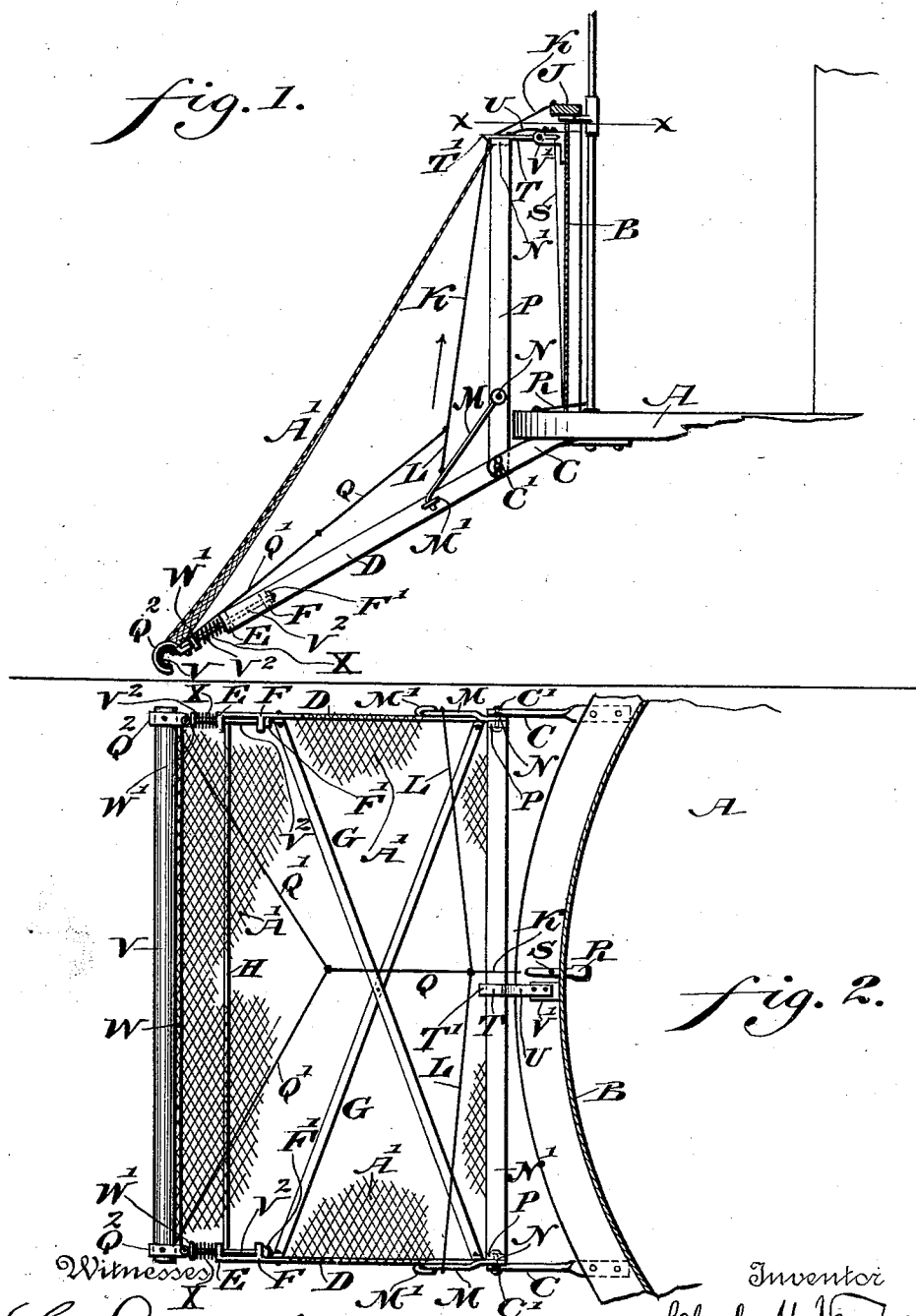


(No Model.)

C. M. VANDEGRIFT.
CAR FENDER.

No. 544,139.

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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 544,139, dated August 6, 1895.

Application filed April 19, 1895. Serial No. 546,328. (No model.)

To all whom it may concern:

Be it known that I, CHARLES M. VANDEGRIFT, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Car-Fenders, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of a novel construction of car-fender which can be readily applied to a car, by means of which any object struck thereby will be thrown from the track or picked up and carried without serious injury thereto.

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 my invention. Fig. 2 represents a plan view of the same partially in section, the section being taken on line xx , Fig. 1.

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

Referring to the drawings, A designates the platform of a car having the dashboard B attached thereto.

C designates brackets, which are attached to the under side of said platform, which project forwardly and have pivoted thereto at C' the levers D, which normally incline downwardly and have attached to their lower extremities the lugs E and F, said levers being suitably braced by means of the diagonally-arranged bars G and the cross-bar H, which extends transversely to the line of movement of the car.

J designates the top of the dashboard B, to which is attached the connection K, which may be a chain, cord, rope, or other similar device, and at its lower extremity divides and has a portion L extending in opposite directions and connected to the latches M, each of which are pivoted at N to the upright bar P, which has its lower end pivotally attached at C' to said brackets C and levers D, said latches M having their forward ends bent and engaging suitable eyes M', which are secured to said levers D.

Q designates an extension of said connection K, which extends forwardly and divides, having its ends Q' attached to the hooks or straps Q².

R designates a spring plate or treadle which has one end attached to the platform A, while its other end projects through the dashboard B and is adapted to be pressed by the foot of the motorman when desired, said treadle R having one end of the connection S attached thereto, the other end thereof being attached to an end of the catch T, which is pivoted to the bracket V', which is secured to the dashboard B, the end T' of said catch engaging a suitable portion of the cross-bar N', which extends between the bars P, said catch being held normally in the position shown in Fig. 1 by means of the spring U, which has an end secured to the bracket V' in the present instance.

V designates a buffer, which may be made of rubber, leather, or other suitable yielding material, and which extends transversely of the fender and has its ends supported in the hooks or straps Q², which latter are pivotally attached to the rods V², which are movably mounted in the lugs E and F and have the springs X interposed between said lugs E and the collar or head W', said rods being held in position by means of a nut F' or other similar device and said straps Q² being braced and held by the cross-rod W.

The operation is as follows: The buffer V is normally a short distance above the track, as indicated in Fig. 1, and it is evident that if an object is struck the same will be thrown from the track or caught without injury in the cradle formed by the netting A', which may be attached to suitable portions of the fender, said buffer yielding slightly by reason of the springs X when an object is struck. If it should be desired by the motorman to let the fender drop or to depress the same before reaching an object, he presses the treadle R down with his foot, thereby exerting a pull on the end of the catch T, elevating the end of said catch and releasing the bar N', thus allowing the fender to drop toward the track. When it is desired to raise the fender the motorman pulls on the cord, chain, or other connection K in the direction of the arrow, thereby lifting the latches M out of engagement with the eyes M', while a further pull on said connection K will exert a pull on the connection Q, which will be transmitted to the hooks Q², and the fender can thus be

raised instantly into a nearly vertical or folded position, as is evident, which is especially desirable when economy of space is required.

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

1. In a car fender, the pivoted levers D suitably connected, and provided with the eyes M', the pivoted latches M, and the connections K, attached to said latches, said parts being combined substantially as described.

2. In a car fender, the levers D, pivoted to the brackets C, and having lugs on their outer ends, the rods V² mounted in said lugs, the straps Q² pivotally attached to said rods, and the connections K, with portions Q secured to said straps, said parts being combined substantially as described.

3. In a car fender, the levers D, the bars P, and the cross-pieces N', the catch T' adapted to engage the latter, and having a spring U bearing thereon, the end of said catch having a connection leading to the treadle R, the latches M common to said levers and bars, the connection K leading to said latches, a cross bar common to said levers D, the transverse buffer V pivotally attached to rods which are movably mounted on said levers D, the springs X and the netting A', the above parts being combined substantially as described.

4. A car fender consisting of levers, sup-

porting devices therefor, rods movable in said levers, hooks pivotally attached to said rods, springs inclosing the latter, a buffer mounted in said hooks, and a netting, said parts being combined substantially as described.

5. In a car fender the pivoted levers D, having the eyes M', the latches M engaging said eyes, lugs on said levers, the rods V² in said lugs, the straps Q² pivotally attached to said rods, and the connections K, having a portion L secured to said latches, and a portion Q secured to said straps, said parts being combined substantially as described.

6. A car fender consisting of a netting, levers and bars, latches and eyes common thereto, a buffer attached to yielding devices mounted in said levers, means for raising the fender and unhooking said latches in unison, and means for sustaining said fender in its normal position, substantially as described.

7. In a car fender, pivoted levers, having lugs thereon, rods in said lugs, straps pivotally secured to said rods, a buffer supported in said straps, and springs bearing against said lugs and straps, said parts being combined substantially as described.

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