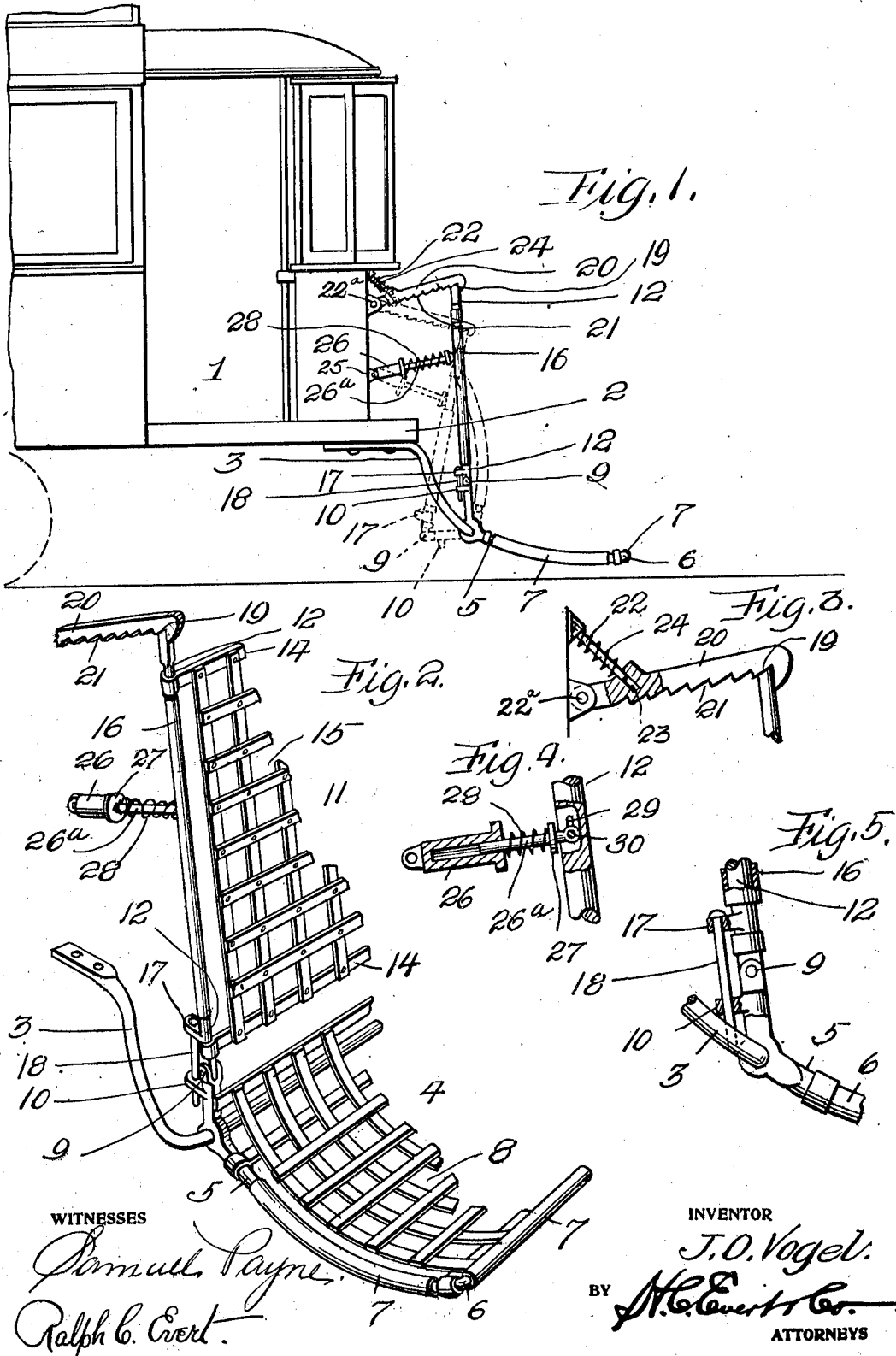


J. O. VOGEL.
CAR FENDER.

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UNITED STATES PATENT OFFICE.

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CAR-FENDER.

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To all whom it may concern:

Be it known that I, JOSEPH O. VOGEL, a citizen of the United States of America, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had therein to the accompanying drawing:

This invention relates to improvements in car fenders, and the invention has for its objects to provide a novel means in connection with the fender for cushioning and retarding the fall of the person upon the fender, thereby preventing one being injured by the framework of the fender, and to provide a means whereby the person struck by the fender will be held safely on same so that when the driving power of the car is shut off, or the brakes are applied, the person on the fender will not be thrown forward from the fender to the track; thereby being placed in a dangerous position should the car slide or skid before coming to a complete stop. To this end, I have devised a fender capable of being folded when the same is not being used.

The detailed construction of my invention will be presently described and then specifically pointed out in the appended claims.

In the drawings:—Figure 1 is a side elevation of a fender in connection with a car and further showing in dotted lines the fender folded, Fig. 2 is a perspective view partly broken away of the fender, Fig. 3 is a detailed view illustrating a lock in connection with the fender, Fig. 4 is a detailed sectional view of a dash-pot or cushioning means for the vertical frame, and Fig. 5 is a detailed view of the connection between the frames of the fender.

In the accompanying drawings I have illustrated one end of the street car having its platform 2 provided with a depending hanger 3, upon which is pivotally mounted a curved frame 4. The frame 4 is constructed of light and durable metal and has its side rails 5 and front rails 6 protected by a resilient material, as rubber 7, ordinary rubber hose being preferable. The curved frame 4 carries a net or lattice work 8, for preventing a person from falling through the frame 4.

The side rails 5 of the curved frame 4 have their ends bifurcated, as at 9, and pro-

vided with pierced rearwardly extending lugs 10. Connecting with the bifurcated ends 9 of the frame 4 is a vertical frame 11, consisting of side rails 12 and transverse rails 14, these rails supporting a net or lattice work 15.

The side rails 12 are provided with resilient material 16 similar to the rails of the curved frame 4, while at their lower ends they are provided with pierced rearwardly extending lugs 17 adapted to be locked with the lugs 10 by pins 18. The pins 18 are employed to maintain a rigid connection between the frames 4 and 11, while the fender is being used, said pins being withdrawn when it is desired to fold the curved frame 4 upwardly against the vertical frame 11, as illustrated in Fig. 1 of the drawings in dotted lines.

The upper ends of the side rails 12 are beveled, as at 19, and are held by pivoted lock bars 20 having ratchet teeth 21 for engaging the beveled teeth of the rails 12. The lock bars 20 are pivotally connected to the front of the car 1, as at 22^a, and to normally hold said lock bars in engagement with the ends of the rails 12, I provide the front of the car 1 with angularly disposed pins 22 entering sockets 23 formed in the lock bars 20. Surrounding the pins 22 are closed springs 24, the tension of said springs normally holding the lock bars 20 in engagement with the rails 12 of the vertical frame 11.

The lock bars 20 allow the vertical frame 11 to recede when a person impinges on the same, but to prevent a too sudden movement of the frame 11 I interpose means between the front of the car 1 and the side rails 12 of said frame to retard the rearward movement of said frame. The front of the car 1 is provided with bearings 25 for pivoted sockets 26, containing pivoted rods 26^a carried by the rails 12. The rods 26^a are provided with fixed flanges 27, and interposed between the flanges and the ends of sockets 26 are coiled springs 28. The pivoted ends of the rods 26^a carry fixed lugs 29 for preventing the upper ends of the rails from moving rearwardly. The lugs 29 abut against the rails 12, when the upper ends of these latter attempt to shift rearwardly. It will thus be observed that the sockets 26 and the rods 26^a serve functionally as dash pots for limiting movement rearwardly of the vertical frame 11 of the fender.

When the fender is to be folded, the pins 18 are removed. The curved frame 4 is then swung upwardly, and by virtue of the connection between the frames 4 and 11, the frame 11 will have its bottom edge lowered and swung rearwardly, while the lock bars 20 will drop sufficiently to hold the upper edge of the frame 11.

Having fully described my invention, what I claim and desire to secure by Letters Patent:—

1. In a car fender, the combination with a car, of a hanger carried thereby, a curved frame pivotally mounted upon said hanger, a vertical frame pivotally connected to said curved frame, pins for maintaining rigid connection between said frames, said vertical frame embodying side rails, locking bars pivotally connected to said car and engaging the upper ends of said side rails, springs interposed between said car and said locking bars for holding the latter in engagement with said side rails, sockets carried by said car, rods pivotally connected to said side rails and entering said sockets, and springs surrounding said rods for cushioning the rearward movement of said vertical frame.

2. The combination with a car, of a curved

frame pivotally supported thereby, a vertical frame pivotally connected with said curved frame, pins for maintaining a rigid connection between said frames, said vertical frame embodying side rails, rods pivotally connected with said side rails, sockets carried by said car for receiving said rods, springs surrounding said rods for cushioning said vertical frame, pivoted lock bars carried by said car and engaging the upper ends of said side rails, and means for normally holding said bars in engagement with said rails.

3. The combination with a car, of a curved frame pivotally supported thereby, a vertical frame pivotally connected with said curved frame, pins for maintaining rigid connection between said frames, means carried by said car for cushioning the rearward movement of said vertical frame, and spring pressed lock bars carried by said car for holding the upper edge of said vertical frame.

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

JOSEPH O. VOGEL.

Witnesses:

O. A. STEHLE,

MAX H. SROLOVITZ.