No. 815,926. PATENTED MAR. 20, 1906.

B. LEV.

AUTOMATIC CAR FENDER.

APPLICATION FILED JULY 18, 1904.

FIG. 1.

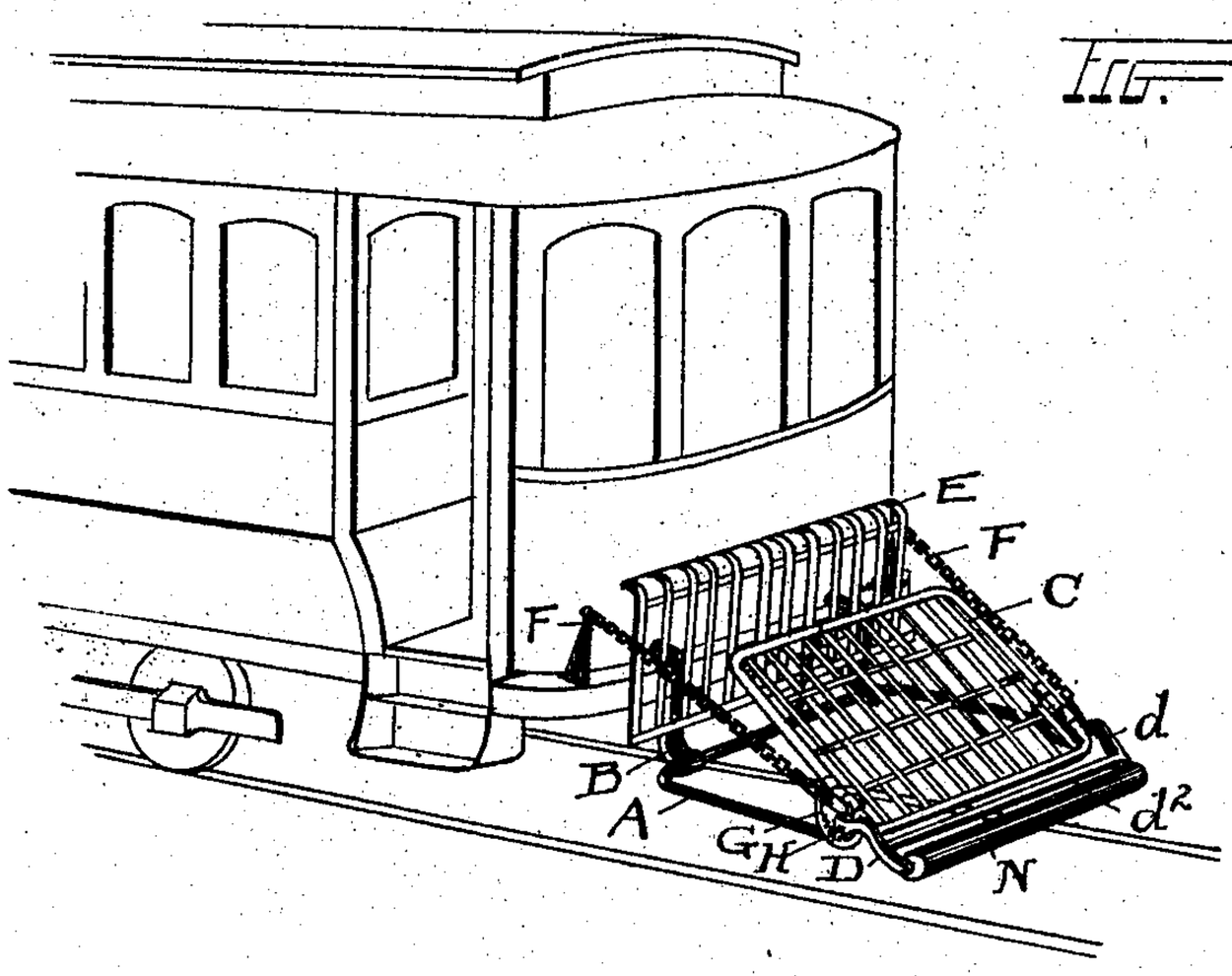


FIG. 2

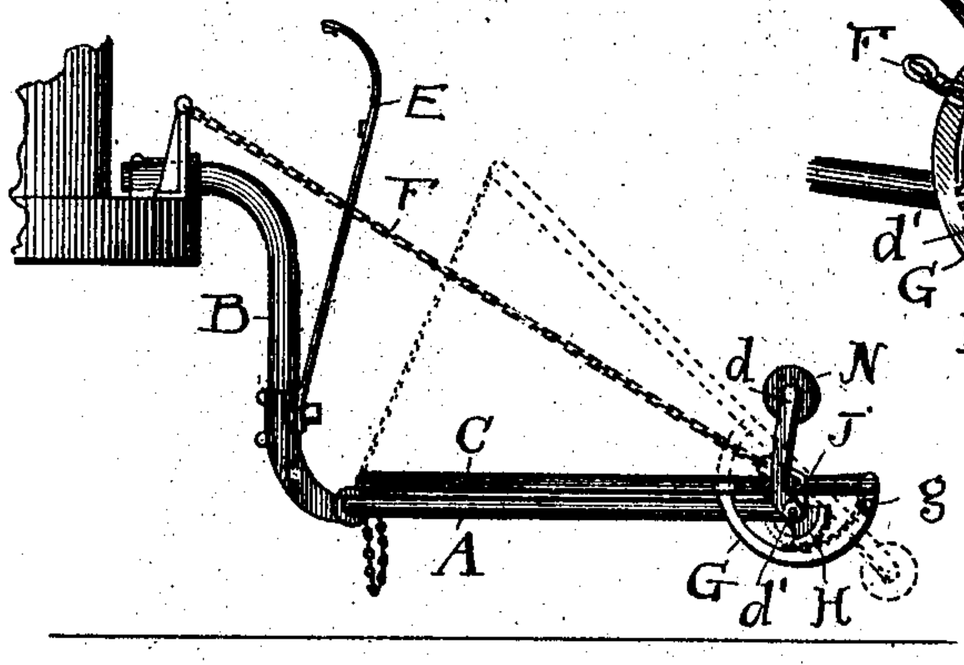
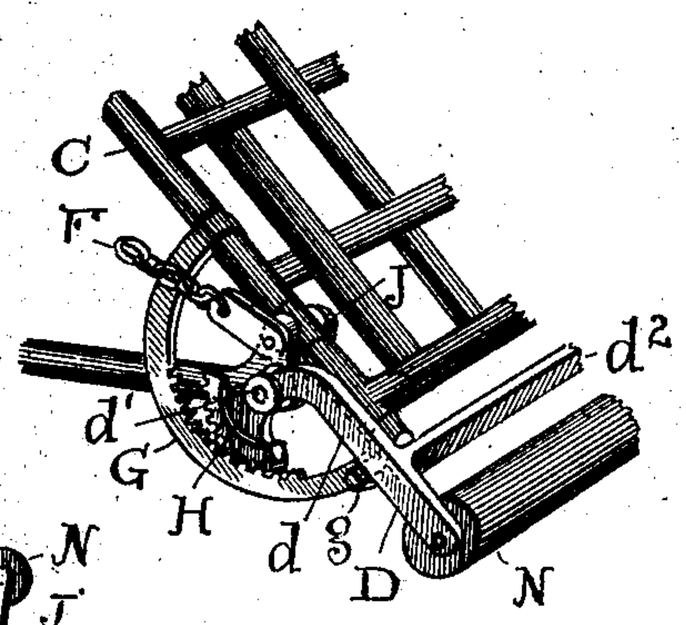


FIG. 3.



WITNESSES:

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AUTOMATIC CAR-FENDER.

No. 815,926. Specification of Letters Patent. Patented March 20, 1906.

Application filed July 18, 1904. Serial No. 217,030.

To all whom it may concern:

Be it known that I, BENJAMIN LEV, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Automatic Car-Fenders; and I do declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in automatic car-fenders; and the invention consists in the construction of the fender mechanism, substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of a car and my improved fender mechanism thereon. Fig. 2 is a side elevation of the said mechanism and a fragment of the car supporting the same; and Fig. 3 is a perspective view of a portion of said mechanism, showing especially the automatic parts at one side thereof.

The main object of the invention thus shown is to automatically tilt the roller or tripping member of the fender into a substantially vertical position when the fender-carrier is reversed, so as to throw up a front guard across the carrier and protect any one who is picked up by the carrier and prevent their being thrown forward off the same by reaction from the fender-spring or buffer.

To these ends the said mechanism comprises a suitable supporting-frame A, hangers B, carrier C, spring-frame or buffer E, stay-chains F for said parts, and a roller or tripper-frame D at the front of the carrier. No novelty especially is claimed for any of these parts in themselves except the carrier and the tripper at the front thereof and the means whereby the said tripper is thrown up or rotated into protecting position, as seen in Fig. 2, when the said frame C is turned down at the rear, as in said figure. This interposes a barrier at the front of the carrier, so that a picked-up body will be detained thereon and cannot roll or be thrown out over the front of the carrier, and the means for bringing the frame D into such protecting position or relation consist in a segment G, fixed rigidly to the sides of frame C and hanging beneath the same and provided with teeth on its inside, and a sector H, rigid upon the side arms *d* of the frame D beneath their pivots *d'* on the supporting-frame A and in mesh with segment G. A stop *g* on segment G prevents the dropping of frame D below its proper working level and keeps the arms of said frame substantially in line with the sides of frame C when the parts are in normal position.

The carrier C is pivoted on brackets J on the front ends of the frame A and at such elevation above frame A as to fold thereon relatively as seen in Fig. 3, thus bringing the carrier into substantially horizontal position when it is reversed, as in Fig. 2. The chains F connect with said brackets at their front ends and are suitably supported on the car at their rear ends, as usual.

A roller N or equivalent tripping device may be used in connection with frame D, and the said frame is constructed in like manner upon both sides of the fender and has a cross connecting bar or rod d^2 rigidly uniting the sides thereof. Connection between said frame D and the carrier through the two parts G and H is positive, and the position of the carrier determines the position of said frame. Hence it follows that instantly when a person has been tripped and thrown upon the carrier the tripping-frame changes both its position and character and becomes a life-guard or protector across the front of the carrier. Thus it remains until the body or weight has been removed from the carrier, when the carrier and said device D are thrown again into normal position.

Any mechanism which will automatically and positively move the tripper or tripping device or frame from one position to the other with the movements of the carrier and through the carrier as the prime cause of such movements is considered as within the scope of this invention and the claims herein.

What I claim is—

1. In car-fenders, a suitable support and a carrier adapted to tilt thereon, a tripping device at the front of said carrier and positive mechanism between said parts constructed to move said device into a guarding position across the front and top of the carrier when the carrier drops at its rear, said mechanism comprising means to tilt the said tripping device on its pivots.

2. In car-fenders, a carrier and a tripping device at its front and a support on which said parts are separately pivoted, and automatic mechanism for actuating said device having its controlling member rigid with said carrier, substantially as described.

3. In car-fenders, a carrier and a tripping device and a support on which said parts are pivoted, a toothed segment on the side of the carrier and a toothed sector on said tripping device engaging said segment, whereby the tripping device is rotated by the carrier, substantially as described.

4. In car-fenders, a pivoted carrier and a spring-buffer behind the same, in combination with a pivoted tripping device in front of said carrier and means to rotate said device on its pivots comprising toothed parts meshing with each other, substantially as described.

5. In car-fenders, a pivoted carrier and segments on the sides thereof, a tripping device pivoted beneath the pivots of said carrier and having sectors in mesh with said segments, and stops to limit the drop of said tripping device, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

BENJAMIN LEV.

Witnesses:
R. B. MOSER,
C. A. SELL.