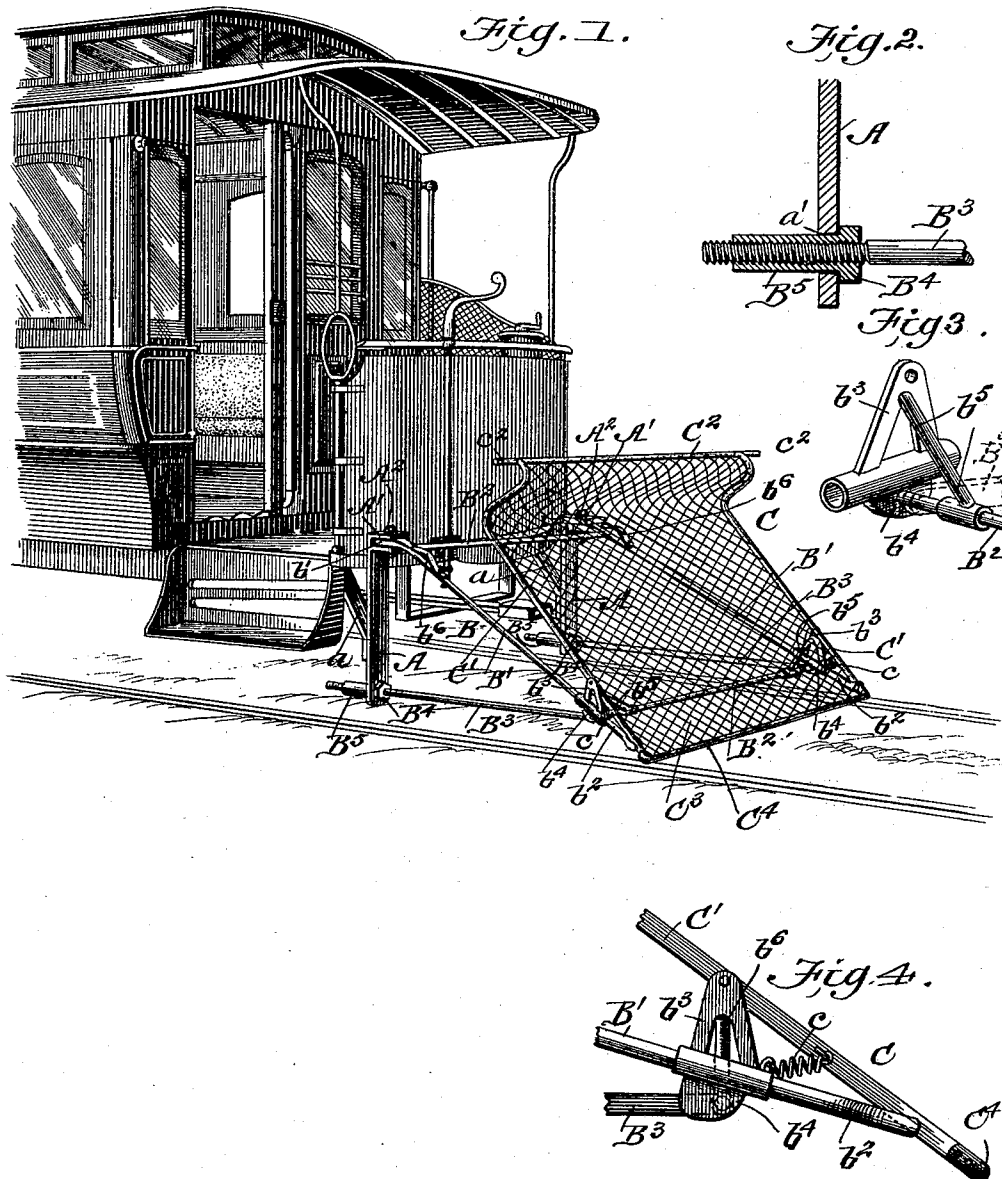


(No Model.)

C. A. L. DU QUESNAY.
CAR FENDER.

No. 553,186.

Patented Jan. 14, 1896.



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CHARLES A. L. DU QUESNAY, OF NEW ORLEANS, LOUISIANA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 553,186, dated January 14, 1896.

Application filed August 2, 1895. Serial No. 558,041. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. L. DU QUESNAY, a citizen of France, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Car-Fenders, of which the following specification contains a full, clear, and exact description, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective of my improved car-fender applied and in its operative position. Fig. 2 is a detail of the sleeved nut. Fig. 3 is a side elevation of the forward portion of the fender shown in Fig. 1, and Fig. 4 is a detail perspective hereinafter referred to.

My invention relates to that class of fenders which pick up the person struck; and its objects are to prevent injury to the person when struck by the fender, also to guard the person from injury when thrown backward in the fender, to provide for the ready shifting of the fender from one end of the car to the other, and to protect the threaded ends of the frame-adjusting bars from wear.

The invention will first be described, and then specifically pointed out in the claims.

A A are standards, two of which are secured to and depend from each end of the car, said standards being braced at their lower ends by the inclined braces *a a*. The upper end of each standard A is provided with a pair of ears or lugs A', having vertically aligned apertures to receive the pin A², while the lower ends of the standards are each provided with a transverse aperture *a'*.

B is an open rectangular frame comprising side bars B' B' and cross-bars B² B², the ends of the side bars extending beyond the cross-bars, as shown at *b' b'*. The upper extensions or lugs *b'* thus formed are apertured and secured between the ears or lugs A' by means of the pins A², which permit of vertical adjustment of the lower front end of the said frame B, and the extensions *b'* at the lower or outer ends of the side bars B' are forked at their extremities. The lower portions of the side bars are provided with rigidly-connected sleeves formed on their upper and lower sides, respectively, with lugs or ears *b³ b⁴*, the said lugs *b³* being connected to the ends of the bar B² by the braces *b⁵*, as clearly shown in Figs. 3 and 4.

B³ are the brace rods or bars, pivoted at their outer ends to the lugs *b⁴* and adjustable longitudinally at their rear threaded ends through the lower apertured ends *a'* of the standards A by means of the nuts B⁴. These nuts B⁴ are mounted on the rods B³ in front of the standards A, and so hold the rods from moving inwardly, while permitting them to be readily pulled out, and in order that the threads on the rods or bars B³ may not be broken or injured in being passed in and out of the apertures *a'* I provide the nuts with long sleeves or tubes B⁵, (see Fig. 3,) which inclose the greater portion of the threads and fully protect them. The front end of the frame B, and with it the front end of fender C, may be raised or lowered into proper relation with the road-bed by simply turning the nuts B⁴.

The fender proper or pick-up C consists in an open frame which is open at its front end, said fender being pivoted near the lower ends of its side bars C' C' between the ears or lugs *b³*, so as to rock vertically on the supporting frame B.

The fender C is held with its outer end lowermost by means of spiral springs *c*. The side bars C' C' of the fender C are curved upwardly at their rear ends and then rearwardly, where they are connected by a cross-bar C² of greater length than the width of the fender, so that stop extensions *c²* will be formed which are adapted to limit the downward movement of the inner end of the fender when a person lies thereon. In order to cushion the fender when so operated I place cushioning-springs *b⁶* on the side bars B' of the supporting-frame to be struck by the stops *c²*.

The fender is covered with netting C³, and owing to the shape of the rear ends of the side bars C' C', the cross-bar C² will be entirely out of the way of the person caught in the net, and the rear upwardly-extending part of the netting will act as a pillow to prevent injury to the head and shoulders of the person.

In order that the legs of the person struck may not be broken or otherwise injured by the fender, I stretch thereacross a yielding flexible strand C⁴ wholly unsupported save at its ends. This strand, as shown in Fig. 1, is formed of a length of solid round rubber about one inch in diameter. It will be seen therefore that as the open front end of the

fender C is provided only with this yielding flexible strand no injury can be inflicted thereby.

The parts being in the position shown in full lines, it will be seen that when a person is struck by the spring-controlled front strand of the fender said strand will yield inwardly and the person will fall upon the fender in rear of its pivotal points, which will tilt the fender into a horizontal position and thus raise its front end high enough to prevent dragging of the person's feet should they hang there-over.

The head and shoulders will be protected by the rear pillow-like portion of the fender, and thus the person will be carried until the car can be stopped.

To remove the fender as a whole it is simply necessary to pull out the pins A² and pull the rods or bars B³ out of the lower ends of the standards, the nuts and their sleeves remaining in position on the rods or bars.

The various rods and bars are formed of any suitable material, but preferably tubing.

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

1. A fender comprising the forwardly projecting frame adapted to be secured to the end of a car, and an inclined netted fender pivoted near the forward ends of its side bars to the front end of the said frame and supported against downward movement in front of its pivotal points and adapted to swing down within the frame in rear of its pivotal points the said fender being curved upwardly at its rear end to form a protecting pillow or cushion and provided at the upper corners thereof with laterally extending stops to engage the bars and limit the downward movement of the inner end of the fender, the forward edge of the fender projecting beyond the supporting frame to strike the object and cause it to fall upon the fender in rear of its pivotal point and thereby cause the rear end of the fender to tilt downwardly, substantially as described.

2. The combination with the supporting frame adapted to be secured at the end of a car and provided at the outer ends of its side bars with forks or stops, of the netted fender closed at its front end by a solid rubber strand, and pivoted near its forward end to the said frame with the outer ends of its side bars normally resting on said forks or stops, and lateral stops on the upper corners of the fender to engage the side bars of the supporting frame when the rear end of the fender is depressed, substantially as described.

3. The combination with a supporting frame adapted to be secured at the end of a car, and provided at the outer ends of its side bars with forks or stops, of the netted fender pivoted near its forward end to the said frame

with the outer ends of its side bars normally resting on said forks or stops and provided at its upper rear end with lateral stops to engage the side bars of the supporting frame when said rear end is depressed substantially as set forth.

4. The combination with the supporting frame adapted to be secured at the end of a car and provided at the outer ends of its side bars with forks or stops and at the upper or rear ends with springs or cushions, of the vertically rocking netted fender pivoted near its front end to the said supporting frame with the front ends of its side arms normally resting in said forks or stops and having lateral stops at the rear upper ends of its side bars to engage said springs or cushions when the rear end of the fender is depressed substantially as set forth.

5. The combination with the supporting frame adapted to be secured to the end of a car and provided at the outer ends of its side bars with forks or supports, and with ears just in rear thereof, of the netted fender pivoted near its forward end between said ears and resting normally on said forks or supports, the rear end of the fender being curved upwardly and rearwardly and provided at its rear end with lateral stops to engage the rear ends of the sides of the supporting frame when depressed substantially as set forth.

6. The combination of the supporting frame, the fender pivoted thereto and means for pivotally connecting the rear end of the frame with the end of the car, with the brace rods pivotally connected to the said frame and extending at their rear threaded ends through apertures in standards or hangers, and nuts on the said rods provided with sleeves or tubes inclosing and protecting the screw threads where they pass through said apertures substantially as set forth.

7. A fender mechanism consisting in the standards having apertured lugs or ears at their upper ends and transverse apertures through their lower ends, the open supporting frame having apertured rear ends secured between said ears by removable pins and the netted fender pivoted near its forward end to the forward end of the supporting frame and normally resting at the forward ends of its side bars on the forward ends of the frame side bars, lateral stops on the rear end of fender to engage said frame, and the brace rods pivoted to the supporting frame and extending at their rear threaded ends through said standard apertures and provided with adjusting nuts in front of said standards substantially as set forth.

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Witnesses:

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