

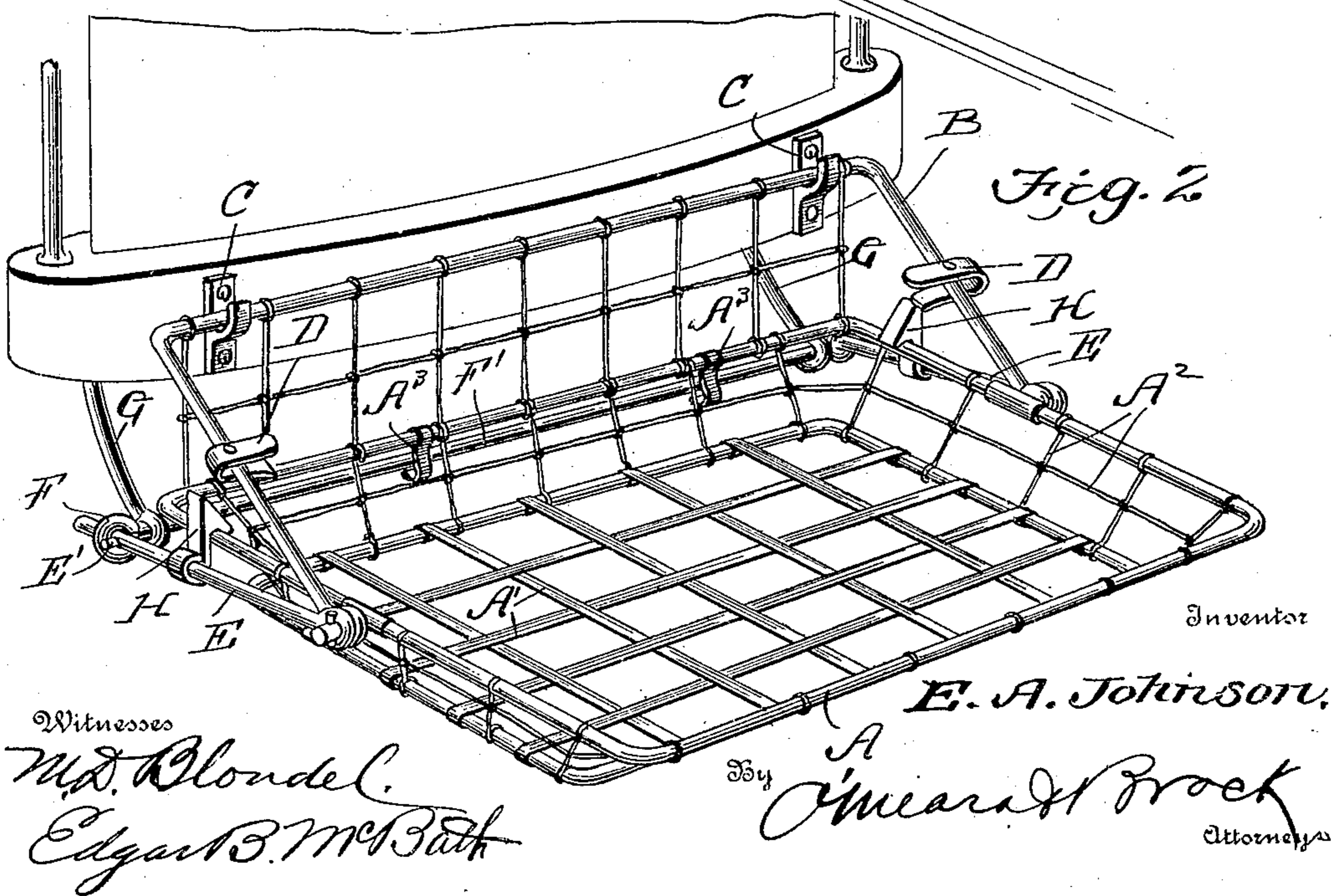
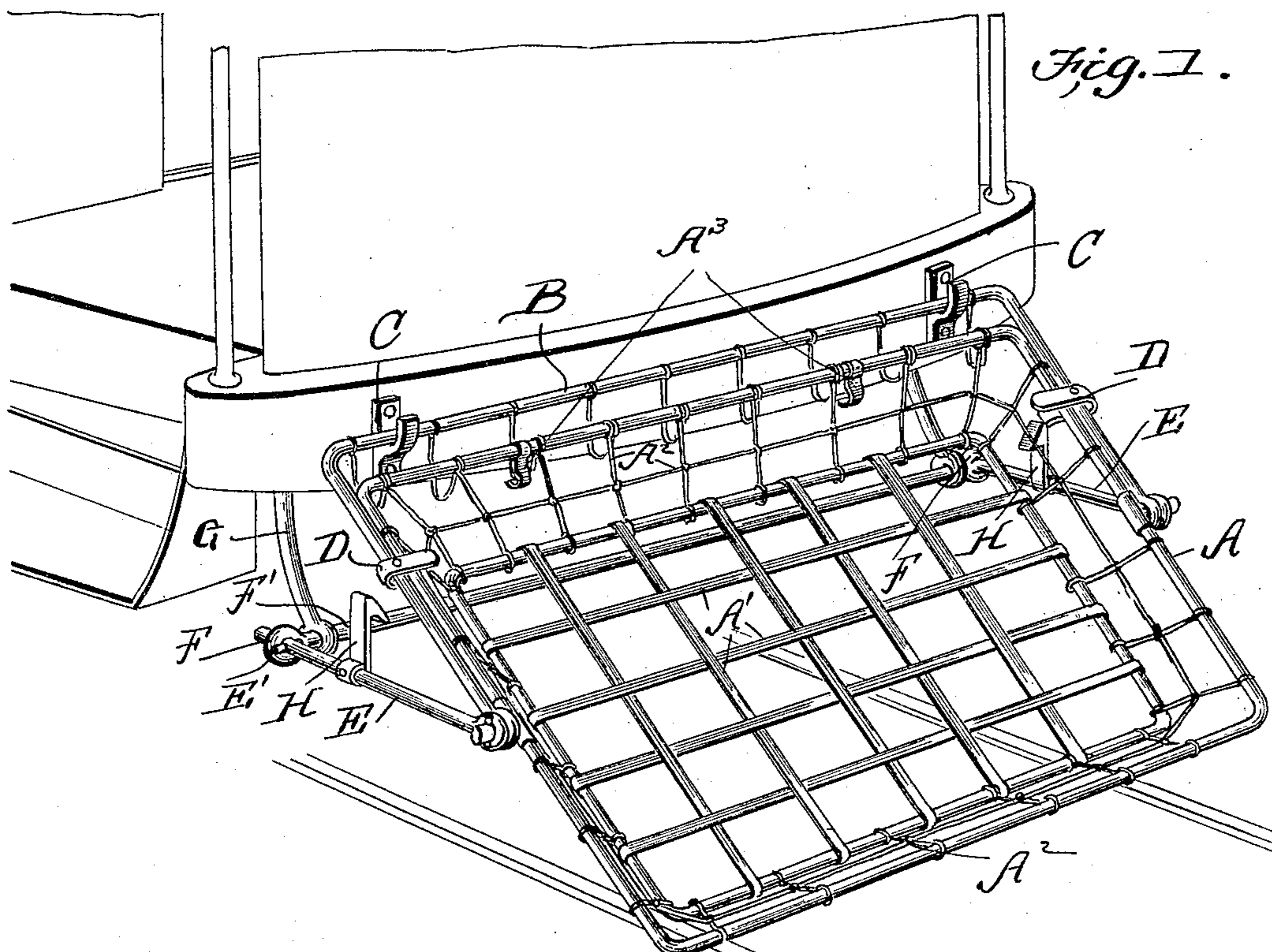
No. 820,117.

PATENTED MAY 8, 1906.

E. A. JOHNSON.
CAR FENDER.

APPLICATION FILED JAN. 11, 1905.

2 SHEETS—SHEET 1.



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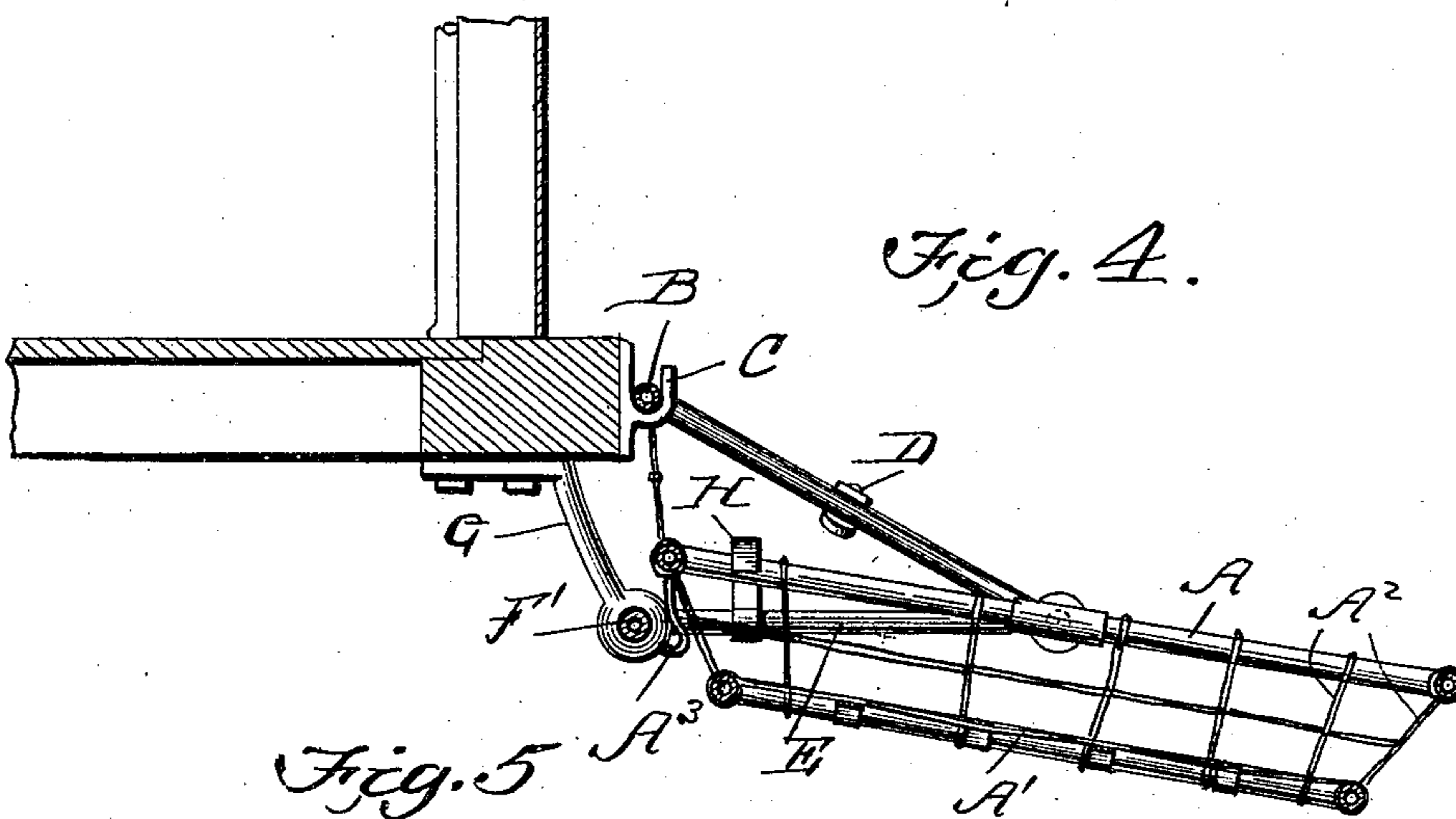
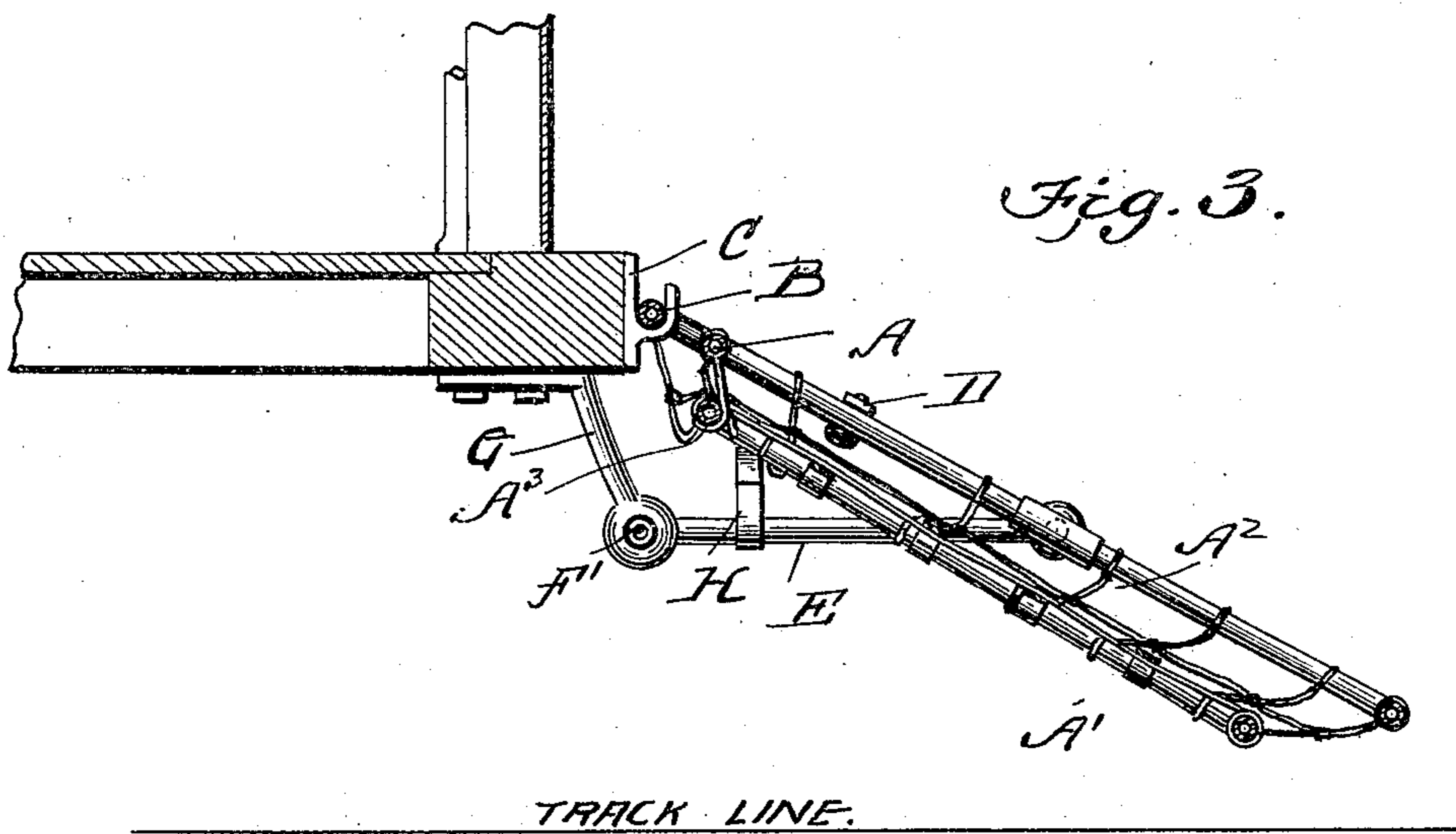
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2 SHEETS—SHEET 2.



UNITED STATES PATENT OFFICE.

ERNEST A. JOHNSON, OF BROOKLYN, NEW YORK.

CAR-FENDER.

No. 820,117.

Specification of Letters Patent.

Patented May 8, 1906.

Application filed January 11, 1905. Serial No. 240,624.

To all whom it may concern:

Be it known that I, ERNEST ALBERT JOHNSON, a citizen of the United States, residing in Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Car-Fenders, of which the following is a specification.

This invention relates to a car-fender held in an inclined position normally and automatically released and permitted to drop into a substantially horizontal position when any heavy body falls therein.

The object of the invention is to retain in the fender the body so falling and to prevent the same from being thrown from the fender or under the car-wheels.

The invention also consists of the following-described novel features and combinations of parts, particularly pointed out in the claims, and shown in the accompanying drawings, in which—

Figure 1 is a perspective view of the fender in its normal position. Fig. 2 is a detail perspective view of the fender after it has been tripped. Fig. 3 is a side elevation of the fender in its normal position, a car-platform being shown partly in section. Fig. 4 is a similar view showing the fender in tripped position. Figs. 5 and 6 are perspective detail views showing means for locking the fender in position.

In the drawings, A represents a tubular rectangular frame forming the rim of a basket having a reticulated bottom A', preferably formed of elastic or springy metal strips. The rim A and bottom A' are connected by a flexible network of cords A², which form the sides of the basket. This basket forms the main portion of the fender. A bail B is pivotally connected to the rim of the basket on opposite sides, and this bail is held by brackets C, connected to the front of a car.

U-shaped elastic clamps D, of spring-metal, are carried by the side members of the bail B, the lower members of said clamps being slightly curved, and these clamps are pivoted to the bail B by pivot-pins, the free ends of the clamps projecting inwardly and being adapted to grip and normally hold the rim A. Rods E are also pivoted at one end to the said rim A, and the inner ends of the rods E rest in eyes F, formed at the ends of a bar F', which is held below the car-platform and transversely to the track by depending brackets G, carried by the car-platform.

Pins E' limit inner or rearward movement of the rods E with reference to the bar F', and each rod E carries a spring hook member H, adapted to permit downward movement of the rim A and to grip the upper edge of the rim and prevent its rising.

The operation of the fender is as follows: In its normal position the basket, comprised of the rim A, bottom A', and sides A², is held in an inclined position by the rim A being in engagement with the clamps D. These clamps are sufficiently stiff to sustain the weight of the fender; but should a person be struck by the fender and thrown onto the same the additional weight forces the lower curved members of the clamps D downwardly and releases the fender from engagement with the spring clamps or clips D, and the basket assumes a more nearly horizontal position, and any tendency upon the part of the framework comprising the fender to rebound, and thus throw the person from the fender, is checked by the hooks H, which spring outwardly to permit the fender to drop into its second or lower position and then return to their normal position and engage the rim A, preventing effectually any upward movement or rebound of the fender.

To hold the bottom A' close to the rim A, as may be found desirable, I place on the rear member of the rim two slightly-curved spring-metal hooks A³, which serve to hold the bottom in the position shown in Fig. 3 until a weight has been thrown thereon, when the bottom is forced off of the hooks and drops to the position shown in Fig. 1, and then the device will trip and fall into the position shown in Figs. 2 and 4. After the fender has been thrown into the position shown in Figs. 2 and 4 of the drawings the parts are restored by hand to the normal positions shown in Figs. 1 and 3, the clamps D being turned upon their pivot-points to permit the frame A to be lifted into normal position, after which the clamps D can be turned back into position at right angles to the frames A and B, the sides of the frame A being held between the upper and lower members of the said clamps. The rear side member of the bottom frame is also brought manually back into engagement with the spring-hooks A³ and the parts are again ready to be automatically thrown into abnormal position upon the throwing of any object of sufficient weight upon the fender.

Having thus fully described my invention,

what I claim as new, and desire to secure by Letters Patent, is—

1. In combination with a fender adapted to remain normally in an inclined position, 5 clamps adapted to engage the fender and hold the same under its own weight, and spring hook members adapted to engage the fender when released by the clamps and hold the fender against vertical movement.

10 2. A fender comprising a basket, a bail pivoted thereto, brackets carried by a car-platform adapted to engage the bail, clamps carried by the bail adapted to engage the rim of the basket, and hooks adapted to engage 15 the rim when released from engagement with the clamps.

3. A fender comprising a rectangular frame, a reticulated bottom, a side network connect-

ing the frame and bottom, a bail, U-shaped clamps carried by the bail and adapted to en- 20 gage the frame, and means for locking the frame in a lower plane when released by the clamps.

4. A fender comprising a frame forming a basket-rim, a bottom, flexible sides connect- 25 ing the bottom and rim, a pivoted bail connected to the rim and carried by a car-platform means for locking the rim to the bail, and means for locking the rim against ver- 30 tical movement when released from the bail, as and for the purpose set forth.

ERNEST A. JOHNSON.

Witnesses:

JAMES A. POTTER,
R. M. LEONARD.