(No Model.)

G. RISCHMULLER.

CAR FENDER.

No. 558,112. Patented Apr. 14, 1896.

Fig. 1.

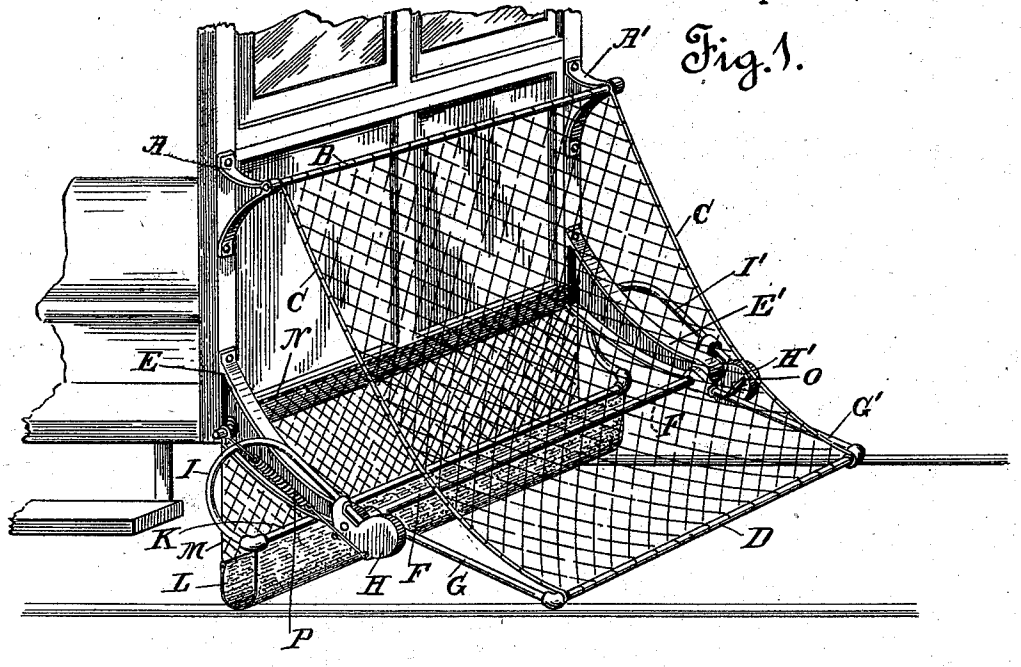

Fig. 2.

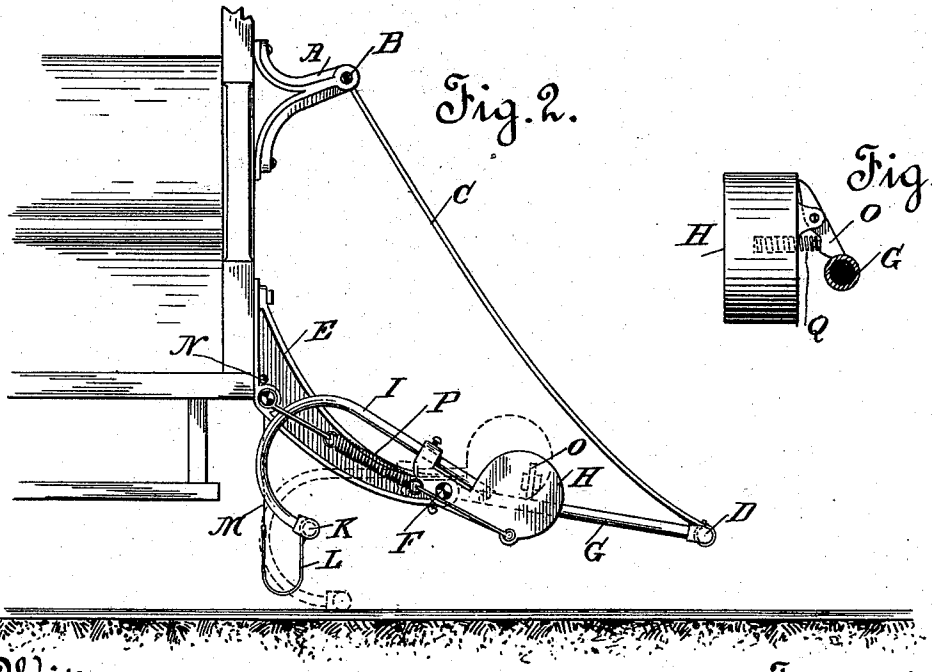

Fig. 3.

Witnesses.

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GEORGE RISCHMULLER, OF SAN FRANCISCO, CALIFORNIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 558,112, dated April 14, 1896.

Application filed December 23, 1895. Serial No. 573,024. (No model.)

To all whom it may concern:

Be it known that I, GEORGE RISCHMULLER, a citizen of the United States, residing in the city and county of San Francisco and State of California, have invented a new Double-Acting Automatic Car-Fender, of which the following is a specification.

My invention relates to improvements in car-fenders, in which two separate fenders operate in conjunction with a vertically acting trigger-bar extending the full width of the car; and the objects of my improvement are, first, to prevent, if a person is struck by the horizontal trigger-bar, the striking of his head against the body of the car, and, secondly, to prevent persons from getting under the car when caught lying down on the road. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the double fender. Fig. 2 is a side elevation of the same. Fig. 3 is a front view of the counterweight with the stud O.

Similar letters refer to similar parts throughout the several views.

The brackets A A′ are fastened to the front part of a car and connected by a pipe B, through which a rope C is running, which keeps the trigger-bar D about seven or eight inches above the road-bed. The space between said pipes and the rope is provided with a net, so if a person is struck by the bar D he will tumble into the net, and if the top brackets are placed at a proper height the cross-bar B with the net attached will prevent the person's head from striking against the car.

Under the top brackets are fastened a pair of brackets E E′, which are provided at their front ends with a shaft F. The object of these brackets is to keep the second fender in front of the car.

To the shaft F is pivoted a trigger-frame, consisting of the pipes G G′ and the cross-bar D, whose function is to trip the secondary fender I. It will be seen that as soon as the trigger-frame is raised the stud O, which rests on the same, carries the counterweight with it, and the spring P draws the fender to the position shown by the dotted lines in Fig. 2.

Each end of the shaft is provided with a casting H H′, forming a counterweight, and a support for the curved fender-bars I I′. These are connected to a pipe K, to which is fastened a canvas L. The space above the canvas is provided with a net M, and this is supported by a rope N. A stud O, pivoted to the counterweight, contacts at the lower end with the pipe G and in conjunction with the spring P keeps the rear fender in elevated position, as shown in Fig. 2, for it will be observed that the line of suspension in the direction of the spring P is below the center of the shaft F, and consequently keeps the stud O tightly pressed against the pipe G. The stud O is kept in position by a spring Q. In case the cross-bar D is to be lifted up the spring Q is depressed, so that the stud O will clear the pipe G.

In case of an accident a person standing will tumble into the net, and the top brackets with connecting-rod and net will prevent said person's head from striking the car; but if a person is caught lying down on the road the trigger-bar D will rise up, and consequently carry the counterweight by means of the stud O with it. As soon as the spring passes the center of the shaft it will swiftly draw the rear fender to the position shown by the dotted lines, and consequently the person will be caught in the rear net.

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

1. In a car-fender the combination with brackets A and E the shafts B and F journaled on the ends thereof, the tripping-frame G pivoted to the shaft F, the ropes C C, and fender-net extending between the shaft B and the frame G and supporting the latter, the secondary fender I also pivoted to the shaft F and suitable mechanism coacting with the tripping-frame G to drop said fender and force the same to the ground substantially as described.

2. In a car-fender the combination with brackets A and E the shafts, B and F journaled on the ends thereof the tripping-frame G pivoted to the shaft F, the ropes C C extending between the shaft B and the frame G and supporting the latter, of the secondary fender also pivoted to the shaft F and tension-spring P adapted to retain the fender I in an elevated position and also to force the same to the ground when the tripping-frame is raised substantially as described.

GEORGE RISCHMULLER.

Witnesses:
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