

(No Model.)

2 Sheets—Sheet 1.

U. DIETZ.
CAR FENDER.

No. 555,283.

Patented Feb. 25, 1896.

Fig. 1.

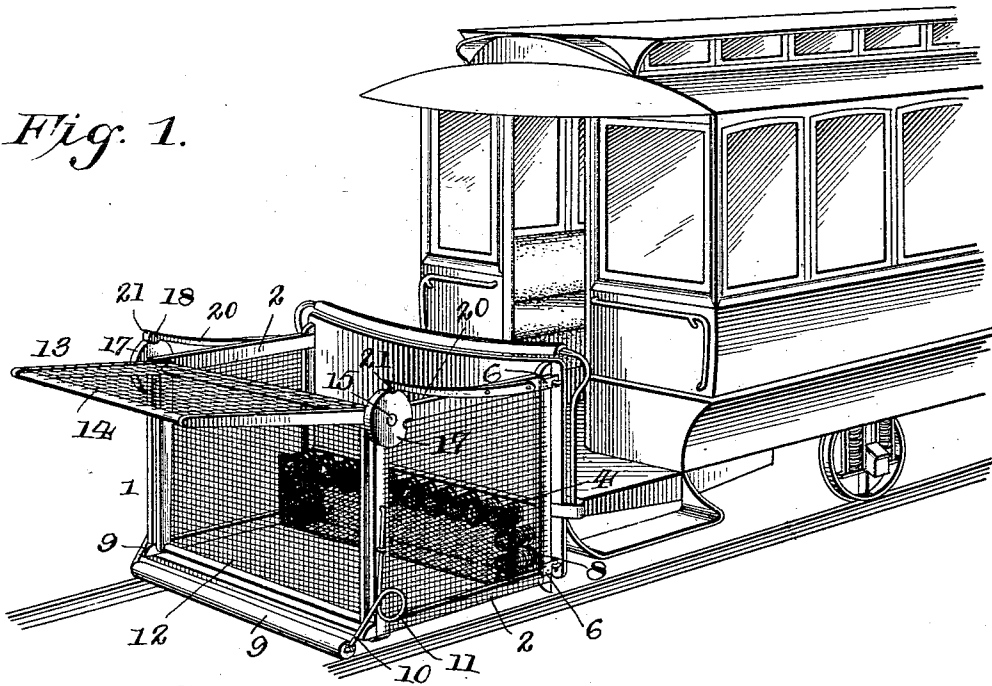
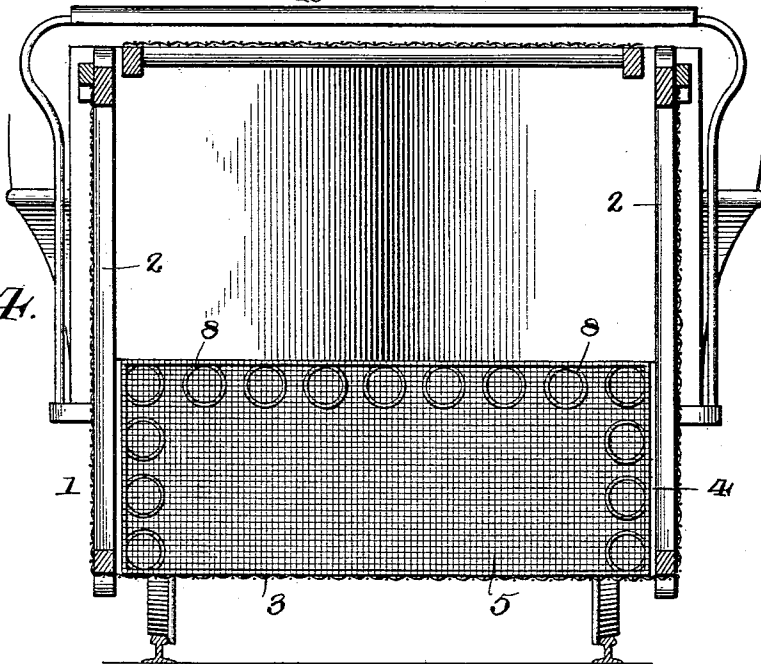


Fig. 4.



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Witnesses

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By his Attorneys,

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UNITED STATES PATENT OFFICE.

URIAH DIETZ, OF BANGOR, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO
AMOS BUZZARD, OF SAME PLACE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 555,283, dated February 25, 1896.

Application filed December 27, 1895. Serial No. 573,448. (No model.)

To all whom it may concern:

Be it known that I, URIA H DIETZ, a citizen of the United States, residing at Bangor, in the county of Northampton and State of Pennsylvania, have invented a new and useful Car-Fender, of which the following is a specification.

The invention relates to improvements in car-fenders.

The object of the invention is to improve the construction of car-fenders and to provide a simple and inexpensive one designed to be applied to street-railway cars and capable of being readily transferred from one end of a motor-car to another.

A further object of the invention is to provide a car-fender which will not obstruct the view of a motorman, and which will be capable of tripping, catching, and retaining a person to prevent him from being injured by being thrown from the fender or the like.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a car-fender constructed in accordance with this invention and shown applied to the car. Fig. 2 is a central vertical sectional view taken longitudinally of the car, the parts being arranged preparatory to catching a person. Fig. 3 is a similar view, the parts being arranged for confining a person. Fig. 4 is a transverse sectional view, the parts being arranged as shown in Fig. 3.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a fender-frame comprising sides 2, a bottom 3 connecting the sides, and a back 4. The sides and bottom are foraminous and constructed of wire-netting or other suitable material, and the back 4 may be solid or otherwise and is provided with a cushion 5. The frame, which has its parts rigidly connected, is provided at its top and bottom with hooks 6, which are located at the back of the frame and are adapted to engage eyes or other suitable hangers of a car. These hooks render the fender-frame detachable and per-

mit it to be readily transferred from one end of the car to the other.

The cushion 5 is rectangular and consists of a sheet of netting or other suitable material, and a series of spiral springs 8 interposed between the back of the fender-frame and the sheet of netting which forms the front of the cushion.

At the front of the fender-frame is arranged a transversely-disposed bar 9, which is preferably round and yieldingly mounted. The terminals of the transverse bar are secured to arms 10 of springs 11, and the bar by being located in advance of the bottom of the fender is adapted to trip a person and cause him to fall within the latter. The springs consist of central coils and oppositely-disposed arms extending upward and downward from the coils. The upper arms are secured to the sides of the fender-frame at the outer faces thereof and the lower arms are attached to the ends of the transverse bar 9.

After a person has been thrown by the bar 9 he contacts with a depending leaf or section 12 of a revolving front 13, which is substantially L-shaped and which consists of the said leaf 12 and a similarly-constructed leaf 14. The leaves 12 and 13 are rigid with each other, are disposed substantially at right angles, and are provided at opposite sides at the angle formed by them with journals 15. The journals 15 are arranged in suitable bearings at the top and front of the fender-frame, and may consist of the terminals of a transverse shaft.

When the revolving front is set for operation, the leaf 12 is disposed vertically, the other leaf being arranged at a slight inclination and extending forward from the top of the fender-frame, as illustrated in Figs. 1 and 2 of the accompanying drawings. The fender-frame is retained in this position by disks 17, mounted on the terminals of the journals at the exterior of the sides of the fender-frame and provided with peripheral notches 18 and 19, which are adapted to be engaged by resilient pawls or catches 20. The resilient pawls or catches 20 are located at the top of the frame and extend longitudinally of the sides thereof, being secured at their rear ends, and the rear ends of the resilient pawls are pro-

vided with enlargements or heads 21, located above the disks 17. The disks are rigid with the journals and rotated with the front of the fender. The notch 18 is curved and the bottom portion of the front end of each resilient pawl or catch is curved to conform to the configuration of the notch 18, the resilient pawl or catch having sufficient strength in engaging the disk at the notch 18 to retain the revolving front in the position illustrated in Figs. 1 and 2 of the accompanying drawings.

When the revolving front is rotated by a person falling within the frame, the leaf 14 descends and assumes a vertical position, the other leaf simultaneously moving upward and forming a temporary top for the fender-frame. The revolving front completes the top and front of the fender-frame and confines a person within the latter, and is rigidly locked in this position by the resilient pawls or catches which engage the notches 19, the latter being shouldered to prevent a retrograde rotation of the revolving front. A person is thus confined within the fender-frame and is prevented being thrown out of the same and must be released by disengaging the resilient pawls or catches from the disks.

It will be seen that the fender is simple and inexpensive in construction and positive and reliable in operation, and that it is capable of tripping a person, sweeping him into the frame, and confining him therein to prevent him from being thrown accidentally therefrom or being otherwise injured.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention.

What I claim is—

1. In a car-fender the combination of a frame, and a substantially L-shaped front journaled on the frame at the front thereof and arranged to be engaged and rotated by a

person and adapted, when operated, to form a top and front for the frame, whereby a person is confined within the latter, substantially as described.

2. In a car-fender, the combination of a frame having a bottom and sides, a front journaled on the frame and arranged to be engaged by a person and forming, when operated, a top and front for the frame to confine a person therein, and means for locking the front against retrograde rotation, substantially as described.

3. In a car-fender, the combination of a frame having a bottom and sides, a substantially L-shaped front journaled on the frame and adapted to form a front and top for the same, a resilient pawl or catch mounted on the frame, and a disk carried by one of the journals and provided at its periphery with notches arranged to be engaged by the catch or pawl, one of the notches being shouldered to prevent retrograde rotation, substantially as described.

4. In a car-fender, the combination of a frame comprising a bottom, sides and a back, a cushion mounted on the back and arranged within the frame, a transverse bar located in advance of the frame at the bottom thereof and yieldingly connected therewith, a substantially L-shaped front journaled on the sides of the frame at the top thereof, and adapted to form a temporary front and top for the same, and a catch for holding the revolving front in position for operation and for preventing retrograde rotation, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

URIAH DIETZ.

Witnesses:

M. F. SIEPEL,
J. N. HOFFMAN.