

No. 817,107.

PATENTED APR. 3, 1906.

F. S. FEARRINGTON.
LIFE NET.

APPLICATION FILED DEC. 20, 1904.

2 SHEETS—SHEET 1.

Fig. 1.

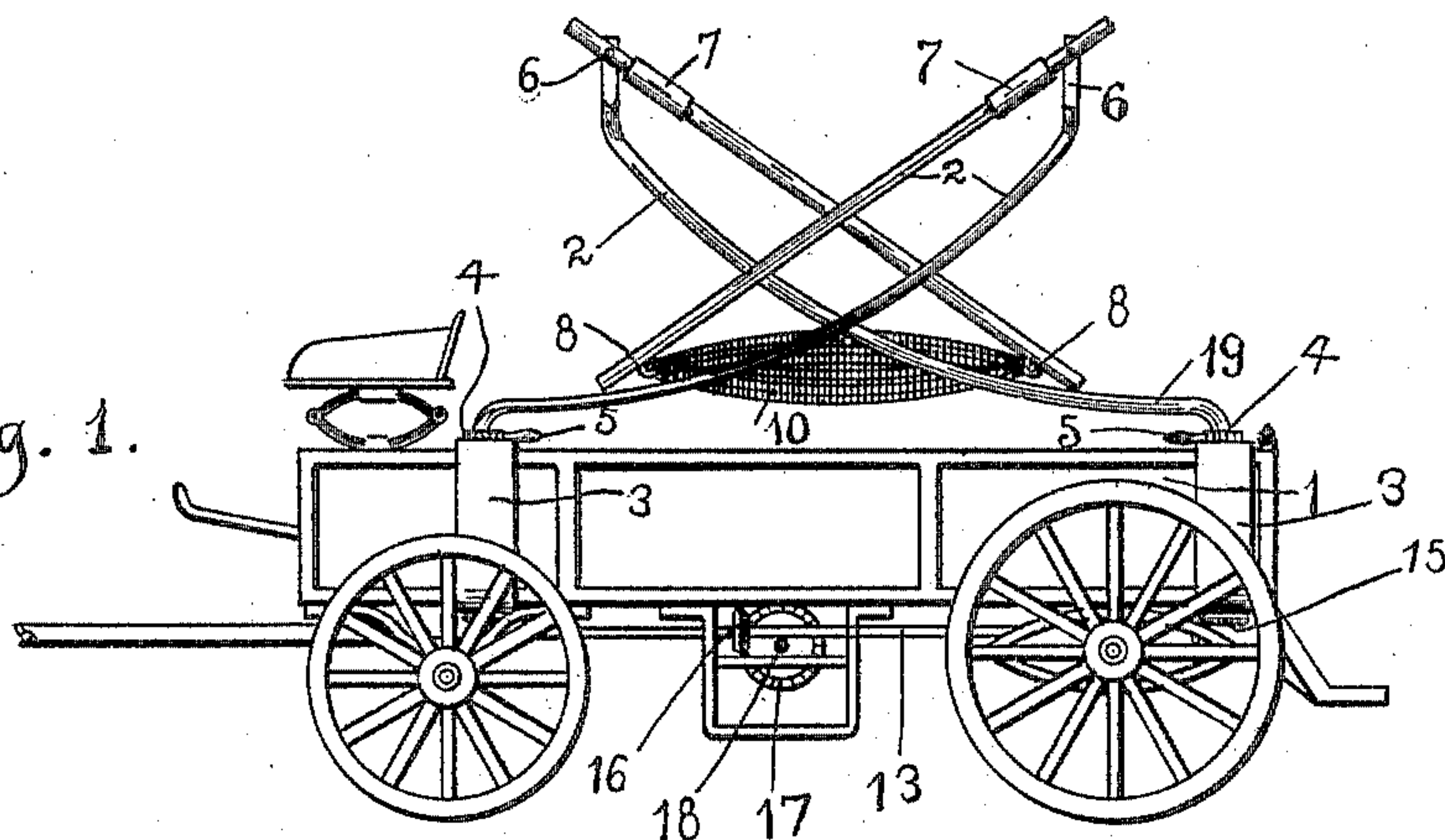
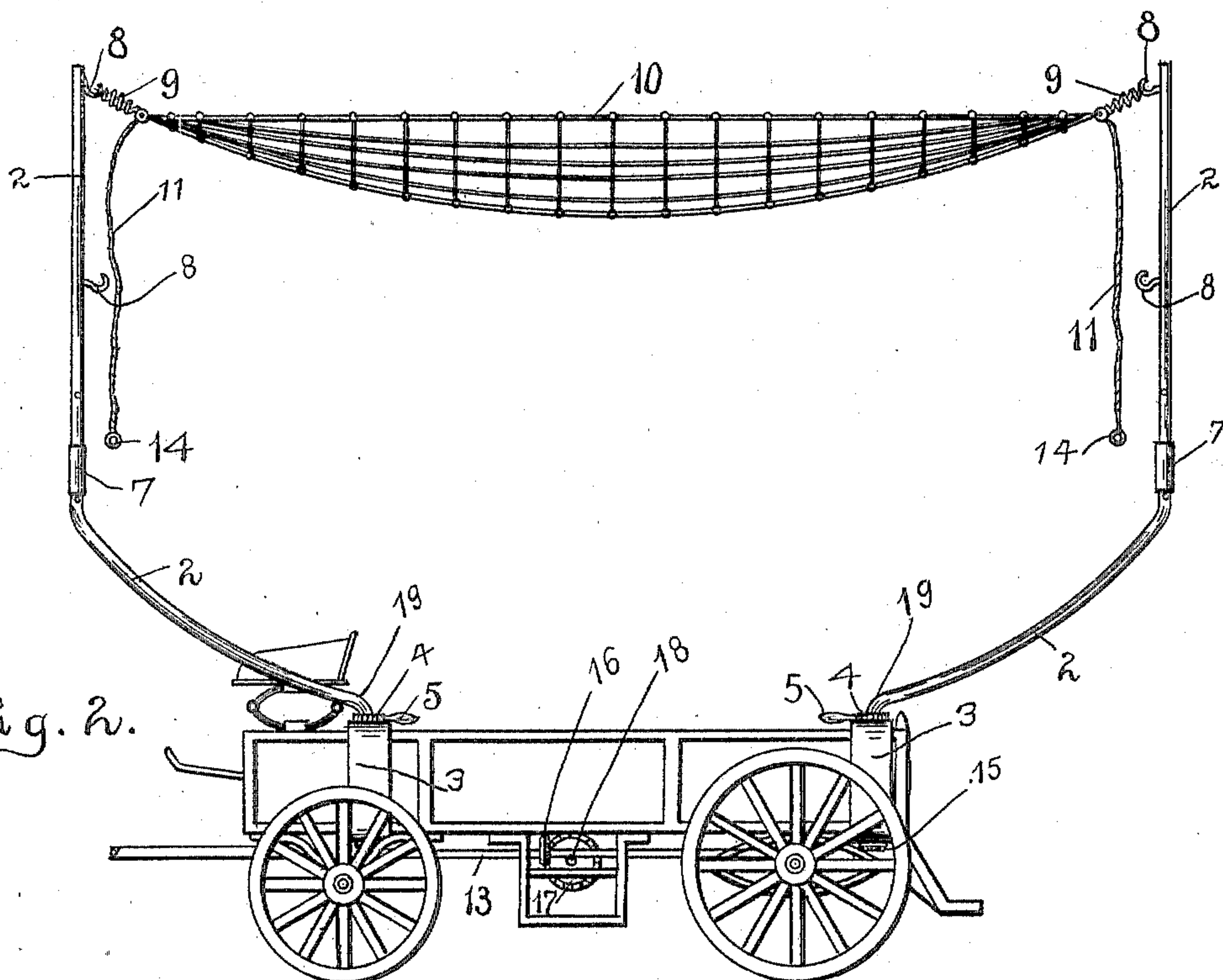


Fig. 2.



Witnesses
R. F. Tomick
H. R. Hammond

Fred S. Fearrington
Inventor

By *W. H. Knight* Attorneys

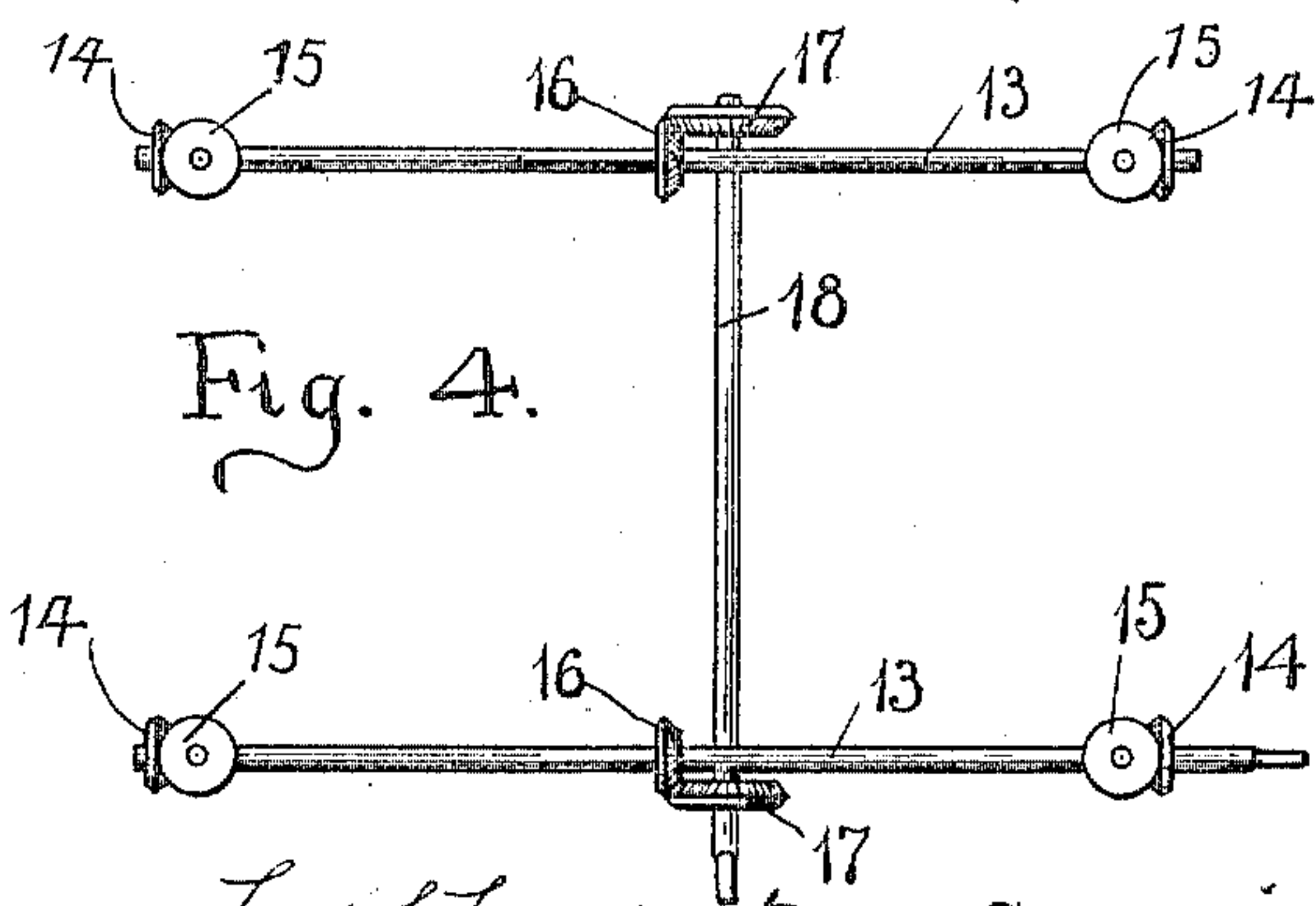
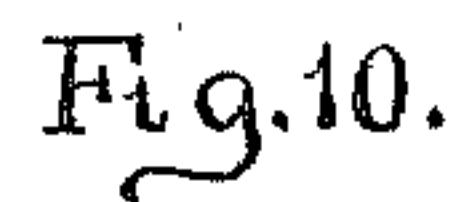
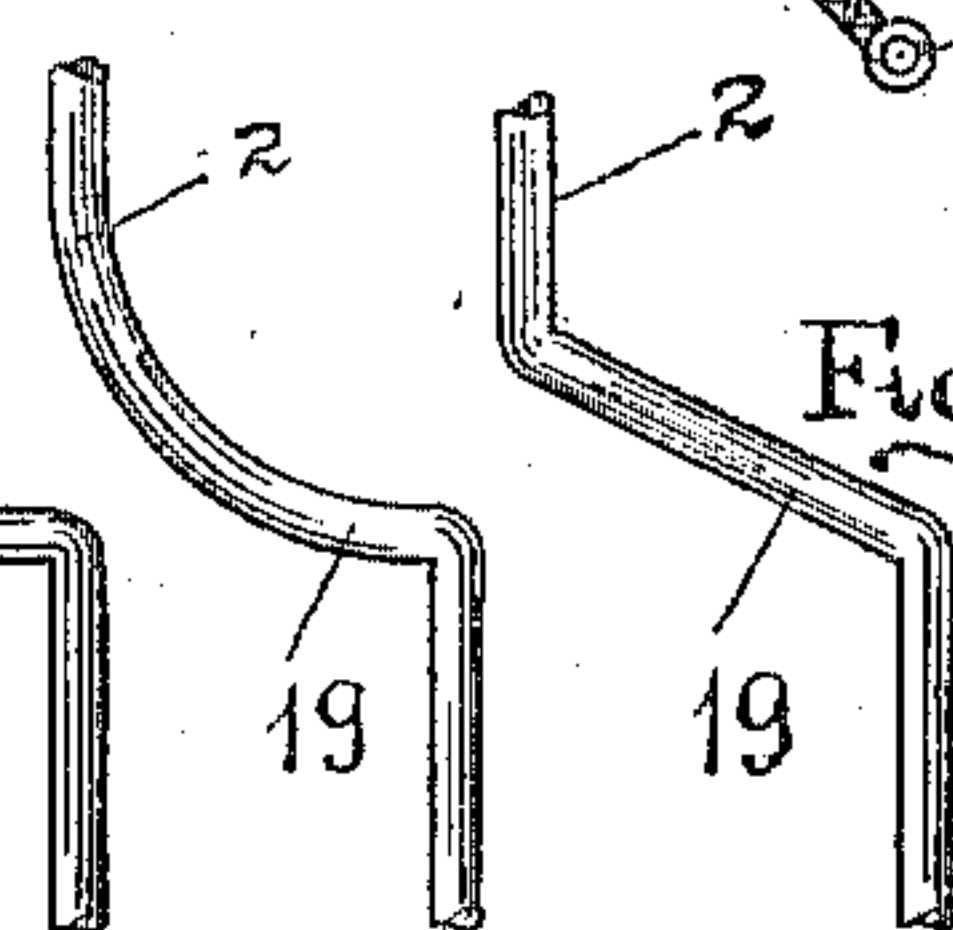
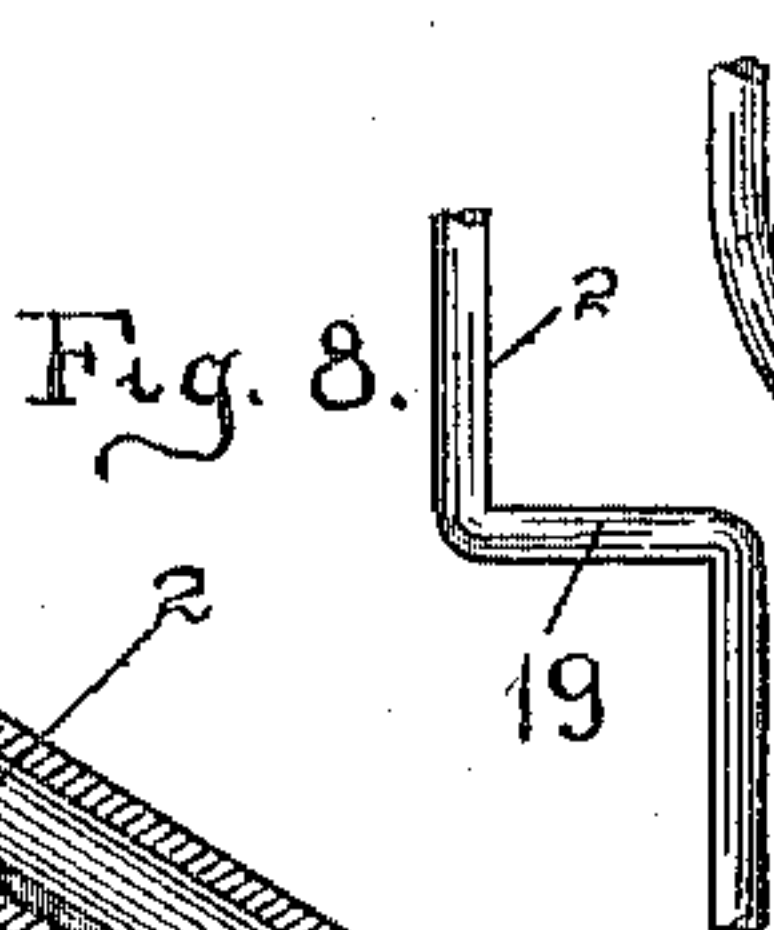
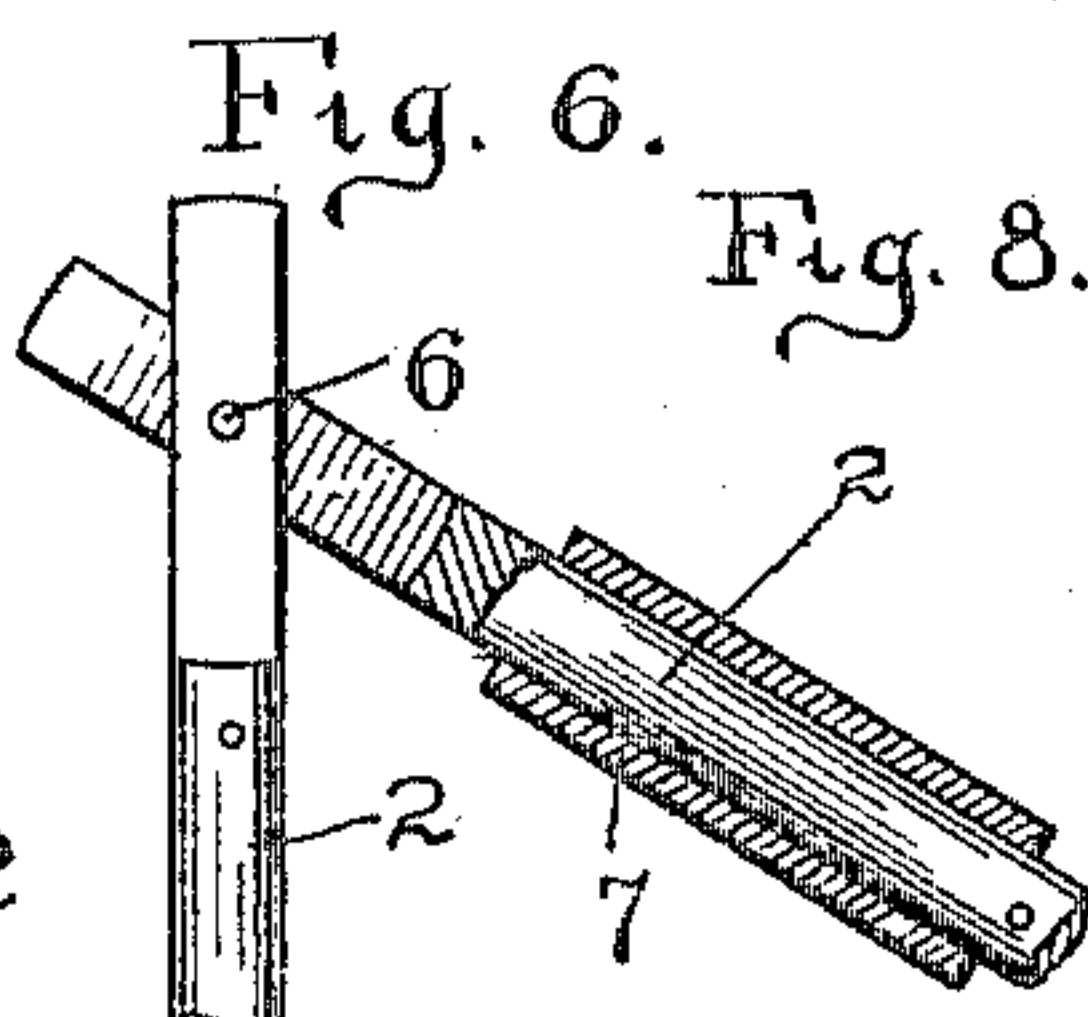
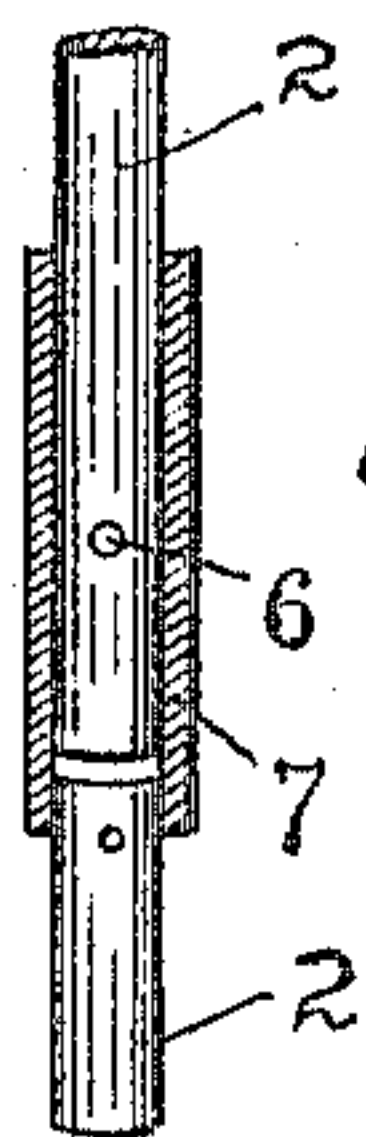
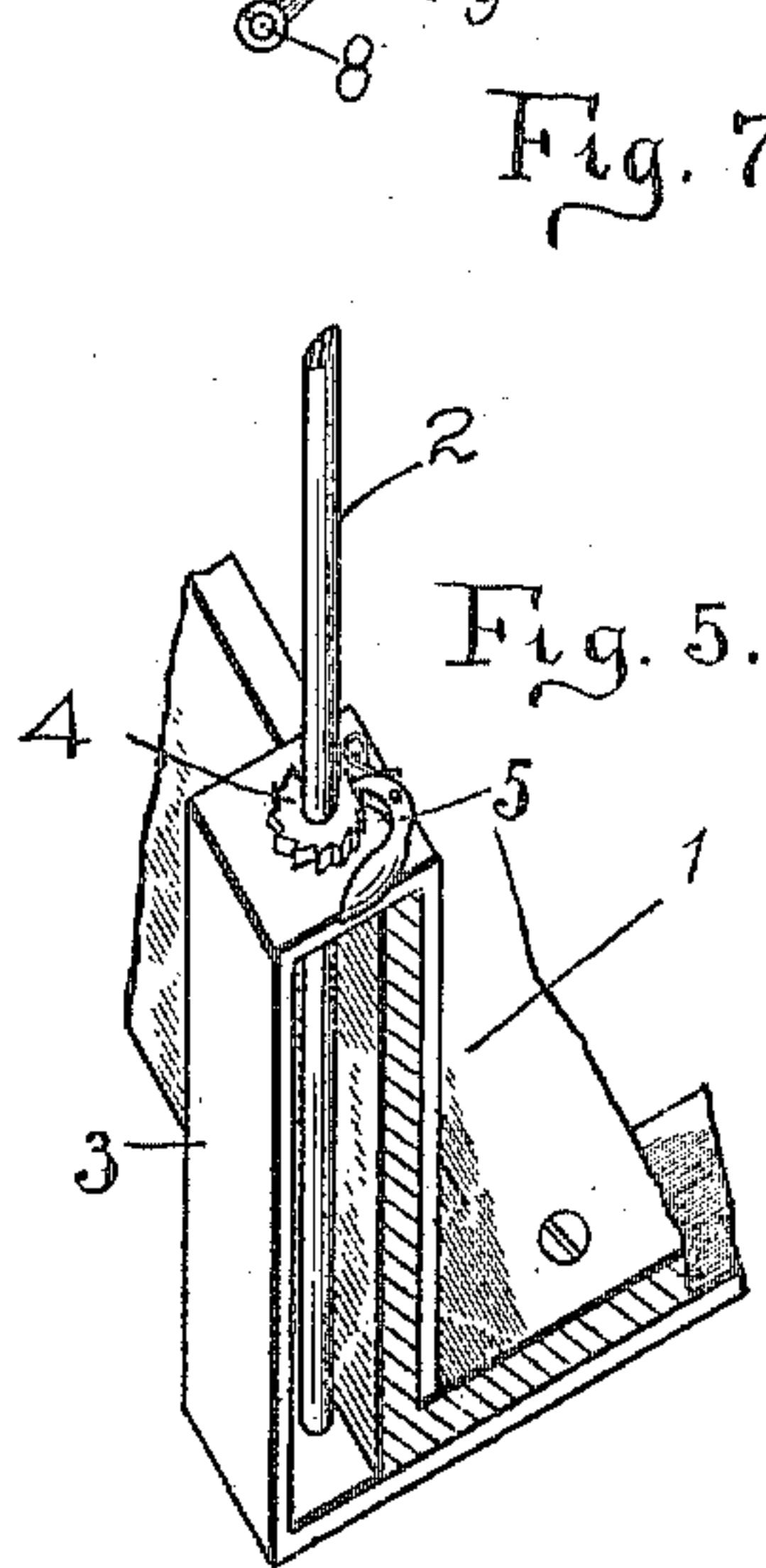
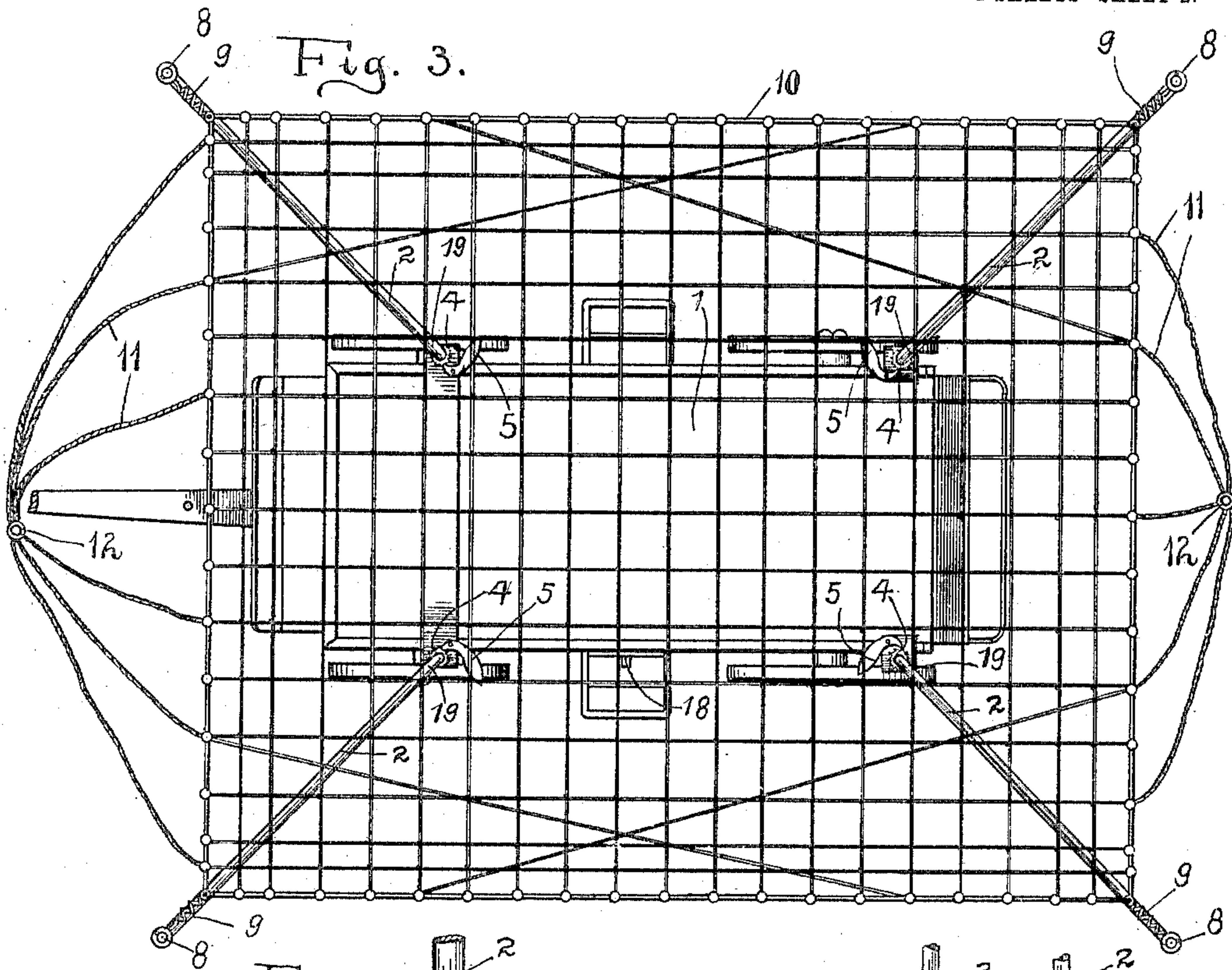
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2 SHEETS—SHEET 2.



Witnesses
R. L. Louch
W. H. Hammond

Fred S. Fearrington Inventor
By his Attorney D. T. Knight

UNITED STATES PATENT OFFICE.

FRED S. FEARRINGTON, OF NEW YORK, N. Y.

LIFE-NET.

No. 817,107.

Specification of Letters Patent.

Patented April 3, 1906.

Application filed December 20, 1904. Serial No. 237,712.

To all whom it may concern:

Be it known that I, FRED S. FEARRINGTON, a citizen of the United States, residing in the borough of Manhattan, in the city, county, and State of New York, have invented certain new and useful Improvements in Life-Nets, of which the following is a specification.

The object of my present invention is to provide an improved life-net for use at fires and elsewhere where it is desired to catch a person or persons when jumping or falling from a great height.

Such a device is hereinafter clearly described, and shown in the accompanying drawings, in which like reference characters refer to like parts, and in which—

Figure 1 is a side elevation of my improved device collapsed mounted on the body of a wagon. Fig. 2 is a similar view of the same extended or stretched. Fig. 3 is a plan view of the structure shown in Fig. 2. Fig. 4 is a detail plan view of the gearing I employ for extending or stretching my device by the operation of a single crank. Fig. 5 is a detail sectional perspective view of one of the net-stanchions, illustrating the method of mounting same. Fig. 6 is a detail sectional side elevation of a portion of one of the stanchions at the elbow thereof and showing same and the retaining-sleeve in collapsed position. Fig. 7 is a similar view showing the stanchion and sleeve in extended position. Figs. 8, 9, and 10 show three shapes in which the stanchions may be made at their spreading portions in order to carry the same beyond the side of the wagon or truck on which the same are mounted.

Referring now in detail to the drawings, 1 represents the wagon, truck, or other vehicle upon which my apparatus is mounted—such, for instance, as a fire-wagon or tender. 2 represents crank-shaped stanchions perpendicular to and rotatably mounted at their lower ends in suitable brackets 3 on the sides of the wagon, truck, or the like 1 and having mounted thereon a ratchet-wheel 4, engaged by a spring-pressed pawl 5, mounted on the wagon-body in engagement with said ratchet-wheel 4. Stanchions 2 are provided with elbow-joints 6 at any suitable point intermediate their ends, Fig. 1. (Shown in detail in Figs. 6 and 7.) 7 is a supporting-sleeve resting normally on the upper member or end of the collapsible stanchions 2 and adapted to drop down over the elbow-joint 6 to hold the two members of

the stanchions 2 rigid when said stanchions are extended.

Each of the stanchions at its upper end is provided with hooks 8, to which are hung springs 9, to each of which in turn is hung a corner of a life-net 10. Hooks 8 may be mounted elsewhere on the stanchions 2, as shown in Fig. 2.

Life-net 10 may be of any suitable construction and is of suitable size to stretch the same when the stanchions 2 are in their extended positions. In order to confine the net 10 to as small a space as is possible when the stanchions 2 are in their collapsed positions, I provide a series of drawing ropes, cords, or the like 11, secured at one end to drawing-rings 12 and at their other ends to opposite sides of the net 10.

In Fig. 4 I have shown a means whereby the stanchions 2 may be rotated into extended positions through the operation of a single crank. Therein 13 represent shafts running longitudinally with the body of the vehicle, wagon, truck, or the like 1 and having mounted thereon bevel-gears 14, meshing with bevel-gears 15 on the stanchions 2. Gears 14 face each other, and gears 15 are positioned between the gears 15, which engage the gears 14 on the upper side of the shaft 13, so that the gears 15 of each pair will rotate in opposite directions. Shafts 13 have also mounted thereon a bevel-gear 16, meshing with bevel-gears 17 on a crank-shaft 18, so that by rotation of the shaft 18 rotation will be imparted to shafts 13 to swing the stanchions 2 into proper position.

In Figs. 8, 9, and 10 I have shown three shapes of stanchions at their spreading portion 19, Fig. 1, any one or more of which may be employed in the construction of my apparatus.

The operation of my device is as follows: The apparatus is shown in its collapsed or normal position in Fig. 1. By applying a crank-handle to the shaft 18 and rotating the same rotary motion is imparted to the shafts 13, rotating each of the pairs of gears 15 in opposite direction to throw the stanchions 2 from the center of the wagon, truck, vehicle, or the like outwardly and to extend the same over the sides of the vehicle, wagon, truck, or the like. As the stanchions 2 turn outwardly the net 10 is stretched to the desired degree or tension. The stanchions 2 are made with the joints 6 in order that the device will not

be inconveniently high when not in use and in order that the net may be raised to the proper height when in use. Before operating the shaft 18, therefore, the upper portions
5 or members of the stanchions 2 are extended into place, the supporting-sleeve 7 being dropped into place to hold the two members of the stanchions 2 rigid. When the net 10 is stretched, it appears substantially as shown
10 in Fig. 3.

In use the vehicle having my apparatus mounted thereon is moved beneath the window or other point from which it is desired to catch the person falling.

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

1. In a life-net, the combination with a vehicle, of stanchions mounted at the sides of
20 said vehicle to rotate in a substantially horizontal plane, and having extensions with upturned ends, a net secured to the upturned ends of said stanchions and means for rotating said stanchions to stretch said net.

25 2. In a life-net, the combination with a vehicle, of stanchions located at the sides of said vehicle to rotate in a substantially horizontal plane, a net secured to said stanchions and means for rotating said stanchions to
30 stretch said net.

3. In a life-net, the combination with a vehicle of crank-shaped stanchions journaled to rotate in a substantially horizontal plane at the sides of said vehicle and having extensible upper ends, of a net mounted on said upper ends and means for rotating said stanchions to stretch said net. 35

4. In a life-net, the combination with a vehicle, of stanchions mounted to rotate in a substantially horizontal plane at the sides of
40 said vehicle, a net mounted on said stanchions and means for rotating said stanchions to stretch said net.

5. In a life-net, the combination with a vehicle, of crank-shaped stanchions mounted to
45 rotate in a substantially horizontal plane at the sides of said vehicle, a net mounted on said stanchions and means for rotating said stanchions to stretch said net.

6. In a life-net, the combination with a
50 suitable support, of crank-shaped rotatable stanchions mounted in and perpendicular to said support, a net mounted on the offset ends of said stanchions and means for rotating said stanchions.

FRED S. FEARRINGTON.

Witnesses:

JAMES DUANE,

CHAS. M. BISCHOFF.