

No. 877,098.

PATENTED JAN. 21, 1908.

F. J. LEHMAN.
CAR FENDER.

APPLICATION FILED JUNE 7, 1907.

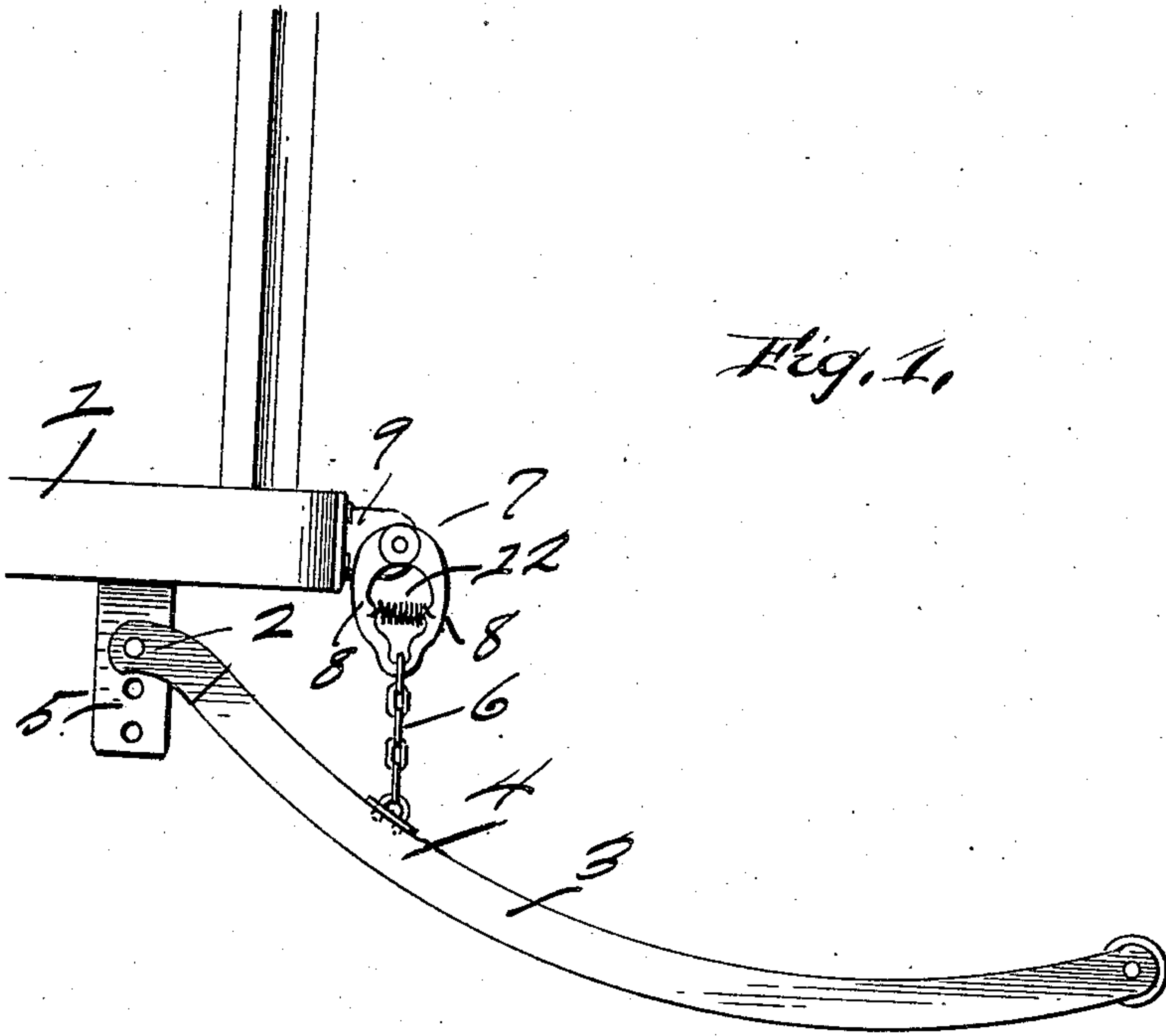


Fig. 1.

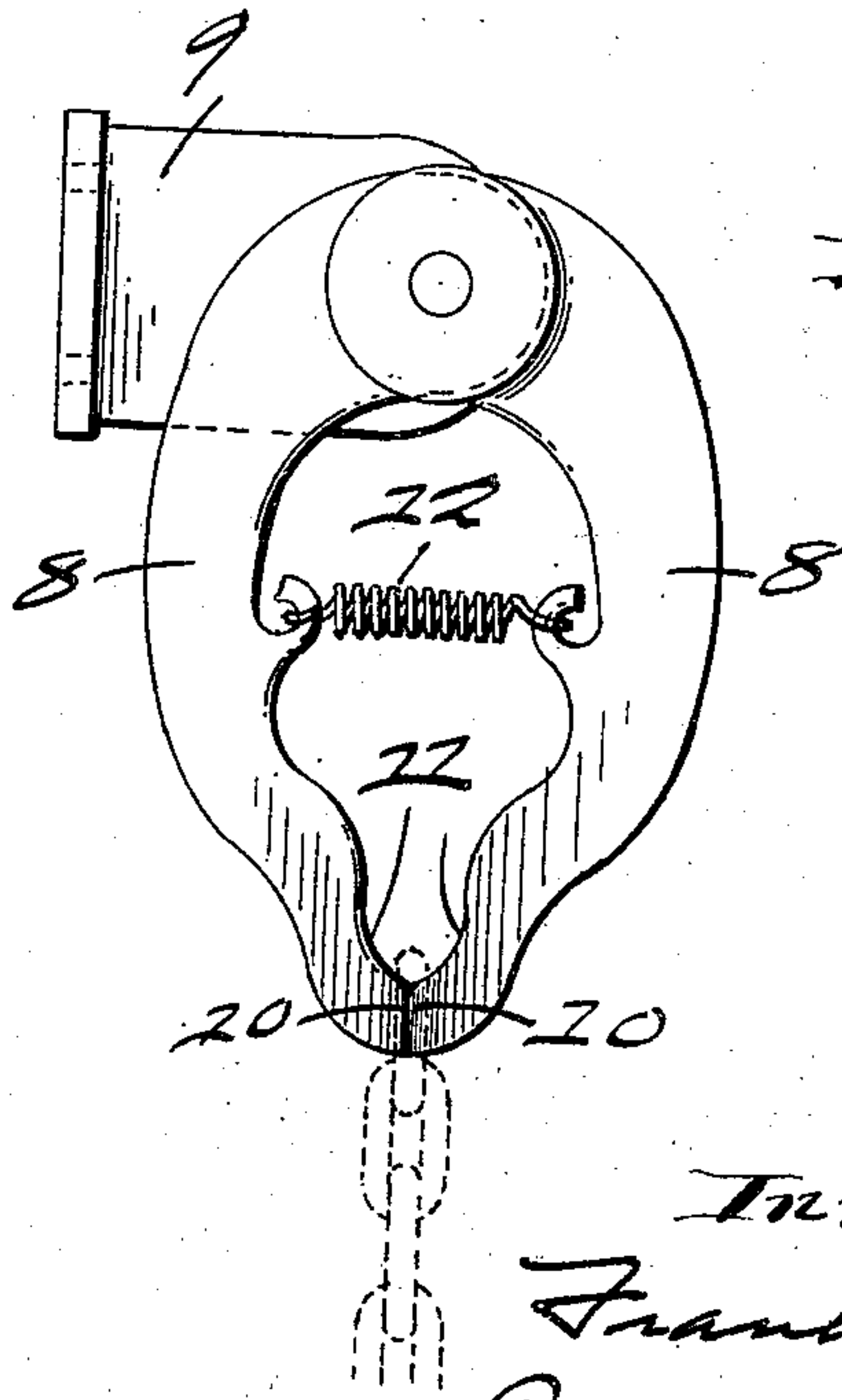


Fig. 2.

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UNITED STATES PATENT OFFICE.

FRANK J. LEHMAN, OF TOLEDO, OHIO.

CAR-FENDER.

No. 877,098.

Specification of Letters Patent.

Patented Jan. 21, 1908.

Application filed June 7, 1907. Serial No. 377,722.

To all whom it may concern:

Be it known that I, FRANK J. LEHMAN, of Toledo, county of Lucas, and State of Ohio, have invented certain new and useful Improvements in Car-Fenders; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form part of this specification.

This invention relates to car fenders and it has for its object to provide means for automatically releasing and dropping a normally elevated fender section when excess pressure is directed thereon.

The invention embodies the novel combination, arrangement and the details of construction hereinafter shown, described and claimed.

In the accompanying drawings Figure 1 is an elevation of a fender attached to a car, the same provided with my improved means for holding the same normally elevated above the track, the said means being operated automatically to release the fender by excess pressure thereon; Fig. 2 is an enlarged view of one of the grips adapted to hold the fender normally elevated and to release the same.

Referring to the details, 1 is a car to the front end of which is pivoted at its rear margin at 2 a receiving frame or fender section 3, the fender section being curved to extend forwardly of the car, as shown. The fender section is preferably of light skeleton or lattice construction having rigid side pieces 4, and the same is pivoted preferably at two points along the rear margin adjacent to the side pieces to insure a true swinging movement upon its pivots, the pivotal connections of the fender section being also adjustable vertically upon perforated hanger plates 5 secured one on each side of the forward end of the car. At a short distance forward of the pivotal connections of the fender sections with the plates 5 are secured connections 6, shown as a chain in the drawing, the upper link of the chain being detachably connected with a spring-controlled grip 7, having pivoted jaws 8 mounted upon a casting or bracket 9 fixed to the car immediately above the point of connection of the chain 6 with the fender section. The jaws 8 of the grip have their free lower ends in abut-

ting contact as at 10, while the inner faces 11 immediately adjacent to said ends are curved or inclined upward from the abutting faces, so that the upper link of the connecting chain 6 will always assume a position immediately above the contacting faces of the jaws. The jaws of the grip are maintained in spring-pressed contact by a coiled spring 12 the ends of which are attached to the jaws.

It will be seen from the foregoing that the pivoted fender section will be held in elevated position above the track until excess pressure, such as the weight of a body thereon, will cause the jaws of the grip to open and release the same, the jaws being opened by the action of the upper link of the chain upon the inclined faces of the jaws adjacent to the contacting faces thereof.

It will be understood that in the practical adaptation of the invention two grips and two chains are employed to support the fender on each side. Instead of chains it is obvious that a connecting link or rod provided with suitable eyes at its ends may be employed, and such other changes may be made as may fall within the scope of the invention.

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

1. A forwardly curved fender section pivoted to a car, a spring-controlled grip fixed to the car above the fender section, a connection between the fender section and the grip, said grip actuated automatically by excess pressure upon the fender section to disengage the connection, substantially as described.

2. A forwardly curved fender section pivoted to a car, a spring controlled grip fixed to the car above the fender section, a connection between the fender section and the grip, and means actuated by excess pressure upon the fender section to automatically disengage said connection and thereby release the fender section, substantially as described.

3. A forwardly curved fender section pivoted to a car, a grip fixed to the car and having pivoted spring-actuated jaws, a connection secured at one end to the fender section and at the other end engaging the jaws of the grip, the jaws opening to disengage the connection and release the fender section when excess pressure is directed upon the latter, substantially as described.

4. In a car fender, a forwardly curved fender section pivoted to a car, a grip fixed to the car above the fender section, said grip consisting of a pair of pivoted jaws and having spring means for holding the free lower ends of the jaws normally in contact, a link connection secured at its lower end to the fender section at a point forward of its pivotal connection with the car and at its upper end engaging the jaws immediately above their contacting free ends, the jaws opening

by excess pressure upon the fender section and the connection being disengaged therefrom, substantially as described.

In testimony, that I claim the foregoing as my own I affix my signature, in presence of two witnesses. 15

FRANK J. LEHMAN.

Witnesses:

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