

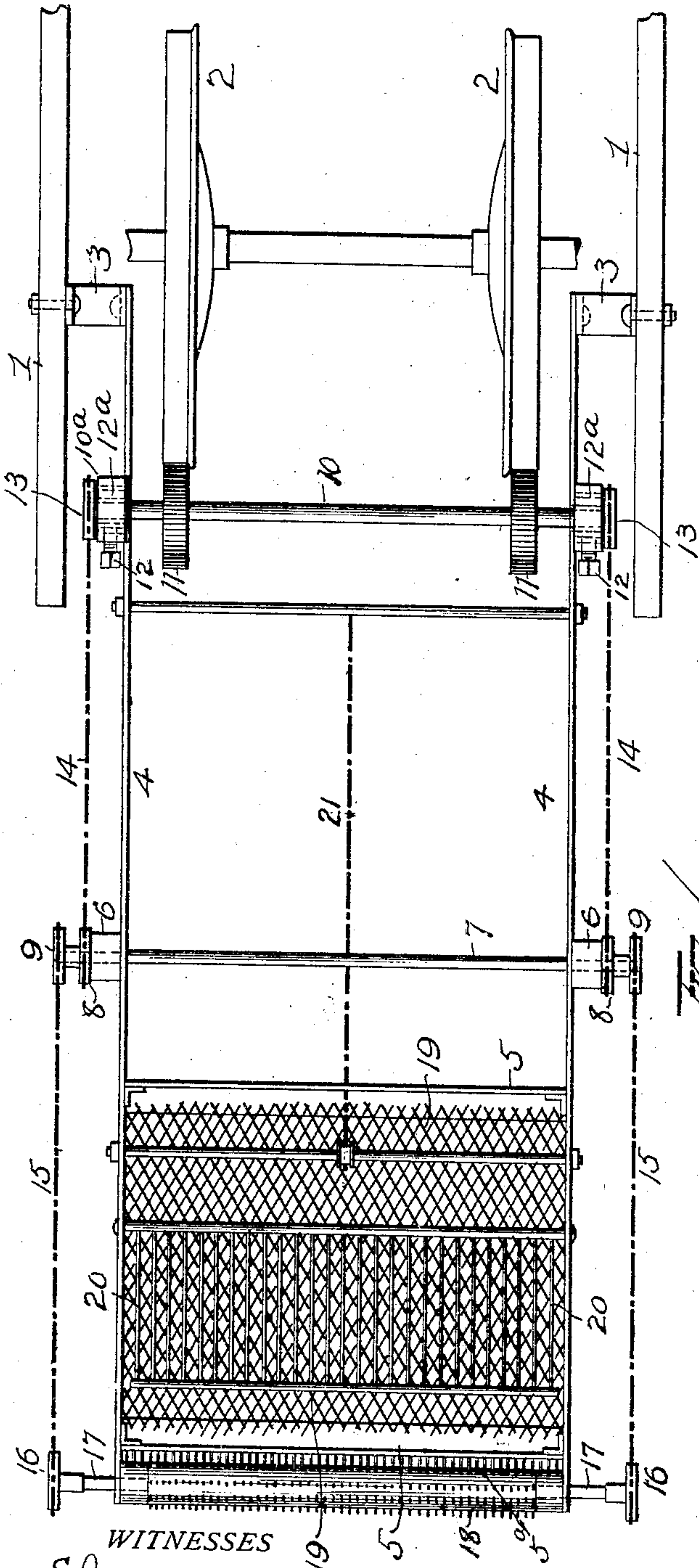
No. 771,545.

PATENTED OCT. 4, 1904.

J. HAPPEL.
CAR FENDER.

APPLICATION FILED DEC. 13, 1902.

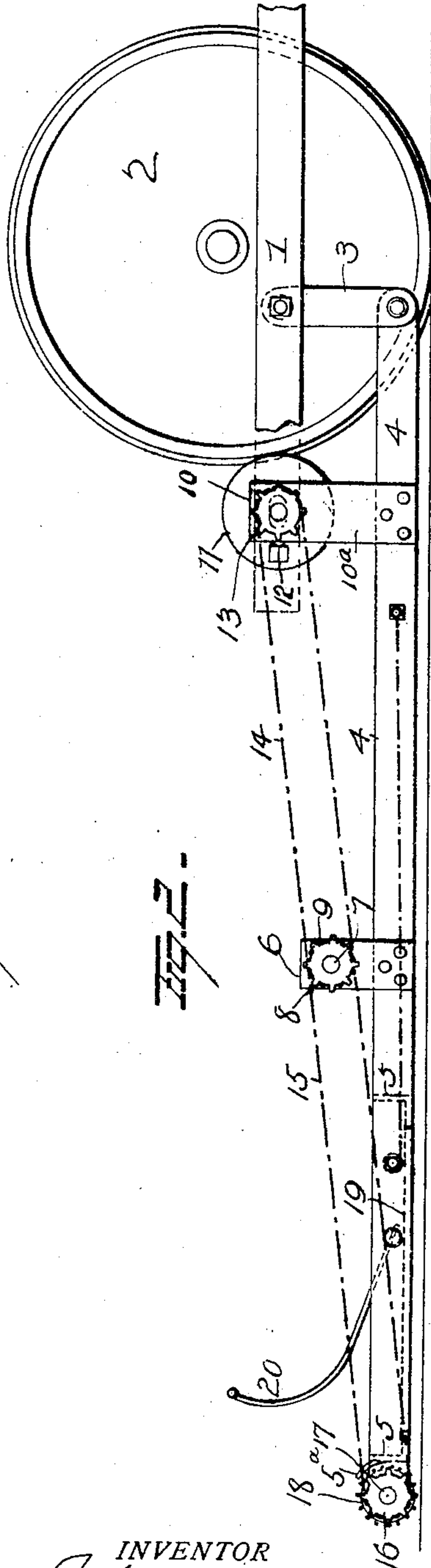
NO MODEL.



WITNESSES

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UNITED STATES PATENT OFFICE.

JACOB HAPPEL, OF MIDDLETOWN, KENTUCKY.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 771,545, dated October 4, 1904.

Application filed December 13, 1902. Serial No. 135,127. (No model.)

To all whom it may concern:

Be it known that I, JACOB HAPPEL, a resident of Middletown, in the county of Jefferson and State of Kentucky, have invented certain
5 new and useful Improvements in Car-Fenders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the
10 same.

My invention relates to an improved fender for cars, the object of the invention being to provide improvements of this character which will most effectually pick up persons on the
15 track and deposit them in a basket or receptacle without injury, and, further, to provide a continuously-revolving roller at the extreme end of the fender to serve as a pick-up.

With these objects in view the invention
20 consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is
25 a plan view illustrating my improvements, and Fig. 2 is a side view partially broken away.

1 represents a portion of a car-truck supported by the ordinary car-wheels 2 and to which my improvements are connected, as will
30 now be described.

To the truck 1, at each side, two depending-bars 3 are pivotally secured and are pivotally secured at their lower ends to forwardly-projecting bars 4, connected by cross-bars 5 and
35 forming the fender-frame. The bars 4 have secured thereto about midway their ends uprights 6, in which a shaft 7 is mounted, and has secured thereon at both ends sprocket-wheels 8 and 9, respectively.

At the forward end of truck 1 in uprights
40 10^a on bars 4 a shaft 10 is mounted and carries friction-wheels 11, engaging the car-wheels to receive motion therefrom. This shaft 10 has its bearings 12^a supported in slots in the uprights 10^a, and set-screws 12 are provided to adjust the bearings in the slots to take up wear on the friction-wheels. On this
45 shaft 10 sprocket-wheels 13 are secured and are connected by endless sprocket-chains 14

with sprocket-wheels 8, and sprocket-wheels
50 9 are connected by endless sprocket-chains 15 with sprocket-wheels 16 on the outer ends of a shaft 17 at the forward end of the bars 4. A pick-up roller 18 is secured upon this shaft 17 between bars 4 and is preferably made with
55 bristles or other frictional surface to grasp the persons or objects and lift them onto a wire-netting 19 or other platform, which I term the "basket," of my improved fender, and teeth 5^a are provided on bar 5, preventing a down-
60 ward pull of the roller 18.

A spring-wall 20 is attached at one end to the fender-frame at 19 near the rear end of the netting 18 and extends upwardly, so as to terminate in front of the car-platform to pre-
65 vent persons from being thrown with violence against the dashboard and for relieving the shock to them when they are picked up.

The drawings do not illustrate the connections of the chain with means on the platform
70 for raising and lowering it, as any desired devices may be used for this purpose.

The operation of my improvements is as follows: The friction-wheels 11 receive their motion from the car-wheels and revolve the
75 shaft 10 and turn sprocket-wheels 13 to move chains 14 and 15 and revolve roller 18 in the proper direction to pick up a person or object on the track and deposit them or it into the basket, thus precluding any possibility of the
80 fender passing over them.

A great many changes might be made in the general form and arrangement of the parts described without departing from my invention, and hence I do not confine myself to the pre-
85 cise construction set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

Having fully described my invention, what
90 I claim as new, and desire to secure by Letters Patent, is—

1. In a fender, the combination with a frame pivotally suspended from the frame of a car, of a friction-roller supported in bearings
95 mounted on said frame and adapted to engage the periphery of the car-wheel, a roller provided with bristles journaled in the forward

end of said frame, and means for transmitting motion from the friction-roller to said forward roller, substantially as set forth.

2. In a fender, the combination with a pivotally-supported fender-frame, of a friction-wheel mounted on said frame and adapted to engage a car-wheel, a roller mounted at the forward end of the fender-frame and provided with bristles, a shaft journaled on an intermediate portion of the fender-frame and sprocket-gearing connecting said shaft with the friction-wheel and bristled roller.

3. In a fender, the combination with a pivotally-supported fender-frame, and a bristled roller journaled at the forward end thereof, of

a wire-netting secured to the fender-frame in rear of the roller, and a spring-wall consisting of a series of spring-rods connected together at their upper ends, the lower ends of said spring-rods secured to the fender-frame near the rear end of the netting and projecting upwardly so as to terminate in front of a car-platform.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JACOB HAPPEL.

Witnesses:

W. ALLEN KINNEY,
OSCAR O. BADER.