(No Model.)

H. WETTSTEIN & C. RÖDMANN.

CAR FENDER.

No. 540,374. Patented June 4, 1895

Fig. 1.

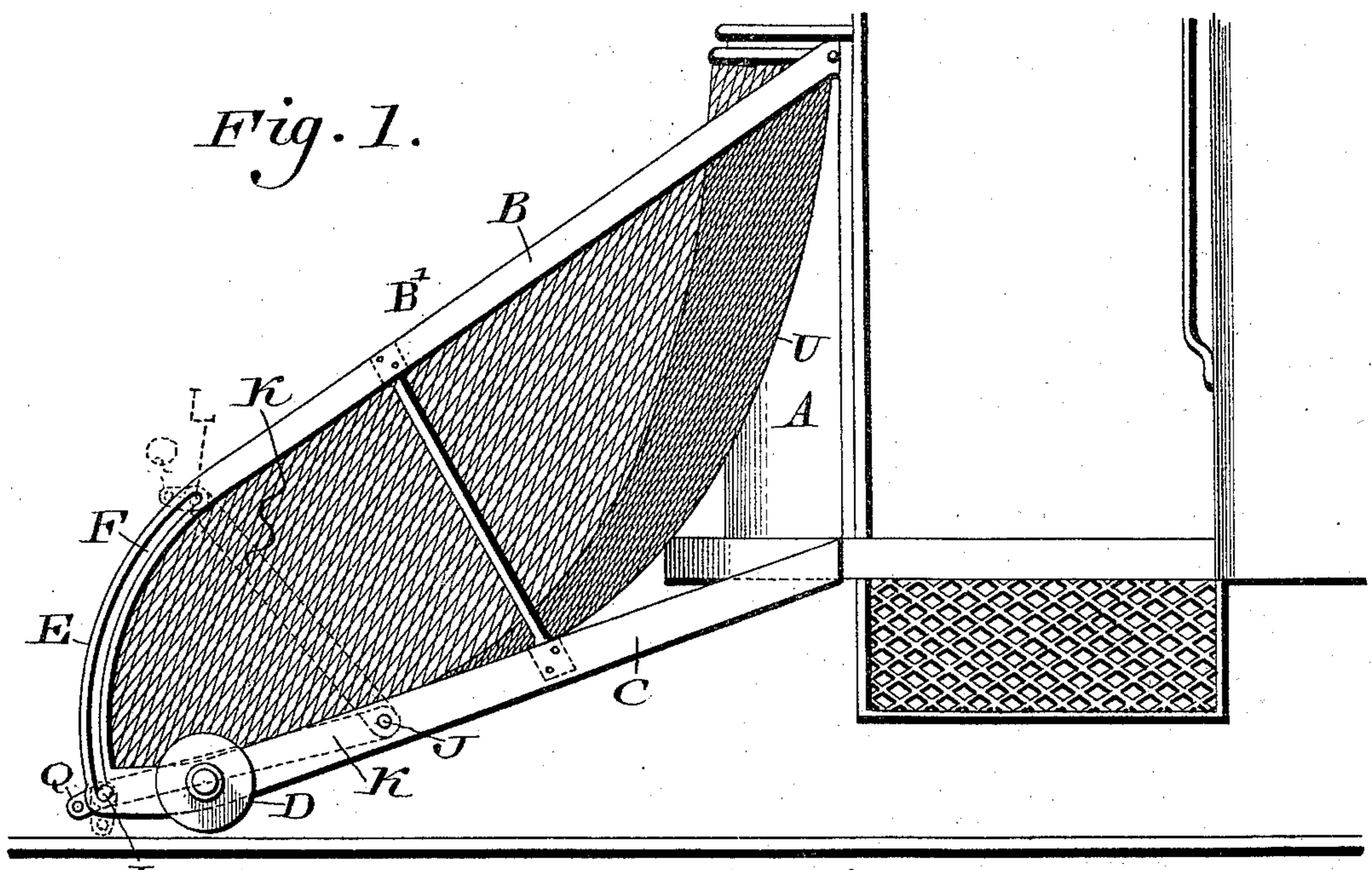


Fig. 2.

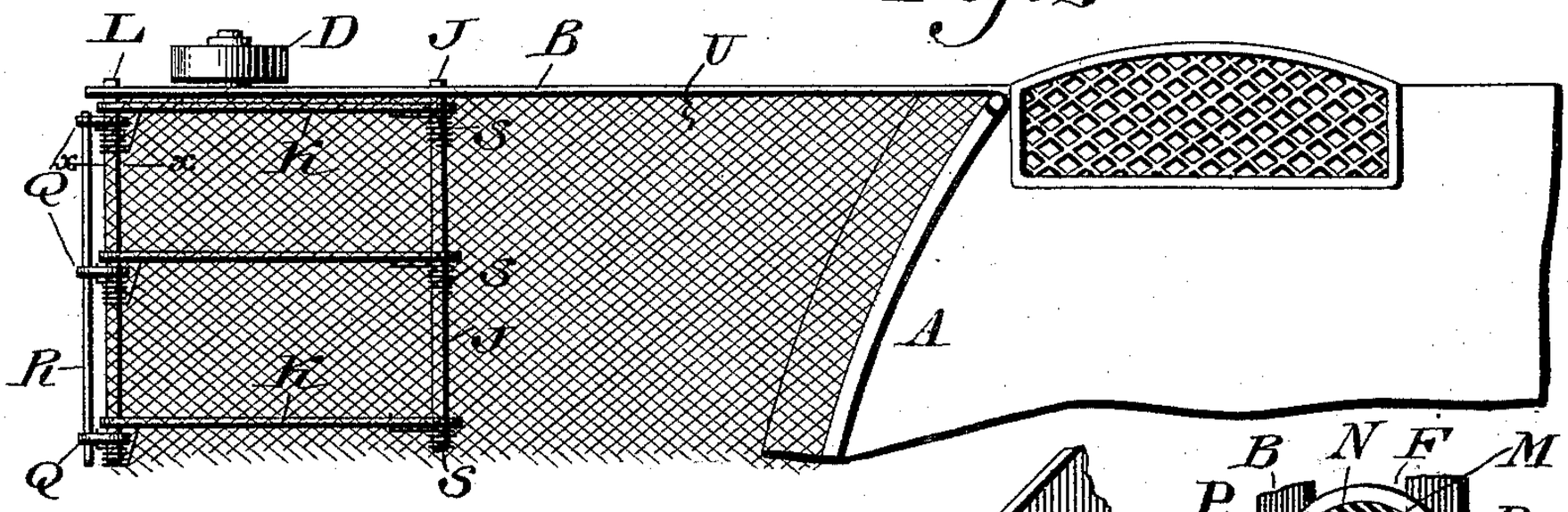


Fig. 3.

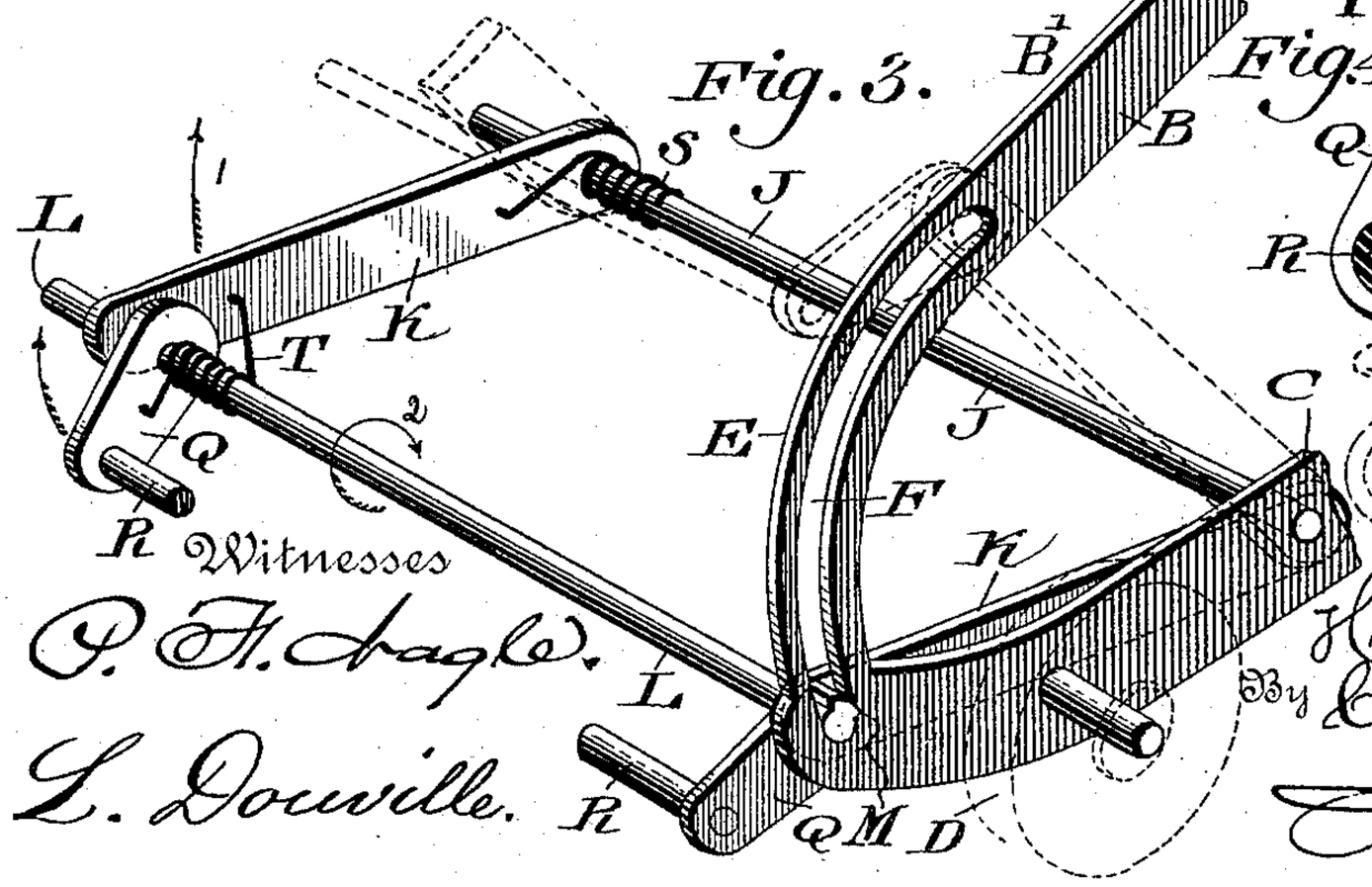
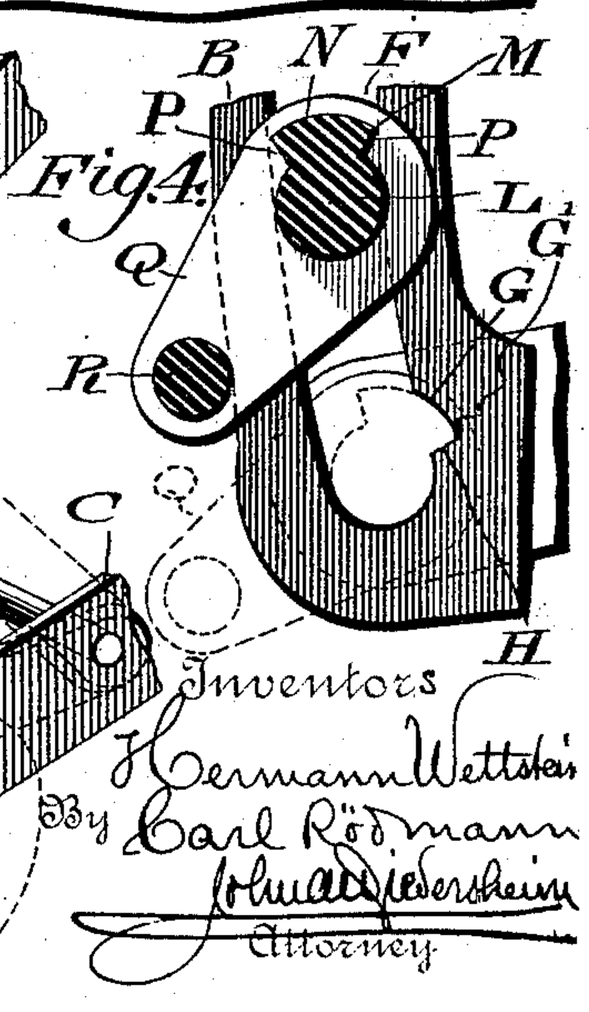


Fig. 4.



UNITED STATES PATENT OFFICE.

HERMANN WETTSTEIN AND CARL RÖDMANN, OF PHILADELPHIA, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 540,374, dated June 4, 1895.

Application filed October 29, 1894. Serial No. 527,232. (No model.)

To all whom it may concern:

Be it known that we, HERMANN WETTSTEIN and CARL RÖDMANN, citizens of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented new and useful Improvements in Car-Fenders, which improvement is fully set forth in the following specification and accompanying drawings.

Our invention consists of a car fender which is provided with a projecting trigger, as hereinafter described, mounted on a pivoted supplemental frame and adapted to trip the person struck, in rearward direction or backwardly, and then serve to release the locking mechanism of a lifting frame, so that when the person is struck, he is thrown into a suitable basket or receiver on the fender, and then raised clear of the road and tracks.

It further consists of novel details of construction all as will be hereinafter set forth.

Figure 1 represents a side elevation of a car-fender embodying our invention and a portion of a car to which the same is applicable. Fig. 2 represents a plan view of a portion of the same. Fig. 3 represents, on an enlarged scale, a perspective view of a portion of the fender with the netting removed. Fig. 4 represents, on an enlarged scale, a sectional view of a portion of a locking device to be hereinafter referred to, the section being taken on line *x x*, Fig. 2.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings: A designates the front of a car, to the upper and lower portions of each side of which is suitably attached the supporting frame B′, the same consisting of the side arms B and C, whose forward ends are suitably attached to each other.

D designates wheels journaled on the lower portion of each of the frames B′ said wheels contacting with the rails in advance of the car, and serving to support the fender proper.

The lower portion of each of the arms B, previous to their junction with the arms C, is curved at E, and is provided with a slot F whose curvature corresponds substantially to the curvature of the said arm B. Each of the slots F extend, in the present instance, from about the junction of the straight and curved portions of the arms B down to the arms C, and has a suitable portion of one of its lower walls provided with a notch or recess G′ the same consisting of the arc-shaped portion G and the straight portion H, which meet each other as is best seen in Fig. 4.

The arms C are connected by a rod J which extends transversely to the line of movement of the car, and from said rod extends in a longitudinal direction the bars K, which may be of any desired number, and have passing through their forward ends the cross piece, L, whose ends rest in the slots F, and have thereon the dovetailed tongue M, whose surface N is segmental or curved, and whose sides P incline toward each other, as seen in Fig. 4. The bars K and cross pieces L form a supplemental frame which swings on the rod J as an axis.

Q designates arms attached to said cross piece L at points adjacent to the bars K, and R designates a cross bar connecting said arms Q, said parts L, Q, and R forming a trigger.

S designates suitable springs having their ends attached to the rod J and the bars K in such a way that the tendency is always to move the said bars K upwardly in the direction of the arrow 1 in Fig. 3.

T designates other suitable springs which have their ends connected to the bars K and the arms Q in such a way that they tend to move the said arms Q upwardly, and with them to turn the piece L in the direction of the arrow 2, whereby the ends of the tongue M, which rest in the bottom of the slots F, will interlock with the portions G and H of the recess G′, as will be readily understood from Figs. 1, 3 and 4, the normal position of the parts being shown in Fig. 3, the supplemental frame being locked and ready to be operated and the bars K and the arms Q inclining downwardly as shown.

U designates a netting which is suitably attached to the frame B′, forming a basket.

It will be understood that the bars K turn freely on the rod J, which is stationary, and that the cross piece L turns freely in said bars K, the arms Q being rigidly attached to said cross piece L.

The operation is as follows, referring especially to Fig. 3, in which the device is shown

in operative position, the tongue M being locked by the springs T in the walls G and H of the recesses G′ at the bottom of the slots F and the bars K, and the arms Q inclining downwardly, as is evident. If now an object be struck by the cross bar R, the latter will be depressed and will cause the tongue M to leave the recess G′, whereupon it will move into the position seen in Fig. 4, and the springs S will cause the bars K to fly upward, carrying with them the cross piece L, the arms Q and the cross bar R, the aforesaid cross piece L being moved to the top of the slot F, as seen in dotted lines in Figs. 1 and 3, the object struck being thus thrown backward into the basket, by reason of the momentum of the car, and prevented from rolling out under the wheels because of the upward inclination of the bars K and their adjuncts and the netting therebetween.

It will of course be understood that the frame B′ may be attached to the car and braced in any suitable manner, and that other changes may be made by the skilled mechanic which will come within the scope of our invention, and we do not therefore desire to be limited to the exact constructions we have herein shown and described.

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

1. A car fender having a main stationary frame with slots in its sides, a supplemental frame pivotally connected with said main frame by a cross bar, springs connected to said main frame, and cross bar, a trigger having a cross bar mounted in said supplemental frame, springs connected at their ends with said trigger and supplemental frame, said parts being combined substantially as described.

2. A car fender having frames adapted to be attached to the car, a rod connecting said frames, bars mounted on said rod, springs intermediate of said rod and bars, and a cross piece attached to said bars and having its ends movable in slots in said frames, a locking device for said cross bar, and means for disengaging said locking device, substantially as scribed.

3. In a car fender, the frames B′ having the slots F therein, the rods J connecting said frames, the bars K mounted on said rod, and springs connected with said bars and rod, the cross piece L mounted in the said slots F having the arms Q and the connections R therebetween, and a locking device, substantially as described.

4. In a car fender, the slotted frames B′, the cross piece L, having the tongue M composed of the curved portion N, and the inclined sides P, a portion of which is adapted to fit the recesses G′ of said frames, the rod J and the bars K mounted thoreon and carrying the said cross piece L, the arms Q suitably connected and the springs S and T, and a netting, the above parts being combined substantially as described.

HERMANN WETTSTEIN.
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Witnesses:
JOHN A. WIEDERSHEIM,
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