shown in its normal position. Fig. 2 is a perspective view of the same, showing the positions of the several elements after the catch member has been released. Fig. 3 is a vertical longitudinal sectional view through one of the boxes of the support for the catch member. Fig. 4 is a detail sectional view of the connections between two of the supporting-sections.

Similar numerals of reference designate corresponding parts in all the figures of the drawings.

In carrying out the invention a fastening-plate 10 is provided, which is designed to be secured to the platform of the car in front of

the dashboard or it may be so constructed as to be secured directly to said dashboard. To this plate is hinged a downwardly-swinging catch member 11, comprising outer frame-bars 12 and a suitable netting 13 secured to said bars. This catch member is urged downwardly by a pair of flat metal springs 14, secured to the fastening-plate 10 and bearing upon the side frame-bars 12. It is furthermore provided on its under side with suitable rollers 15, that are located a short distance in rear of the front edge of said catch member and rest upon the tracks when it is lowered. Under normal conditions the catch member is elevated a short distance above the track or road, and for this purpose a support is provided as follows: Boxings 16 are secured to the ends of the fastening-plate 10 and are provided with upper and lower sets of rollers 17 and 18, these boxings being preferably strengthened by braces 19, secured at their upper ends to the dashboard of the car. Suitably mounted between the upper and lower sets of rollers are sections 20, the outer ends of which are bifurcated, as 21. A trip-section comprising side arms 22, connected by an actuating-rod 23, is pivoted to the slidable sections 20, the rear ends of the side arms 22 being located in the bifurcated portions of the sections 20 and connected thereto by pivot-bolts 24. It will be seen that the trip-section surrounds the catch member and the actuating-bar 23 is movable toward and from the front end of the same. Rollers 25 are journaled on the opposing inner sides of the arms 22 and normally engage beneath the side bars 12 of the catch member, said bars being provided with notches 26 to permit the placing and also the release of said rollers from beneath the guide-bars. Springs 27 are secured to each of the slidable sections 20 and bear upon the inner ends of the side bars 22, which project into the bifurcated portions of said sliding sections.

When the fender is in normal position, the catch member is held a short distance above the track by the support, as above described, the rollers 25 being located beneath the side bars 12 of the catch member and just in front of the notches 26 in said bars. The actuating-bar 23 will therefore be spaced a slight distance in front of the adjacent end of the

catch member. Should the car approach close enough to a person standing upon the track to bring the actuating-rod 23 into contact with said person, it will be seen that the support will be moved rearwardly until the rollers 25 aline with the notches 26, whereupon the springs 27, bearing upon the inner ends of the side arms, will elevate the trip-section, and at the same time the springs 14, acting upon the catch-section, will depress the same so as to bring it down upon the track, and thereby in proper position to pick up the person actuating the trip. To reset the fender, it is only necessary for the motor-man or conductor to lower the trip-section, pass the rollers through the notches 26, and slide the support outwardly a short distance, thereby bringing the several elements to their first-mentioned position.

By this construction an exceedingly simple fender is provided which is supported a sufficient distance above the track to be out of the way of the usual obstructions which might injure it, but is automatically dropped when brought into contact with a person in close proximity to the front of the car. The trip is extremely delicate in operation because of its frictionless supports and its roller engagement with the catch member.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

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

1. In a car-fender, the combination with a downwardly-movable catch member, of a support for normally holding the catch member in elevated position, said support comprising a slidably-mounted section, and a trip-section hinged to the slidably-mounted section and having a detachable engagement with the catch member to normally support the same.

2. In a car-fender, the combination with a downwardly-movable catch member, of a support for normally holding the catch member in elevated position, said support comprising a slidably-mounted section, a trip-section hinged to the slidably-mounted section and having a detachable engagement with the catch member to normally support the same, and a spring carried by one section and engaging the other to automatically elevate the trip-section when it is detached from the catch member.

3. In a car-fender, the combination with a downwardly-movable catch member, of a sup-

port for normally holding the catch member in elevated position, said support comprising a slidably-mounted section, a trip-section hinged intermediate its ends to the slidably-mounted section and having a detachable engagement with the catch member to normally support the same, and a spring carried by the slidably-mounted section and engaging the inner end of the trip-section to automatically elevate the latter when it is detached from the catch member.

4. In a car-fender, the combination with a downwardly-movable catch member, of a support for normally holding the catch member in elevated position, said support comprising a boxing provided with spaced sets of rollers, a section slidably mounted at its inner end between the sets of rollers and having its outer end bifurcated, a trip-section hinged intermediate its ends in the bifurcated end of the slidable section and having a detachable engagement with the catch member to normally support the same, and a spring carried by the slidable member and bearing upon the inner end of the trip-section to elevate the same when it is detached from the catch member.

5. In a car-fender, the combination with a fastening-plate arranged to be secured to the front portion of a car, of a downwardly-movable catch member hinged to the plate, a spring carried by the plate and bearing upon the catch member to move the latter downwardly, and an upwardly-swinging rearwardly-movable support having a portion extending in front of the catch member, said support having a detachable engagement with the catch member.

6. In a car-fender, the combination with a fastening-plate arranged to be secured to the front portion of a car, of a downwardly-movable catch member hinged to the plate, a spring carried by the plate and bearing upon the catch member to move the latter downwardly, and an upwardly-swinging rearwardly-movable support comprising boxings mounted upon the ends of the fastening-plates, sections slidably mounted in the boxings, a trip-section extending around in front of the catch member and hinged to the slidable section, said trip-section carrying rollers that detachably engage the catch member, and springs mounted upon the slidable sections and bearing against the trip-section to elevate the latter when detached from the catch member.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM BELL ROHMER.

Witnesses:

H. M. GRAHAM,
ALBERT J. CARVER.