(No Model.)

G. LEARMOUTH.

CAR FENDER.

No. 578,645. Patented Mar. 9, 1897.

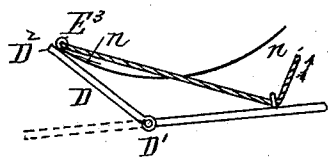

Fig. 3.

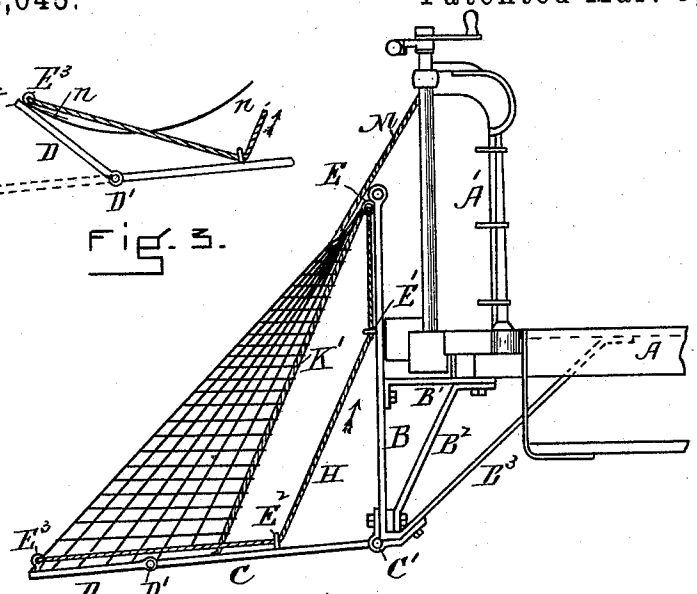

Fig. 1.

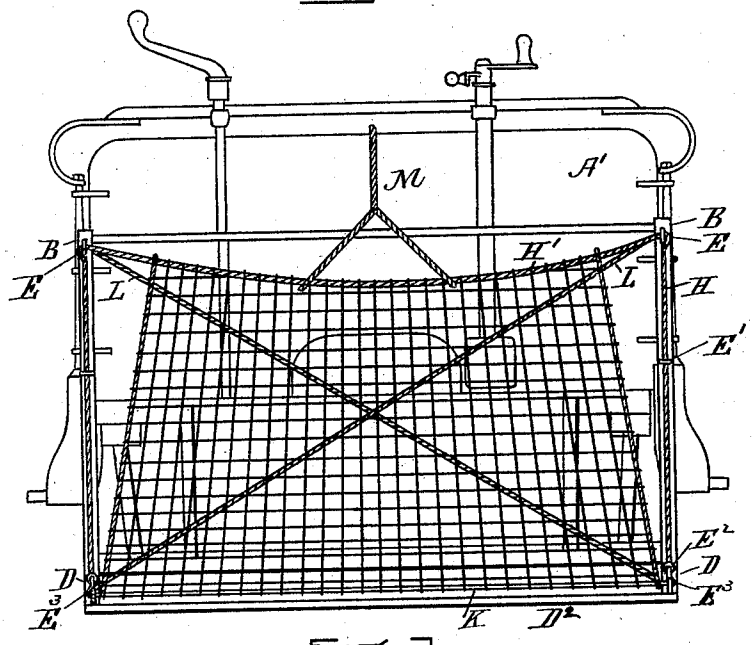

Fig. 2.

WITNESSES

H. W. Edson

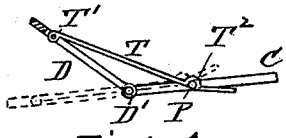

Fig. 4.

INVENTOR

George Learmouth

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

GEORGE LEARMOUTH, OF BOSTON, MASSACHUSETTS.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 578,645, dated March 9, 1897.

Application filed May 2, 1896. Serial No. 590,024. (No model.)

To all whom it may concern:

Be it known that I, GEORGE LEARMOUTH, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Car-Fenders, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to that class of car-fenders that consists of a netting attached to a framework extending from the dashboard of a car; and it consists in so arranging the parts that in case a person falls or is thrown onto the fender the forward part of the same will be forced upward, so as to form a hollow net, in which the person will be safely held until the car stops.

The fender as a whole can be drawn up against the dashboard and entirely out of the way when not in use.

The object of this invention is to make a light and safe self-acting fender and one that can be turned up against the dashboard when not in use. This object I attain by the mechanism shown in the accompanying drawings, in which—

Figure 1 is a side elevation showing a part of a car with my fender attached. Fig. 2 is front elevation of the same. Fig. 3 is a detail to illustrate the action of the fender in case a person falls upon it. Fig. 4 is a detail to show a device for holding the front portion of the fender up when the same is elevated as shown in Fig. 3.

In the drawings, A represents the car, and A′ its dashboard.

B and B are upright rods or bars of iron firmly attached to the car and braced by the rods $B' B^2 B^3$, there being two sets of the rods, one on each side of the car.

To the lower end of the upright bars B, I hinge a framework C at C′. This framework C is preferably made of metal, though it could be of wood. To the frame C, I hinge a supplemental frame D D^2 D, hinged at D′ on each side of the frame C, one side only being shown. The front bar D^2 of the frame should be covered with some soft material, so as not to injure unnecessarily the person that it hits. The netting is made fast at its lower edge to a rope or rod K, which is securely attached to the front of the frame D D^2 D, or the netting may be attached directly to D^2. The upper end or edge of the netting is attached to the rope H′. This rope passes through eyes E E on the upper end of the vertical bars B B, then down through eyes E′ lower down on the bars B, then through the eyes E^2 on the frame C, and thence to the eyes E^3 on the front edge of the supplemental frame D D^2 D, the ends of the rope H being made fast to the eyes E^3, so that in case a person falls onto the netting then a strain will be brought to bear on the edge, that is, on the rope H′, the action of which will be to draw the rope in the direction of the arrow. (See Figs. 1 and 3.) This will cause the front portion of the fender to be raised up, as shown in Fig. 3, the netting assuming a curved line, as indicated at *n n*, Fig. 3, forming a safe place for the person to rest in until the car stops.

K′ K′ are side ropes extending from the upper ends of the bars B to the frame C, to which they are secured. These ropes K′ K′ form the sides of the netting.

The diagonal ropes L L serve to give additional strength to the netting and frames.

To hold the supplemental frame D D^2 D up in the position indicated in Figs. 3 and 4, I have latches T at each side of the frame, Fig. 3, which are pivoted at T′ to the supplemental frame D D^2 D and have hooks T^2 formed in them adapted to engage with the pins P in the frame C, so that as the supplemental frame or front part of the fender is raised up the latches will hold it securely and prevent the person from falling off.

As the frame C is hinged to the bars at C′, it is evident that the whole fender may be drawn up so as to stand vertically near the dashboard. The rope M, connected to the rope H′, is intended for use in drawing the fender up to its vertical position when not in use.

I claim—

In a car-fender the combination of a main hinged framework extending horizontally from the end of the car and having hinged to it a tilting frame of full width also extending horizontally; a network extending from the upper part of the dashboard to the front and sides of the tilting frame and provided with ropes H H′ connected with the said tilting

frame, ropes K K′ supporting the network at the sides, diagonal ropes L L passing underneath the network and drawing-up rope M attached to upper cross-rope H′ all operating together substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 18th day of April, A. D. 1896.

GEORGE LEARMOUTH.

Witnesses:
FRANK G. PARKER,
A. L. GREEN.