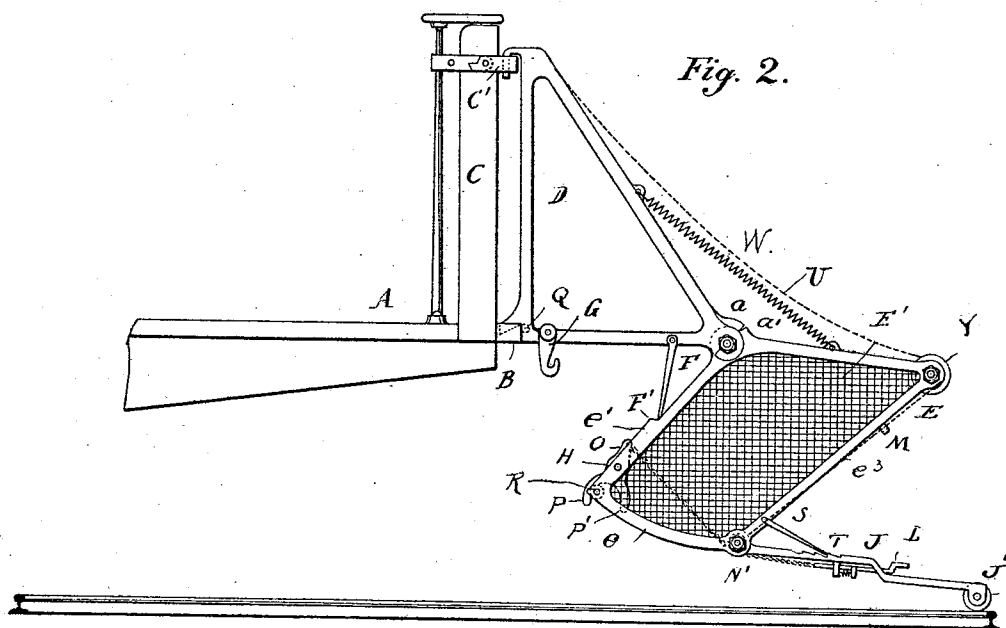
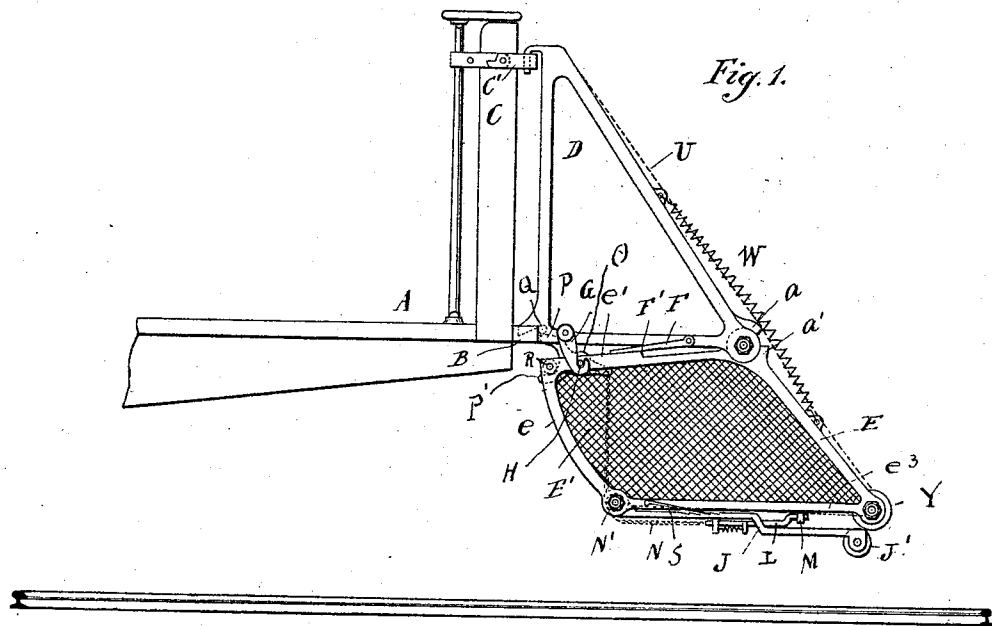


(No Model.)

J. BRAUTIGAM.
CAR FENDER.

No. 542,841.

Patented July 16, 1895.



Witnesses
S. P. Palmieri
H. M. Flannery

J. Brautigam Inventor
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UNITED STATES PATENT OFFICE.

JOSEPH BRAUTIGAM, OF BROOKLYN, NEW YORK.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 542,841, dated July 16, 1895.

Application filed April 17, 1895. Serial No. 546,018. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH BRAUTIGAM, a citizen of the United States, and a resident of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

The object of my invention is to provide a new and improved fender for trolley, cable, and other motor cars, which is so constructed as to automatically catch and hold a person standing in the way of the car, and thereby absolutely prevent his coming in contact with the wheels.

In the accompanying drawings, forming a part of this specification, and in which like letters indicate like parts in all the views, Figure 1 is a side view of my improved car-fender folded and raised. Fig. 2 is a similar view of the same opened and lowered.

The end of the car-platform is provided with brackets B and the top part of the dashboard C with brackets C', on which brackets two frames D are hung to project in the direction from the end of the dashboard, which frames are preferably made triangular in shape, as shown. To the outer end of each frame D a substantially quadrilateral frame E is hinged at its upper front corner, said frames each having a filling of netting E' and the rear bars e.

Stop-lugs a and a' are provided on the frames D and E, respectively, to prevent the frames E swinging down any farther than into the position shown in Fig. 2.

A latch F is hinged to the side of the bottom bar of each frame D, near the front end of the same, and when the frame E swings down automatically said latch F engages a shoulder F' on the top bar e' of the corresponding frame E, to lock the same in lowered position, as is also shown in Fig. 2.

A holding-hook G is pivoted to the outer side of the bottom bar of each frame D at the rear end of the same, and said hook is adapted to engage a pin H, projecting laterally from the top bar e' of the frame E at the rear end of the same, for the purpose of holding the frame E in raised position, as shown in Fig. 1.

A frame J covered with netting is hinged at its rear end to the bottom rear corners of the two frames E, and said frame J is provided

at its front with rollers J' that can run on the track-rails K, as shown in Fig. 2.

A sliding spring-pressed bolt L is mounted on the under side of the frame J, and its free end can pass into a keeper M on the under side of the bottom bar e³ of a frame E for the purpose of locking the frame J against the bottom of the frames E, as shown in Fig. 1. A chain N is connected with the rear end of the bolt L and passes over suitable guide-pulleys N' at the rear upper corner of the frame E, and is connected with the front end of a lever O pivoted to the side of the top bar e' of a frame E, the rear end of said lever being forked to have the two prongs P and P', of which the former rests against a pin Q on the frame D, and the latter can rest against a pin R on the frame E.

A latch S is pivoted to the bottom bar e³ of the frame E, and its free end can engage shoulders T on the side bar of the frame J to hold the same in lowered position, as shown in Fig. 2.

A helical spring W connects each frame D with the front of the corresponding frame E.

A rubber-covered buffer-rod Y connects the front bottom corners of the two frames E.

A netting U is secured at its top to the top parts of the front bars of the frames D, extends over the rod, and has its lower end secured to the rear bottom corners of the frames E.

The operation is as follows: The fender is normally held in position, (shown in Fig. 1,) the pin H being engaged by the hook G and the frame J being held against the bottoms of the frames E. If a person is struck by a fender—that is, by the front of the raised frame J—the frames E are swung upward and backward a short distance on their pivots sufficiently to move the pins H out of the hooks G, permitting said hooks to assume a vertical position, as shown in Fig. 2. As the rear parts of the frames E are no longer held by the hooks G, they swing down and into the position shown in Fig. 2 until stopped by the lugs a and a'. As the frames E swing upward and backward to disengage the hooks G, as stated above, the front end of the lever O is moved upward as its prong P bears against the pin Q on the frame D. Thereby the chain N is connected with the lever O and bolt L

is pulled upward, and the bolt is pulled out of the keeper M, permitting the free end of the frame J to drop upon the tracks, said frame being automatically locked in lowered position by the latch S in the same manner as the frames E are locked by the latches F. The person struck drops upon the netting U and is carried along and cannot get under the wheels, as the frame J shoots forward to prevent this.

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

1. In a car fender, the combination with frames projecting from the dash board of a car, of two swinging side frames hinged to said projecting frames, a netting covered frame hinged to the rear parts of said swinging frames at the bottom and a netting secured to the projecting frames and to the swinging frames, substantially as herein shown and described.

2. In a car fender, the combination with frames projecting from the dash board of a car, of swinging frames hinged to said projecting frames, a hook for holding the swinging frames in raised position, a netting covered frame hinged to the lower front ends of the swinging frames, means for locking said frame to the swinging frame means for automatically releasing said frame when the swinging frames swing down, and a netting secured to the projecting frames and the rear lower corners of the swinging frames, substantially as herein shown and described.

3. In a car fender, the combination with two frames projecting from the dash board of a car, of swinging frames hinged to said projecting frames, a frame hinged to the front bottom parts of the swinging frames, means for holding said swinging frames and the frame hinged thereto, in raised position, means for automatically releasing said frames and a spring attached to the projecting frames

and to the swinging frames and a netting secured to the projecting frames and the rear bottom parts of the swinging frames, substantially as herein shown and described.

4. In a car fender, the combination with the frames D of the frames E hinged thereto, the spring W secured to the frames D and E, the netting U the frame J hinged to the frames E, means for holding the frames E and J, in raised position means for automatically releasing them and latches F and S for locking the frames E and J in lowered position substantially as herein shown and described.

5. In a car fender, the combination with the frames D, of the frames E hinged thereto, the spring W secured to the frames D and E, the netting U, the frame J hinged to the frames E, means for holding the frames E in raised position and automatically releasing them, a sliding bolt on the frame J for locking the same in raised position on the frames E, a chain connected with said bolt and means for automatically pulling said chain, when the frames E, are released, substantially as herein shown and described.

6. In a car fender, the combination with the frames D of the frames E hinged thereto the netting U the frame J hinged to the frames E, the spring W secured to the frames D and E, means for holding the frames E in raised position and automatically releasing them, the bolt L on the frame J, the chain N connected with said bolt, the forked lever O attached to said chain and the pin Q on the frame D, substantially as herein shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 4th day of April, 1895.

JOSEPH BRAUTIGAM.

Witnesses:

OSCAR F. GUNZ,
N. M. FLANNERY.