

CAR FENDER.

956,483.

2 SHEETS—SHEET 1.



Inventor

Attorney

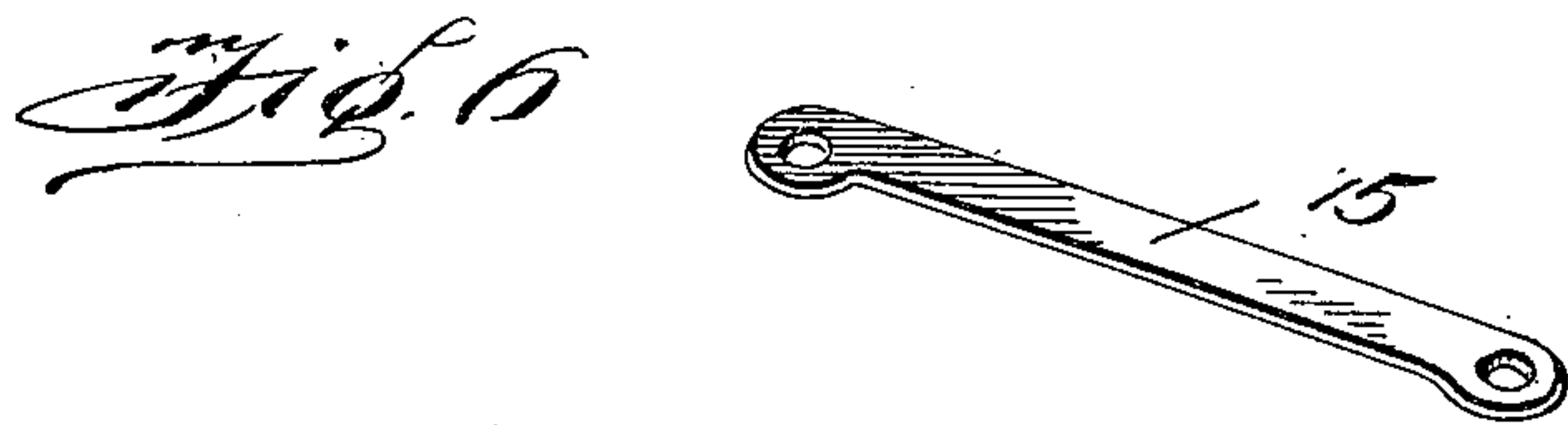
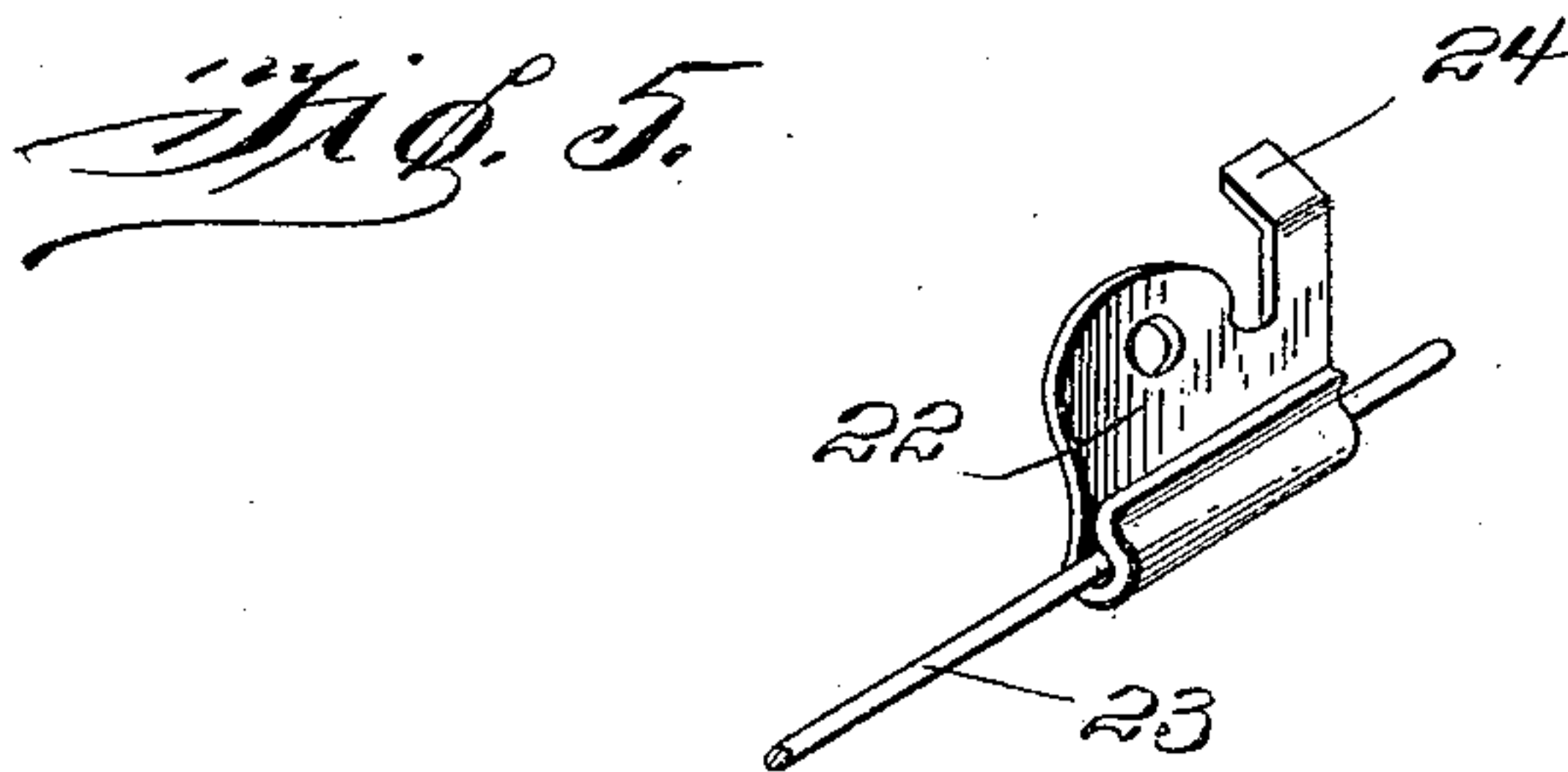
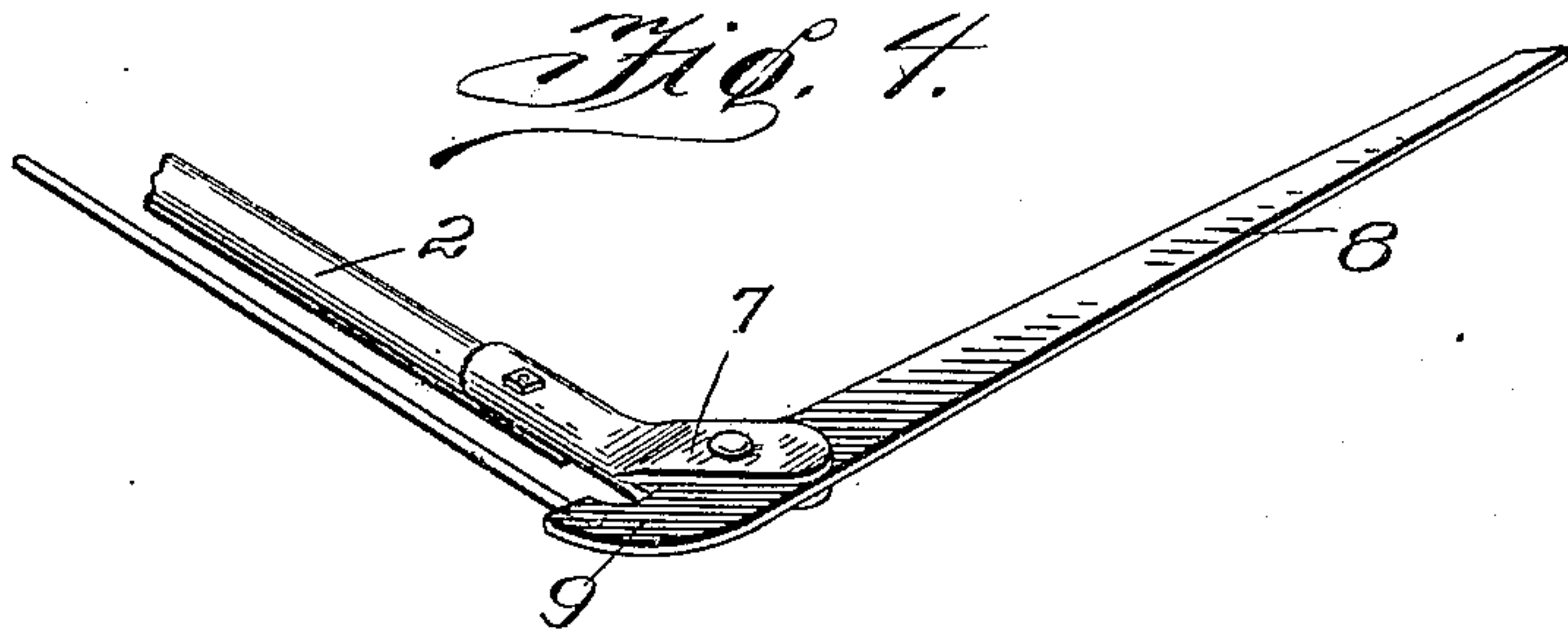
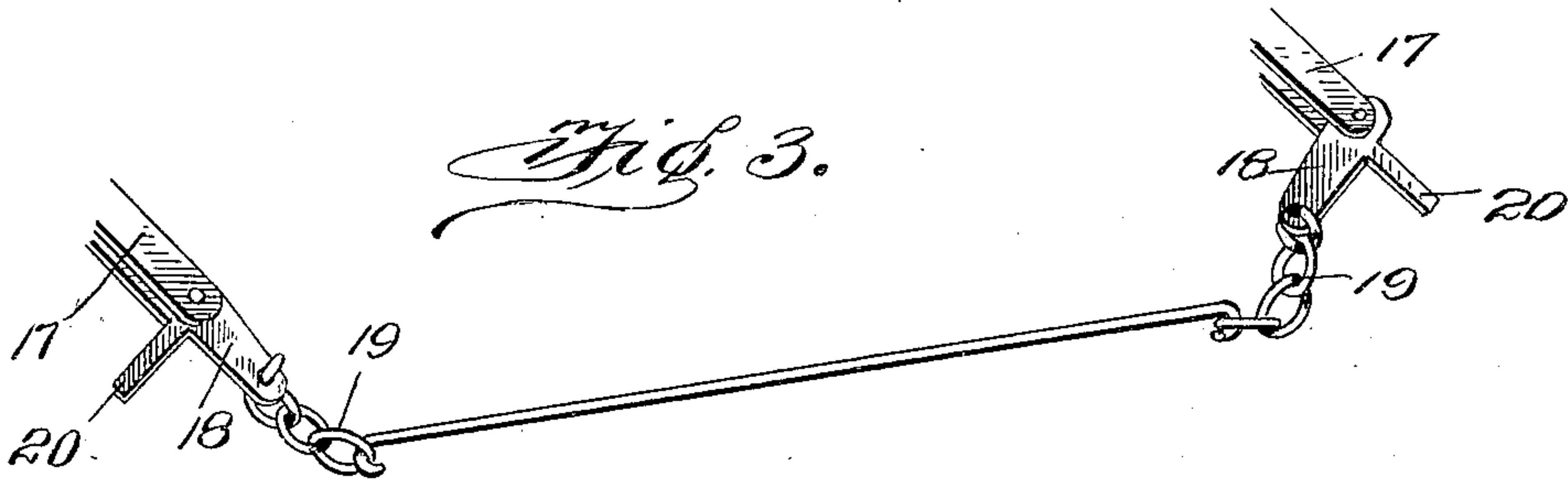
G. F. Tolson
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956,483.

W. P. CLAMPITT.
CAR FENDER.
APPLICATION FILED MAY 26, 1909.

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2 SHEETS—SHEET 2.



Witnesses

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UNITED STATES PATENT OFFICE.

WARREN P. CLAMPITT, OF CLEVELAND, OHIO.

CAR-FENDER.

956,483.

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To all whom it may concern:

Be it known that I, WARREN P. CLAMPITT, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented new and useful Improvements in Car-Fenders, of which the following is a specification.

This invention relates to car fenders, and the primary object of the invention is to provide a device of this character which can be constructed and installed at a comparatively low cost, which may be easily adjusted to cars of various heights, and one which will perform the functions for which it is intended with ease and efficiency.

With the above and other objects in view which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the invention and in which—

Figure 1 is a side elevation of the device applied to an ordinary railway car, the fenders proper being shown in dotted lines dropped to an obstacle receiving position. Fig. 2 is a top plan view of the device. Fig. 3 is a perspective view of the hinged catch members and their flexible connection. Fig. 4 is a detail perspective view of one of the guard members, illustrating one of the operating bars and a portion of the frame. Fig. 5 is a perspective view of the hinged bearing for the operating rod. Fig. 6 is a perspective view of the link connection for the two members comprising the fender proper.

In the accompanying drawings the numeral 1 designates the outer frame of the fender. One of these frames is employed adjacent each side of the car and upon the front thereof and as the two side members of the frame are identical in construction the reference numerals indicating the details of one of the members may be considered equally applicable to the opposite member. Each of the side members 1 is constructed of preferably tubular members and have their tops arranged at a substantial angle. This top angular portion 2 has its upper portion arranged at a substantially vertical angle to provide an offset 3 which is adapted to be received within a collar 4 positioned upon the front of the car 5. The extension is retained in secured position within the collar through the medium of a removable se-

curing element 6'. By constructing this offset member 3 of a substantial length it will be noted that the frame 1 may be adjusted to any desired height so that the device may be applied to cars having their bodies positioned at different heights from the railway.

The annular members 2 are provided with a reinforcing member 6. This member comprises a substantially horizontal part connecting the front of the angular member 2 and extending rearwardly therefrom to a distance approximately in alinement with the vertical extension 3. The member is then brought upwardly at a substantially right angle and is connected beneath the member 2 as clearly illustrated in Fig. 1 of the drawings.

The forward ends of the frames 1 are provided with bifurcated extensions 7 and these bifurcations are adapted for the reception of inwardly extending guard members 8, the guard members 8 having their outwardly extending portions flattened to provide clips 9, the purpose of which will hereinafter be fully described.

The side members 2 of the frame 1 are connected at their rear through the medium of a suitable bar 10, which is adapted for the reception of spaced loops 11 connecting the inner bar 12 of the member 13 comprising one of the sections of the fender proper. The numeral 14 designates the opposite member of the fender, and the members 13 and 14 are connected at their sides through the medium of pivoted links 15. The member 14 is also provided with suitable arms or fingers 16, which are adapted to extend beneath the member 13 so as to retain these members in alinement with each other when the fender is not in its operative position.

Secured beneath each end of the section 13 are spaced ears 17, and between these ears are pivotally connected the L-shaped catch members 18. The depending arms of these members 18 are provided with suitable openings and these openings are adapted for the reception of a flexible connection 19, so that when the opposite fingers 20 are brought into engagement with the operating bars 23, the members 18 will be retained in operative position with each other.

Secured upon the sides 3 of the frame at points approximately in alinement with the point of connection of the fender members 13 and 14 are suitable collars 21. These collars are each provided with a depending

finger, to which is pivoted a supporting clip 22 of the operating bars 23. By reference to Fig. 5 of the drawings it will be noted that the clip 22 is provided with an offset
 5 finger 24 and this finger is adapted to contact the under-face of the inclined side bar 2, to limit the upward movement of the said bar in one direction. Each of the operating bars 23 are of a sufficient length and
 10 have one of their ends engage beneath the outer flattened faces 9 of the guards 8 and their opposite end engage beneath the finger 20 of the catch member 18 when the fender is to be retained in an inoperative
 15 position. It will be noted that when the fender is in an inoperative position the sections comprising the same are arranged at an angle equaling that of the inclined bars 2 of the frame members 1 and it will be further
 20 noted that one or both of the guard members 8 are swung inwardly from contacting the obstacle, the forward ends of the operating bars 23 will be released and the weight of the fender will cause the same to
 25 swing downwardly and the members assume a substantially right angular position in relation to each other, so as to provide a substantial chair, indicated by the dotted lines in Fig. 1 of the drawings.

30 In order to limit the downward movement of the forward member 14 I have provided the forward ends of the inclined tubular members 2 with resilient elements 25 and these elements have their free ends connected with the forward end of the member
 35 14 as clearly illustrated in Fig. 2 of the drawings.

The obstacle is frequently seen by the motorman of the car before the same contacts the guards 8 and as it is necessary to
 40 throw the fender into an operative position as soon as possible, I have provided the device with mechanism whereby the said fender may be thrown on by the motorman
 45 of the car.

In this construction I have provided the car 5 with a push rod 26, which may be positioned centrally of the forward end of the car and which has its lower extremity provided with a suitable collar 27. This collar 27 has one of its ends secured with a
 50 helical spring 28 which is adapted to normally force the rod 26 upwardly into operative position. Connected with the collar 27
 55 is a bell crank 29 which has its free end connected with a flexible element such as a cord 30 and this cord is extended through a plurality of spaced eyes 31 and has its free end connected with one or both of the guards 8.
 60 It is to be understood that when the cords are secured to both of the guards 8, a pair of bell crank levers 29 will be employed.

From the above description, taken in connection with the accompanying drawings, it
 65 will be noted that I have provided a com-

paratively simple, cheap and efficient car fender and it is to be understood that while I have shown and described the preferred embodiment of the invention as it now appears to me, minor details within the scope
 70 of the following claims may be resorted to if desired.

Having thus fully described the invention what is claimed as new is:

1. In combination with a car, of angular side frames, guard arms pivotally connected to the front of the frame, a sectional fender normally retained in parallel relation with the upper portion of the frames, and means instituted by the movement of the guard
 75 arms for permitting the sections of the fender to assume a substantially right angular position in relation with each other. 80

2. In combination with a car, of angular side frames, means for adjusting the frames
 85 upon the car, guard arms pivotally connected to the front of the frame, a sectional fender normally retained in parallel relation with the upper portion of the frames, and means instituted by the movement of
 90 the guard arms for permitting the sections of the fender to assume a substantially right angular position in relation with each other.

3. In combination with a car, of angular side frames, means for adjusting the frames
 95 upon the car, guard arms pivotally connected to the front of the frame, a sectional fender normally retained in parallel relation with the upper portion of the frames, means instituted by the movement of the guard arms
 100 for permitting the sections of the fender to assume a substantially right angular position in relation with each other, and means for retaining the fender in its dropped position. 105

4. The combination with a car having a pair of frames adjustably secured thereto, said frames comprising each a tubular inclined member and each being provided with a substantially L-shaped brace member,
 110 pivoted guard arms upon the forward end of the frame, a fender constructed in sections pivotally connected with the frame, the sections of the fender being secured together through the medium of pivoted links, L-shaped catch members pivotally connected to
 115 each side of the pivoted section of the fender, a resilient connection between these catch members, and operating bars pivotally connected to the sides of the frames and engaging beneath the catch members and the upwardly extending portions of the guards. 120

5. The combination with a car, a frame adjustably connected with the front of the car, said frame comprising a pair of side
 125 members, each having an inclined top bar and an L-shaped brace beneath the top bar, a connection between the bars adjacent their rear extremities, a fender, said fender being constructed of a pair of sections, one of said 130

sections being pivotally secured to the connecting bar of the side frames, the members being secured together by pivoted links, one of the members being provided with projections extending beneath the opposite member, L-shaped catch members pivotally secured to the hinged section of the frame, a resilient connection between these L-shaped catches, a collar upon each of the inclined side bars, a bearing mounted within each of these collars, said bearing being provided with an offset fender adapted to contact beneath the under face of the inclined bar, an operating bar connected with the bearing

and adapted to have one of its edges normally engaged with one of the arms of the L-shaped catch, pivoted guard members upon the extremities of the ends of the side members of the frame adapted to engage the opposite end of the operating bar and means provided within the car for swinging the guards. 15 20

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

WARREN P. CLAMPITT.

Witnesses:

JOHN F. KELLEY,
L. G. HEBERLING.