No. 863,209. PATENTED AUG. 13, 1907.

L. OSTERMEYER.

CAR FENDER.

APPLICATION FILED JAN. 29, 1906.

Fig. 1.

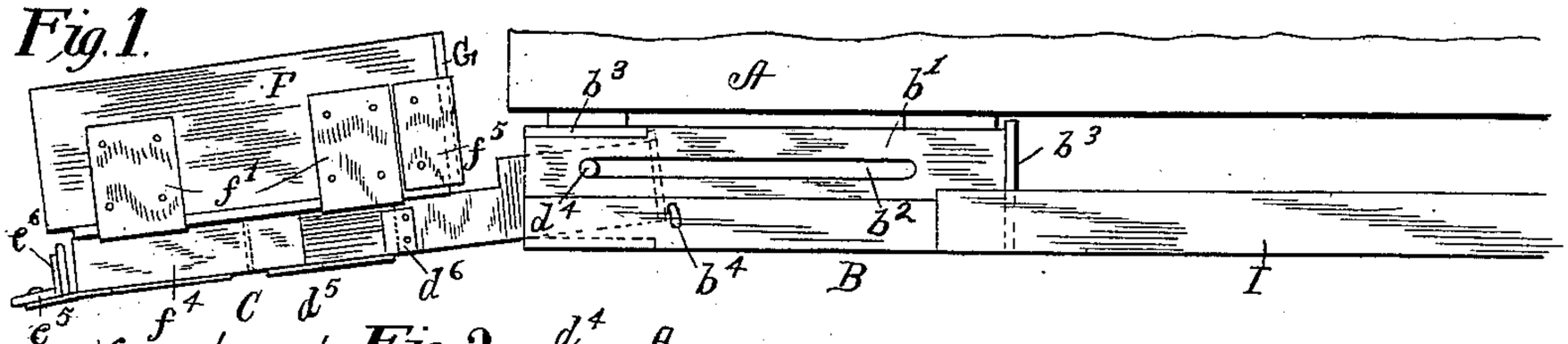


Fig. 2.

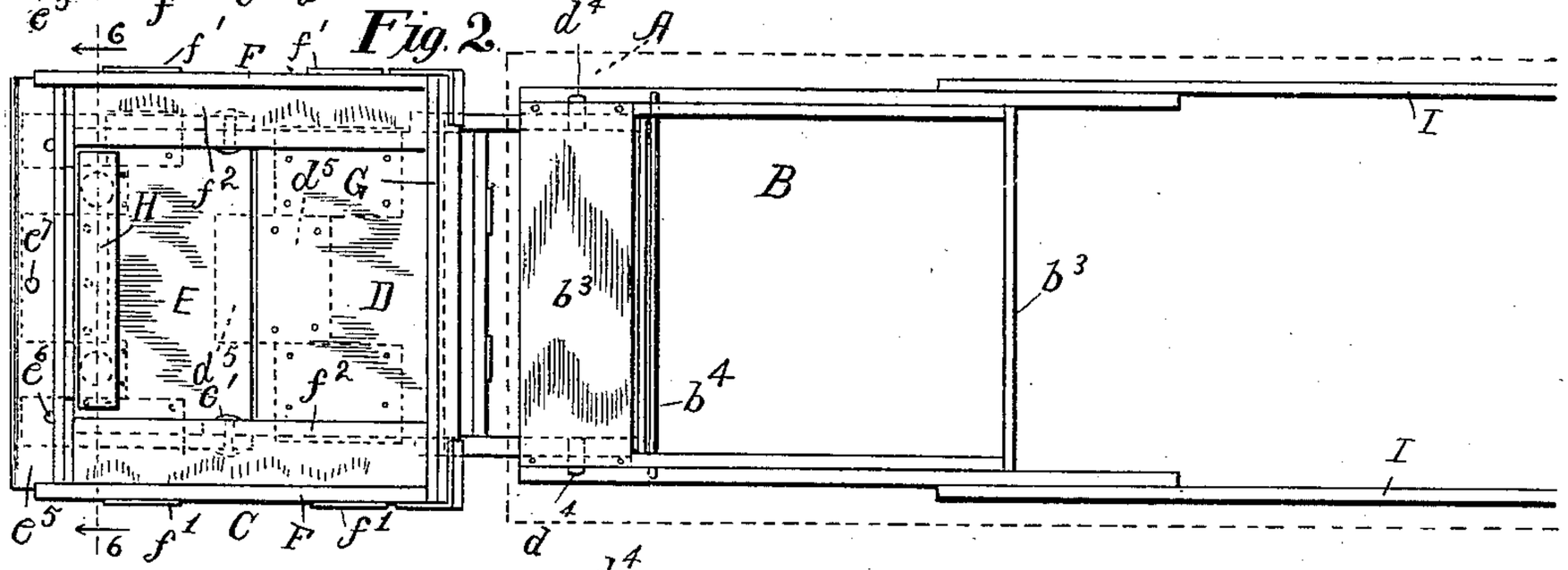


Fig. 3.

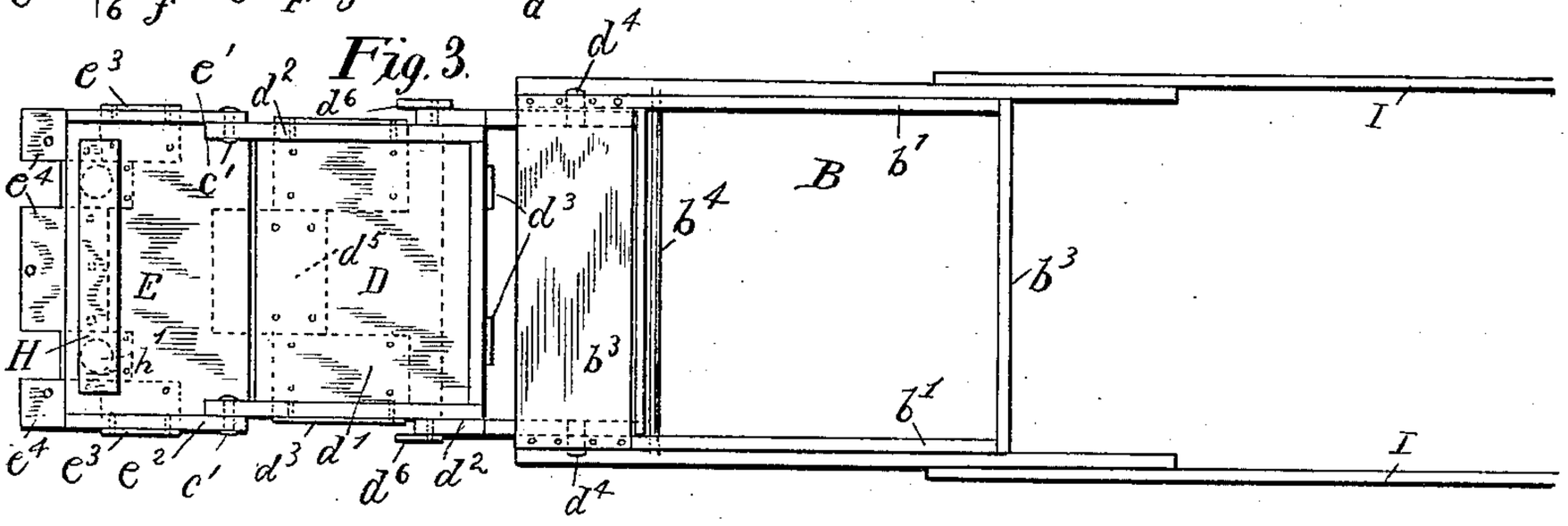


Fig. 4.

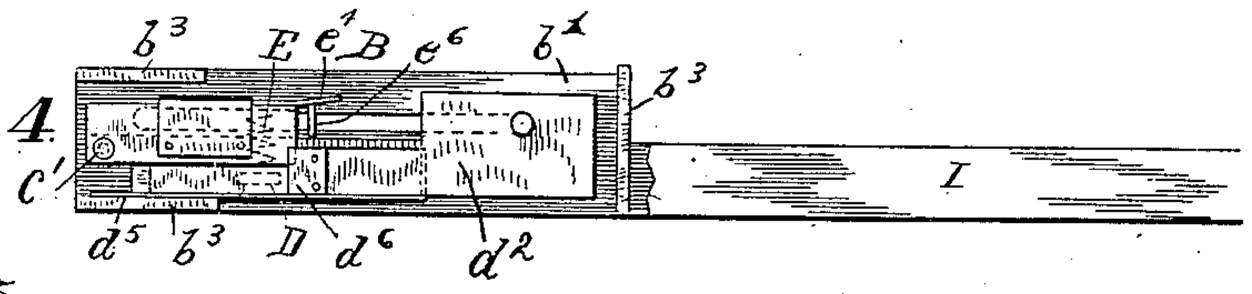


Fig. 5.

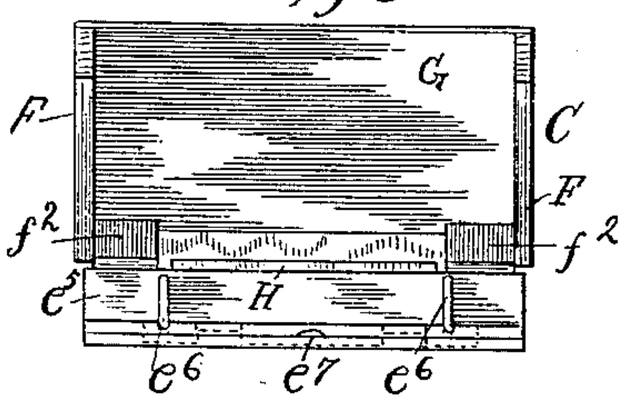


Fig. 6.

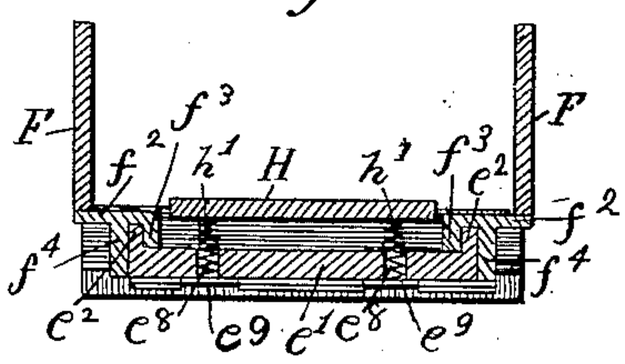
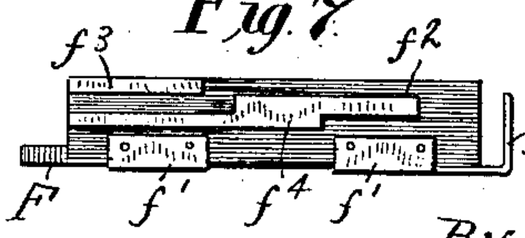


Fig. 7.



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UNITED STATES PATENT OFFICE.

LOUIS OSTERMEYER, OF PLEASANT HILL, MISSOURI.

CAR-FENDER.

No. 863,209. Specification of Letters Patent. Patented Aug. 13, 1907.

Application filed January 29, 1906. Serial No. 298,324.

To all whom it may concern:

Be it known that I, LOUIS OSTERMEYER, a citizen of the United States, residing at Pleasant Hill, in the county of Cass and State of Missouri, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to car-fenders and its paramount object is to provide efficient means for preventing injury to any one who may be struck by a moving car.

Very many cases of severe injury are caused by the failure of the device to hold the person from rolling or being thrown from the fender even after they have been safely caught thereon. It has frequently happened that the person thus thrown off after having fallen upon the fender has been run over by the car wheels and either severely maimed or killed, even when the first blow from the advanced edge of the fender has caused him no serious harm. In my improved apparatus I provide means for preventing such a result and also take further precautions against injury by furnishing those portions of the apparatus, with which the body of the person struck may come in contact when falling upon the receiving surface, with soft covers or cushions of some suitable material. It is also noticeable that the primary impact of the moving fender frequently causes bruises and broken bones; I prevent this result by placing upon the front of the fender a rubber cushion which may be made still more effective by constructing it in hollow form.

Further objects of my invention are, to provide means for reducing the size of the apparatus when not in actual use and for storing the same beneath the vestibule of the car where it will be out of the way.

I accomplish these and other objects in a general way by constructing a rectangular framework capable of being folded upon itself and provided with removable sides and ends and having means for sliding the parts thus folded within a housing attached to the under side of the car.

In the drawings, Figure 1 is a side elevation of my improved fender and housing shown attached to the body of a car; Fig. 2 is a top plan view of the fender; Fig. 3 is a top plan view of the fender framework, the sides, rear piece and buffer having been removed; Fig. 4 is a side elevation of the fender framework in folded position and retracted within the housing one side of the latter being removed and a portion of a fender rail broken away; Fig. 5 is a front elevation of the fender complete; Fig. 6 is a cross section of Fig. 2, on the line 6—6, and Fig. 7 is a bottom plan view of one of the removable side pieces.

Referring to the drawings, A represents the body of a car beneath which and attached thereto is a rectangular housing B formed of side pieces b^1, provided with longitudinal slots b^2 and connected by cross bars b^3. The fender proper C is made in two parts, a rear portion D and a front portion E, pivotally connected to each other by rivets c^1. The frame of the part D is composed of a bottom plate d^1 and side bars d^2 held together and rendered firmer by angle irons d^3. From the side bars d^2 project lugs d^4 for engagement with the slots b^2. The frame of the front part E is likewise composed of a bottom plate e^1 and side bars e^2, strengthened by angle irons e^3. In order to support the part E when extended, and to afford a certain degree of resiliency to this portion a spring plate d^5 is secured to the under side of the bottom plate d^1 projecting beneath the bottom plate e^1 but yielding sufficiently to allow the part E to be folded upon the rear part D. Projecting forward from the front part E are brackets e^4 which form a support for a buffer e^5 removably secured by pins e^6 and a bolt e^7. This buffer may be covered with leather or otherwise padded or be constructed entirely of rubber, and made solid or hollow as desired.

In order to prevent any one who may be caught upon the fender from rolling or falling off again I provide the removable side boards F stiffened by angle irons f^1 and having internally projecting wings f^2 the under sides of which are formed with tenons f^3, f^4, which interlock with the side pieces d^2, e^2, of the two portions of the framework of the fender. From the rear of each side board projects an angle iron f^5 to support a removable rearboard G. Clips d^6 secured to the side bars d^2 tend to hold the side boards more securely.

As a still further means of protection from injury I provide a yielding footboard H which is covered with some soft material and mounted upon springs h^1 which rest within holes e^8 in the bottom plate e^1 and are supported by plates e^9 secured to the under side of said plate e^1.

In order to prevent any one from getting under the wheels of the car fending-rails I are secured to the sides b^1 of the housing B and extend rearwardly substantially the whole length of the car.

When in use the two portions D and E of the fender C are drawn forward until the lugs d^4 abut against the front end of the slots b^2 the side boards F and rear board G placed in position and the buffer e^5 set over the pins e^6 and fastened in place by the bolt e^7 the whole being held extended by the rod b^4 which passes through holes in the side pieces b^1. When not in use the side and end boards and buffer are removed and the part E is folded back on the portion D. Then by removing the locking rod b^4 the structure thus folded can be retracted beneath the body of the car so that the said parts D and E are completely within the housing B and thus entirely out of the way. The removable parts F and G and e^5, may be stored in any convenient place within the car.

It is very evident that many changes may be made

in the devices of my invention without departing from the spirit thereof, and I do not, therefore, wish to be limited to the precise form and construction herein set forth, but

Having thus described my invention, what I claim as new, is:—

1. A car fender, including a housing attached to a car, a folding framework adapted to be retracted within the said housing, and side and end boards removably attached to said framework.

2. A car fender, including a rectangular housing attached to a car, a folding framework adapted to be retracted within the housing, and removable side boards and ends for the framework.

3. A car fender, including a rectangular housing attached to a car, a folding framework adapted to be retracted within said housing, removable side boards and a removable buffer attached to said framework.

4. A car fender, including a rectangular housing attached to a car, a rectangular folding framework adapted when folded to be retracted within said housing, removable side and rear boards, a removable buffer and means for locking said framework in an extended position.

5. An apparatus for the purpose specified including a rectangular housing attached to the under side of a car, a rectangular framework capable of being folded upon itself and retracted within the said housing, removable side and rear boards, a removable buffer, means for supporting the said rectangular framework in an extended position, and means for locking the framework in said extended position.

6. An apparatus for the purpose specified including a rectangular housing attached to the under side of a car, a rectangular framework capable of being folded upon itself and retracted within the said housing, removable side and rear boards, a removable buffer, means for supporting the said rectangular framework in an extended position, and means for locking the framework in its extended position.

7. An apparatus for the purpose specified including a rectangular housing attached to the under side of a car, a rectangular framework capable of being folded upon itself and retracted within the said housing, removable side and rear boards, means for supporting said rectangular framework in an extended position, means for locking said framework in such position, a removable buffer and a yielding foot plate.

8. An apparatus for the purpose specified including a rectangular housing attached to the under side of a car, a rectangular framework capable of being folded upon itself and retracted within said housing, a removable buffer, means for supporting the said rectangular framework in an extended position, means for locking the framework in said position, a yielding foot plate, removable side boards, and fending rails for preventing persons from falling beneath the car wheels.

9. An apparatus for the purpose specified including a rectangular housing attached to the under side of a car, a rectangular framework capable of being folded upon itself and retracted within said housing, a removable buffer, means for supporting said rectangular framework in an extended position, means for locking the framework in said position, a yielding foot plate, removable side and rear boards and fending rails extending rearwardly from the said housing along the sides of said car substantially the length of the car.

In testimony whereof I affix my signature in presence of two witnesses.

LOUIS OSTERMEYER.

Witnesses:

M. L. GRAY,

FRANK SMITH.