

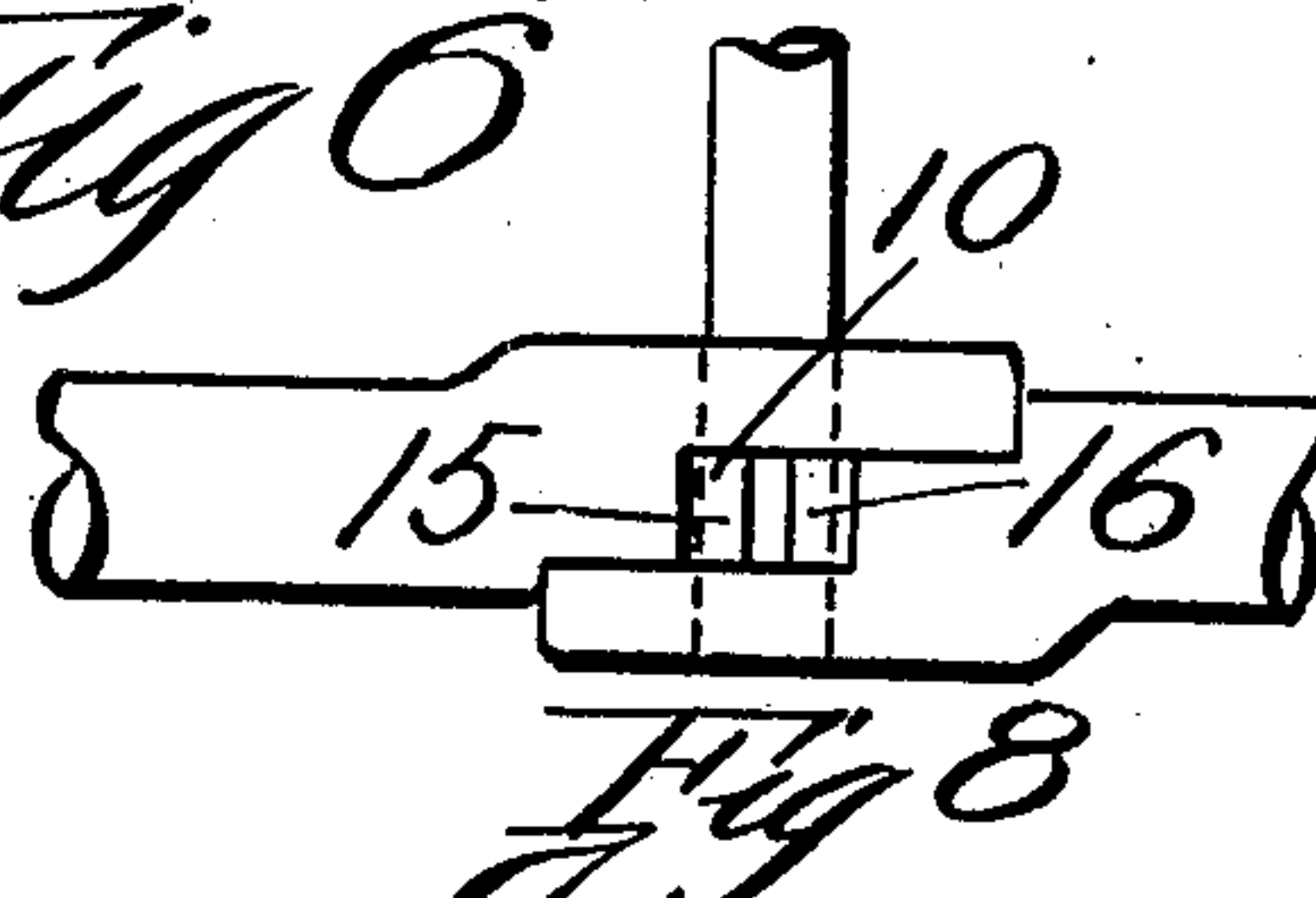
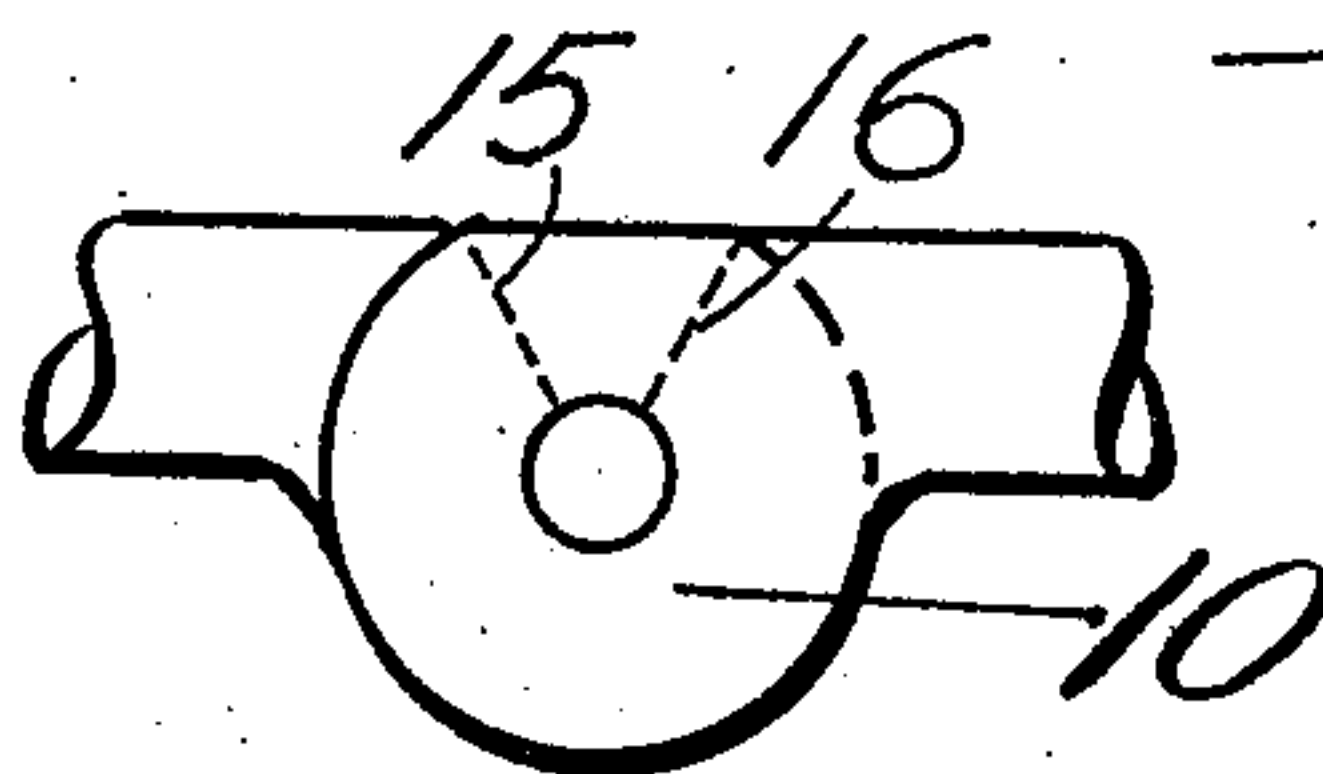
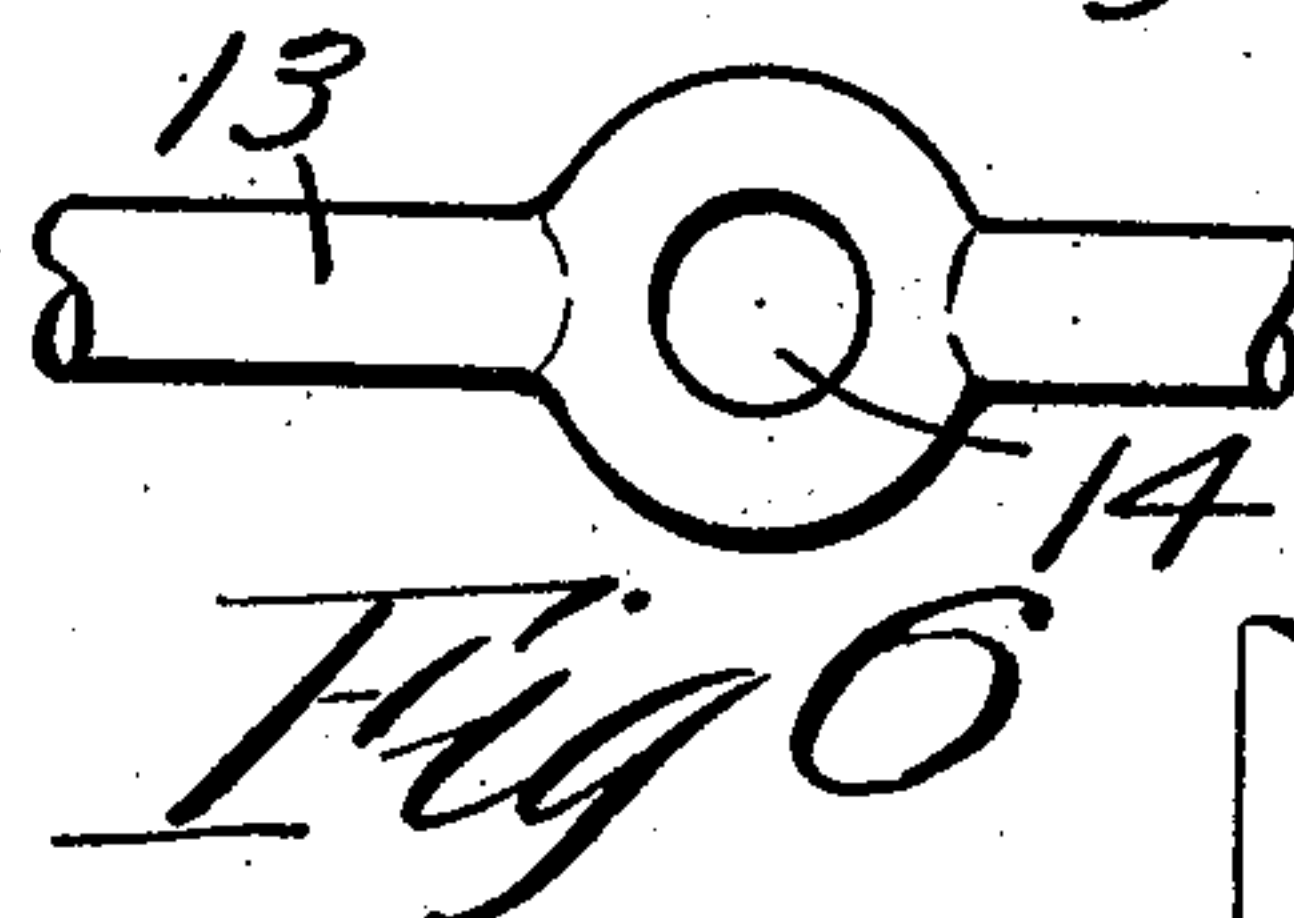
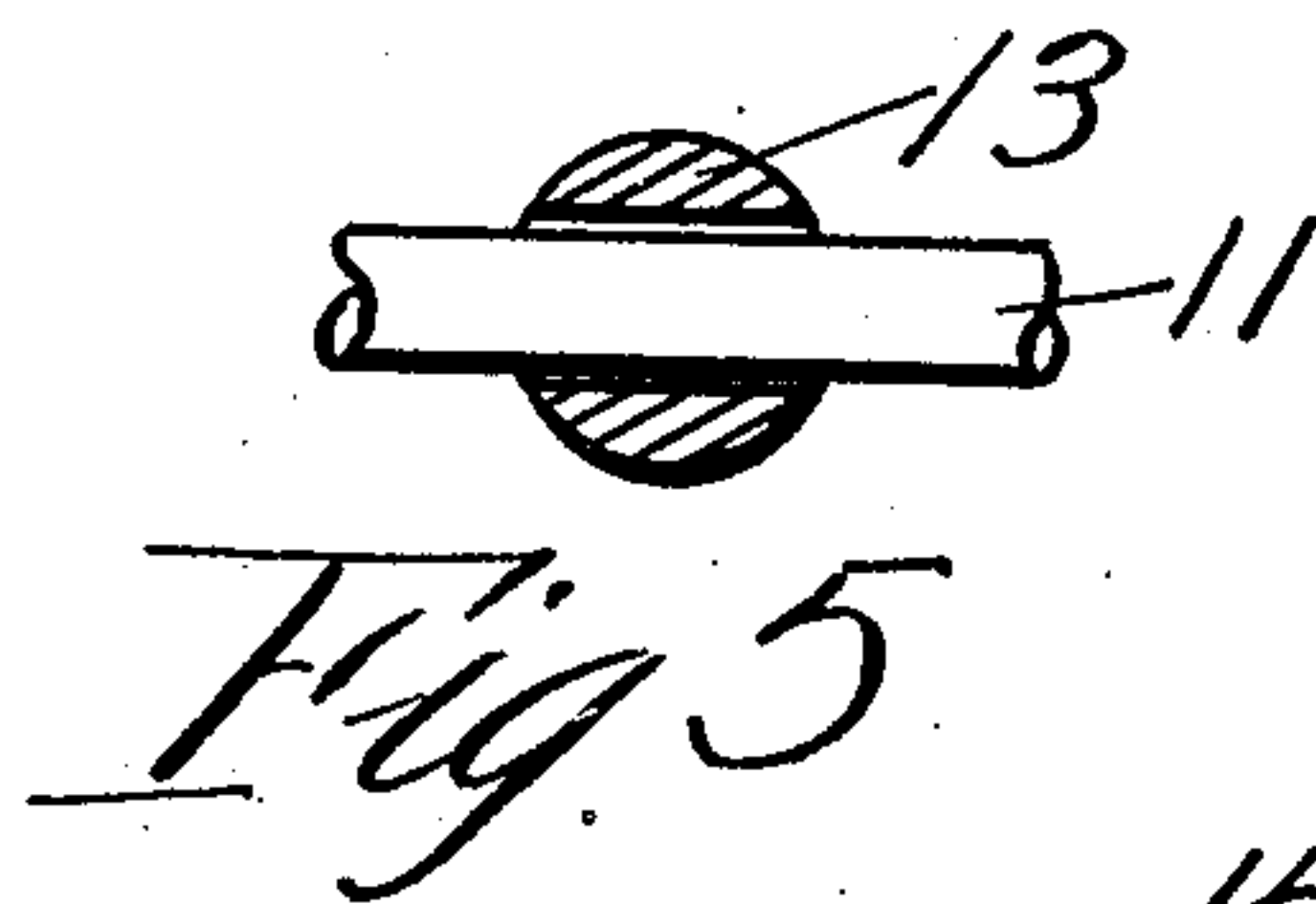
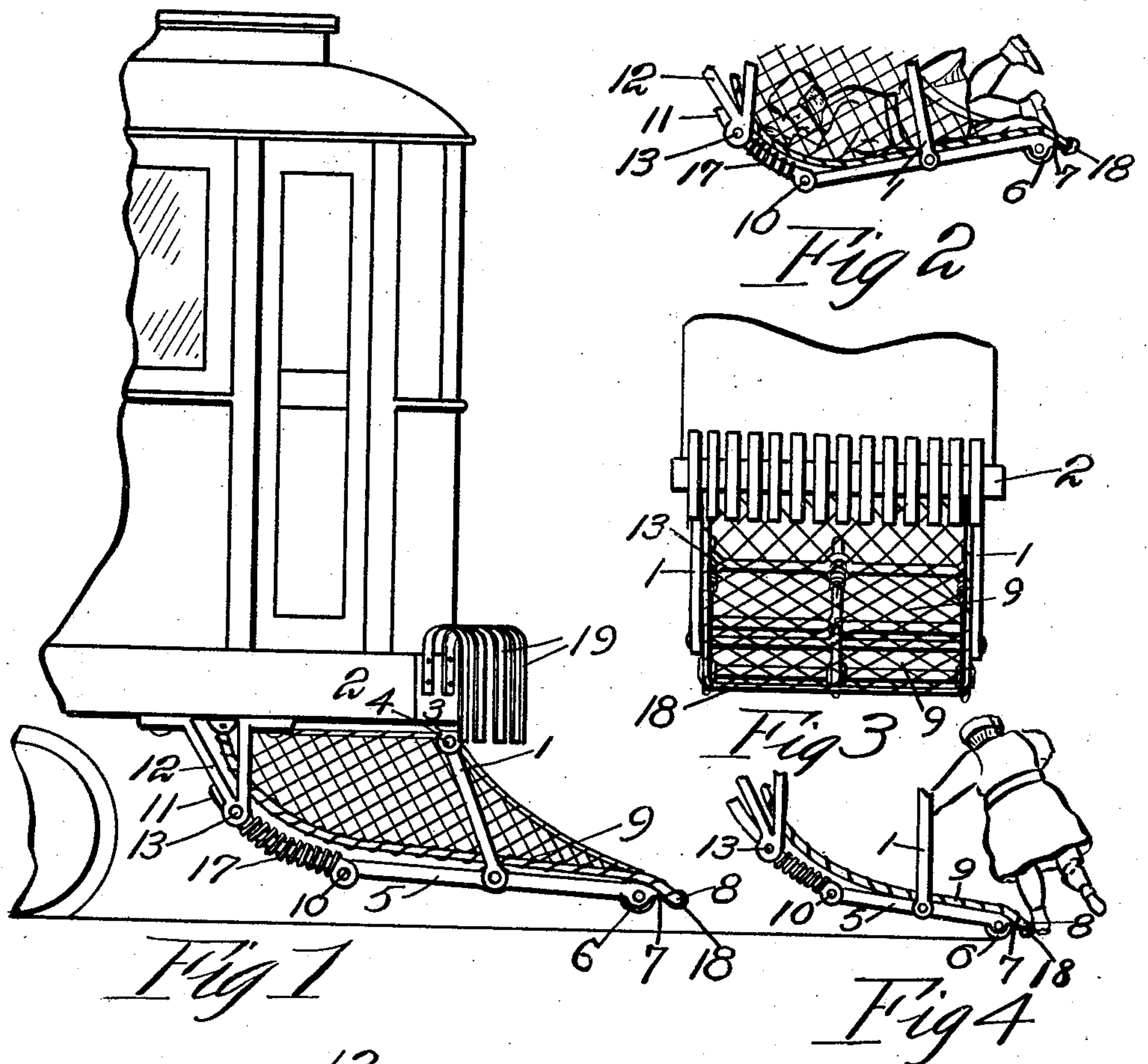
B. BECKERLY.

FENDER.

APPLICATION FILED DEC. 2, 1907.

925,417.

Patented June 15, 1909.



Witnesses
Chas Meyer

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UNITED STATES PATENT OFFICE.

BERT BECKERLY, OF SEATTLE, WASHINGTON.

FENDER.

No. 925,417.

Specification of Letters Patent.

Patented June 15, 1909.

Application filed December 2, 1907. Serial No. 404,872.

To all whom it may concern:

Be it known that I, BERT BECKERLY, a citizen of the United States, residing at No. 148 Estella street, in the city of Seattle, county of King, and State of Washington, have invented a new and useful Improvement in Fenders, of which the following is a clear and concise specification.

My invention relates to a car fender having a receiving basket forming a part thereof, and which is operated by the weight of a person falling on the fender, and also to a cushion provided on the front of the car.

By the construction illustrated in the accompanying drawings and hereinafter more fully set forth, I have provided a device which will overcome serious injuries customary with the rigid form of fender. In most cases after the fender strikes a person on the track the body is thrown forward after having been seriously bruised by striking the car and is nearly always knocked down on first striking the fender. Such fenders seldom receive the person struck due to the short horizontal surface. It will be seen that by increasing the receiving portion of the fender and by causing the fender to form a basket as shown in Fig. 2 of the accompanying drawings that the person will be carried by the fender and not seriously hurt.

The objects of my invention are, to provide a fender adapted to drop toward the track and to form a basket after receiving a person caught by the fender; to provide a fender having rollers adapted to travel on the rails when thrown downwardly on striking an obstacle; to provide a fender having a long receiving apron; to provide a cushion against the lower front portion of the car. I accomplish these as well as minor objects by the construction now preferred by me and illustrated in the accompanying drawings in which—

Figure 1 is a side elevation of my device, Fig. 2 is a detail view showing the operation of my device, Fig. 3 is a front elevation of my device, Fig. 4 is a detail view and side elevation showing the operation of my device, Fig. 5 is a detail view of the cross bar and spring guide, Fig. 6 is a detail view of the cross bar, Fig. 7 is a detail view of the stop joint of my device, Fig. 8 is a plan view of Fig. 7.

Similar reference numerals refer to similar

parts throughout the several views as illustrated in the accompanying drawings.

The frame of my device is supported by the swinging links 1 which are pivotally secured on the upper ends thereof to the sub-structure 2 of the car by the brackets 3 and pins 4, the lower end of said swinging links being pivotally secured to the balance rods 5 which are provided on the front ends thereof with the roller 6 and lip supporting brackets 7 adapted to support the pipe 8 which is secured to the netting 9 which is adapted to form the floor or horizontal receiving portion of my device. The rear ends of said balance rods 5 are provided with the stop joint 10 which is adapted to connect the spring guides 11 thereto. I have provided brackets 12 secured to said sub-structure 2 and adapted to support the cross bar 13 which is provided with apertures 14 adapted to receive said spring guides 11.

The stop joint 10 is preferably constructed as shown in Figs. 7 and 8 and provided with the stops 15 and 16 which limit the dropping of the rear end of said balance rods 5 to the position shown in Fig. 2. Said swinging links 1 are held at an angular position relative to a line perpendicular to the floor of the car and drawn through the pivotal connection to the car as shown in Fig. 1 by the springs 17 which are adapted to surround said spring guides 11 and act against said stops 15 and 16 and also against said cross bar 13, being compressed when the bumper 18 provided on said pipe 8 strikes an obstruction. It is obvious that a child striking said bumper will force the springs 17 to permit said swinging links 1 to swing to substantially a vertical position as shown in Fig. 4 thus tending to throw said bumper 18 downwardly, and that said spring guides 11 being bent will permit said stop joints 10 to be forced upwardly on advancing through the apertures 14. It is obvious as said balance rods 5 are supported substantially between said bumper 18 and the stop joints 10 that when a great weight is on the end toward said stop joints that the rear end of said balance rods 5 will be depressed thus forming a basket as shown in Fig. 2. To prevent the person falling on the fender or against the front of the car from being injured I have provided springs 19 adapted to form a cushion.

I do not wish to be limited to the specific

construction herein set forth and illustrated in the accompanying drawings but wish to depart from such details as are within the scope of my patent.

5 Having thus described my invention, what I claim as new and desire to secure by Letters Patent of the United States is;

1. In a car fender, swinging links, balance rods, springs and spring guides co-acting
10 therewith to support said balance rods, and a pivotal connection between said balance rods and said links whereby the forward end is depressed on striking an obstacle and the rear end is depressed by the weight of the
15 obstacle.

2. In a car fender, swinging links, balance rods supported thereby, springs adapted to hold said balance rods in a normal position, and means whereby said balance rods may
20 be tilted downwardly on their forward ends

on striking an obstacle and forced downwardly at the rear ends thereof by the weight of the obstacle.

3. In a car fender, swinging links, balance rods supported thereby, springs adapted to
25 hold said balance rods in a normal position, means whereby said balance rods may be tilted downwardly on their forward ends on striking an obstacle, and means whereby the rear end of said balance rods may be forced
30 downwardly by the weight of an obstacle when caught on the fender.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

BERT BECKERLY.

Witnesses:

PAUL A. TALBOT,
K. LEHMANN.