

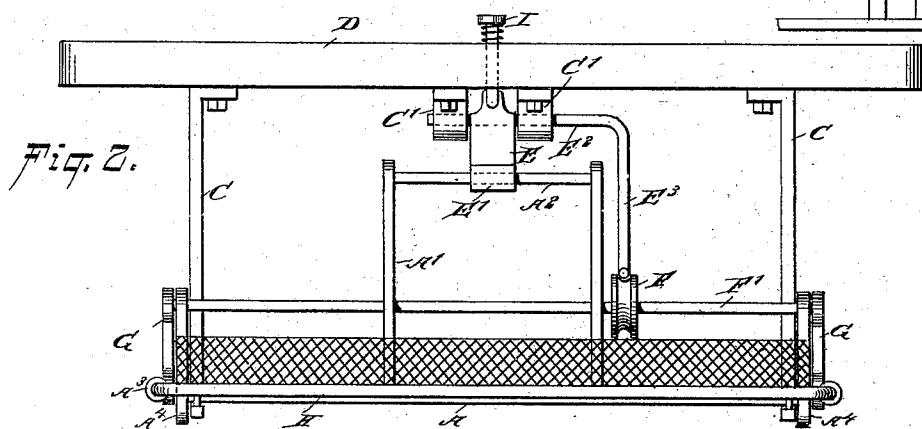
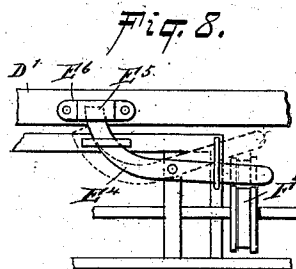
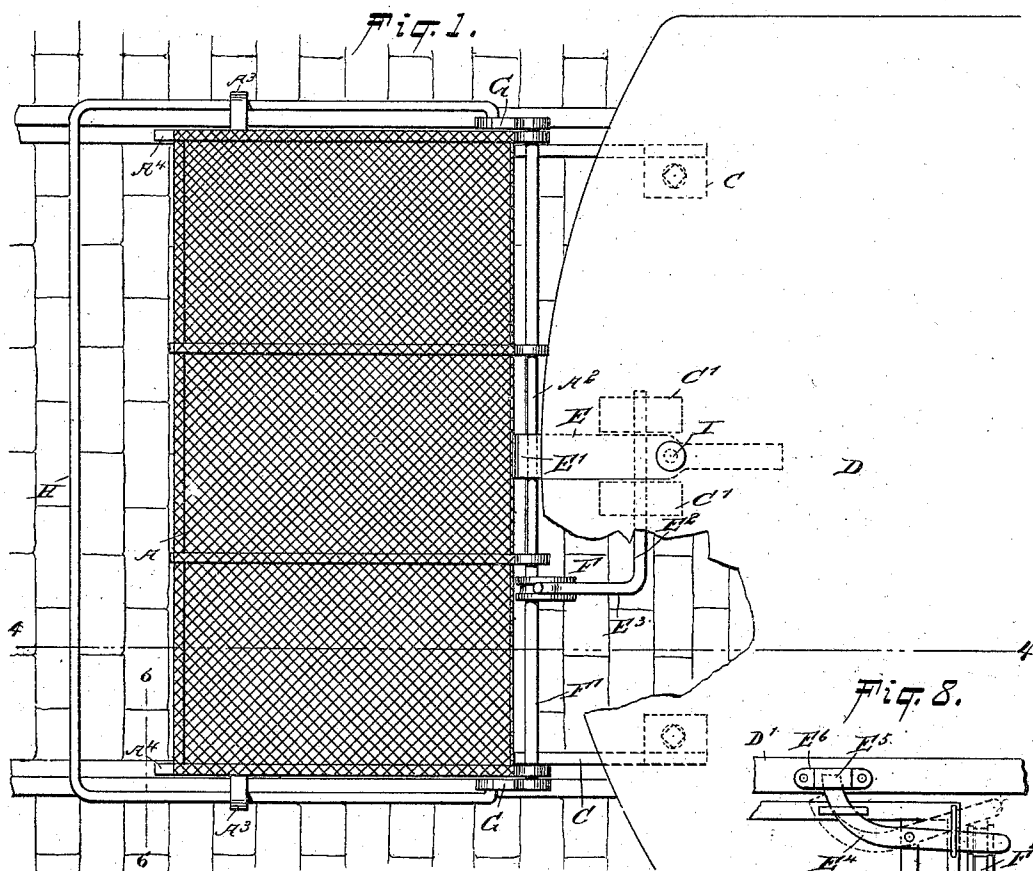
(No Model.)

2 Sheets—Sheet 1.

T. COCHEU.
CAR FENDER.

No. 550,869.

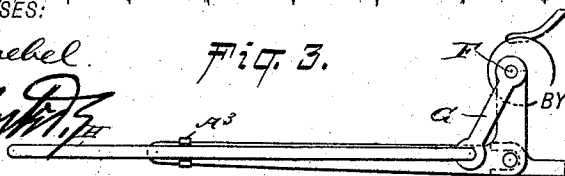
Patented Dec. 3, 1895.



WITNESSES:

William Saebel
Rev. E. H. Smith

Fig. 3.



INVENTOR

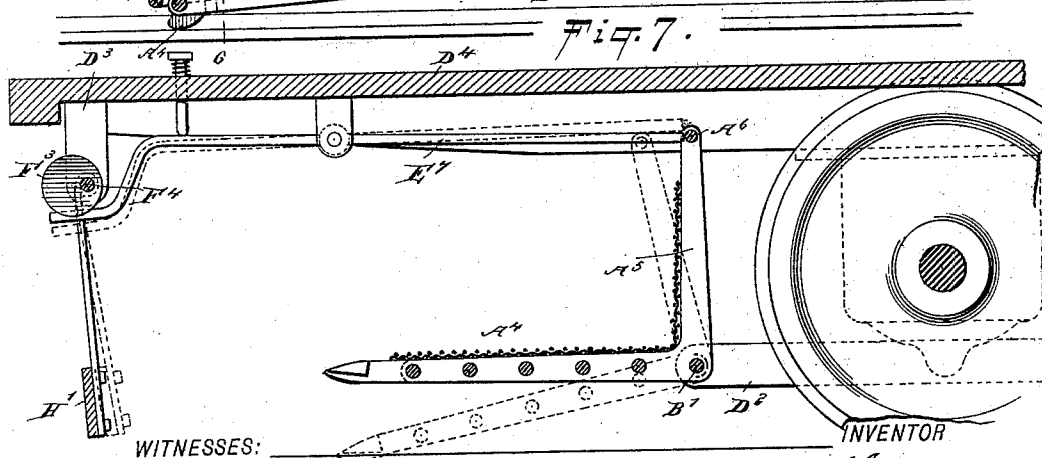
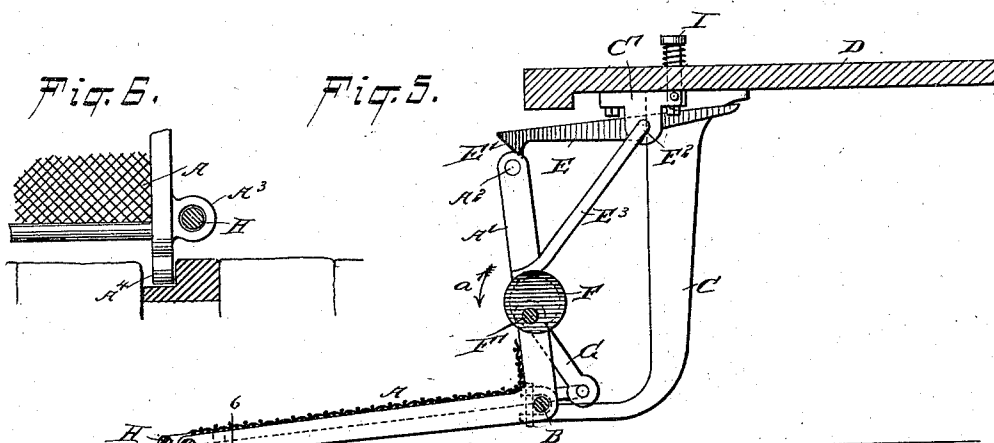
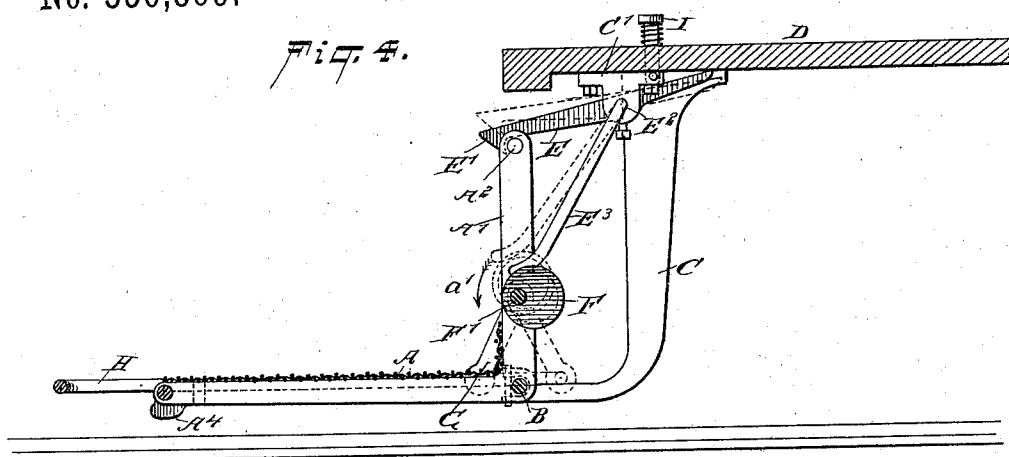
T. Cocheu

Munn & Co
ATTORNEYS.

2 Sheets—Sheet 2.

No. 550,869.

Patented Dec. 3, 1895.



WITNESSES:

William Goebel.

Rev. G. Foster,

INVENTOR

Hoochen

BY

Y Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

THEODORE COCHEU, OF BROOKLYN, NEW YORK.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 550,869, dated December 3, 1895.

Application filed March 30, 1895. Serial No. 543,831. (No model.)

To all whom it may concern:

Be it known that I, THEODORE COCHEU, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Car-Fender, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved car-fender which is simple and durable in construction, normally held above the track, and arranged to automatically swing downward when striking the object in its path, and adapted to be lowered by the operator in charge of the car whenever desired.

The invention consists, principally, of a pivoted fender-platform, a pivoted catch adapted to lock the platform in a normal approximately horizontal position, and a gate having an unlocking connection with the said catch to unlock the platform.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the improvement as applied in front of the car-platform, part of the platform being broken out. Fig. 2 is a front elevation of the same. Fig. 3 is a side elevation of part of the same. Fig. 4 is a sectional side elevation of the same on the line 4 4 of Fig. 1. Fig. 5 is a similar view of the same with the fender-platform in a lowermost position. Fig. 6 is an enlarged cross-section of part of the improvement on the line 6 6 of Fig. 5. Fig. 7 is a sectional side elevation of the improvement as applied under the car-platform, and Fig. 8 is a front elevation of a modified form of a pivoted catch for the fender-platform.

The car-fender, as illustrated in Figs. 1 to 6, is provided with a fender-platform A, having a suitable framework covered by a wire-netting or other suitable material and pivoted at its rear end at B in brackets C, attached to the under side of the platform D of the car. The fender-platform A extends approximately horizontal a suitable distance above the track, and in order to hold the fender-

platform in this position I provide a catch E, adapted to engage with its hook end E' a bar A², held on a vertical extension A' on the rear end of the platform A. The catch E has its pivot E² mounted in suitable bearings C', attached to the under side of the platform D, and one outer end of this pivot E² is provided with an arm E³, resting on the periphery of an eccentric F, secured on a transversely-extending shaft F', journaled in suitable bearings arranged in the vertical extension A' of the platform A. The shaft F' extends with its ends to the sides of the platform A, and on the outer ends of this shaft are secured arms G, pivotally connected with the ends of a U-shaped gate H, forming a guard for the sides and front of the fender-platform A, and fitted to slide longitudinally in bearings A³, attached to the sides of the fender-platform.

The middle or front end of the gate H extends a suitable distance in front of the front edge of the fender-platform A, as is plainly shown in Figs. 1 and 4, so long as said platform A is in a normal—that is, an approximately horizontal—position. Now, it will be seen that when the gate H moves in contact with an object in the path of the car the said gate H is pushed rearward on the forward movement of the car, and consequently a rearward swinging motion is given to the arms G to turn the shaft F' in the direction of the arrow a', whereby the eccentric F will impart an upward swinging motion to the arm E³ on the pivot E², so that the front hook end E' of the catch E is swung upward, and consequently the bar A² is released to permit the fender-platform A to swing downward by its own weight into the position shown in Fig. 5.

The front ends of the side bars of the fender-platform A are preferably formed with shoes A⁴, adapted to engage the base of the rail at the inside, as plainly indicated in Fig. 6, so that the front edge of the platform A is brought down close to the pavement, and consequently the object in the path of the car readily passes upon the platform A, which is now in its lowermost position. If it is desired to release the platform A by the operator in charge of the car, the catch E is caused to swing upward by the operator pressing a spring-pressed rod I, mounted to slide in the

car-platform D and extending with its upper end within convenient reach of the operator's foot.

As illustrated in Fig. 8, a pivoted catch E⁴ is adapted to engage with its upper end E⁵ a keeper E⁶, secured in the under side of the platform D', and the front end of the said pivoted catch E⁴ engages the periphery of the eccentric F², so that when the latter is turned on an object striking the gate H, as previously described, the catch E⁴ is swung downward at its end E⁵ to disengage the keeper E⁶ and to permit the fender-platform A to swing downward.

As illustrated in Fig. 7, a fender-platform A⁴ is fulcrumed at B' on the truck-frame D², and the upper vertically-disposed extension A⁵ of the platform is provided with a cross-bar A⁶, abutting against the rear end of a pivoted catch E⁷, engaging with its front end an eccentric F³, secured on a shaft F⁴, journaled in suitable bearings D³, attached to the car-platform D⁴. On the shaft F⁴ is secured a gate H', extending vertically under the platform D⁴ near the front end thereof. Now when an object strikes this gate H' the shaft F⁴ is turned and the eccentric F³ imparts a swinging motion to the pivoted catch E⁷, so that the rear end thereof moves upward out of engagement with the bar A⁶, so as to release the platform A⁴. The latter now swings downward to pick up the object on the track.

It will be seen that by the arrangement described the car-fender platform is held a suitable distance above the track, so as not to interfere with switches and other fixtures on the track, and the said platform swings automatically downward, close to the track, when striking an object in its path.

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

1. A car fender, comprising a pivoted fender platform, a catch for engaging the platform to hold it normally in an approximately horizontal position, a guard in front of the platform, and an eccentric operated by the movement of the guard for releasing the catch, as and for the purpose set forth.

2. A car fender, comprising a pivoted fender platform, a pivoted catch for engaging the platform to hold it normally in an approxi-

mately horizontal position, a guard in front of the platform, and an eccentric connected with and operated by the guard for swinging the catch on its pivot to release it from the platform, substantially as described.

3. A car fender, comprising a pivoted fender platform, a pivoted catch adapted to lock the platform in a normal and approximately horizontal position, a gate adapted to be moved by an object in the path of the car, a shaft adapted to be turned from the said gate, and an eccentric held on the said shaft and engaging the said pivoted catch, to move the latter out of engagement with the platform, substantially as shown and described.

4. A car fender, comprising a pivoted fender platform, a gate fitted to slide on the said platform and forming a guard therefor, arms pivotally connected with the rear ends of the said gate, a transverse shaft journaled in the platform and carrying the said arms, an eccentric held on the said shaft, and a pivoted catch for locking the said platform in position, the catch being also in engagement with the said eccentric, so that when the latter is turned, the catch unlocks the platform, substantially as shown and described.

5. A car fender, comprising a pivoted fender platform, a pivoted catch engaging the platform to hold it in an approximately horizontal position, a guard or gate fitted to slide on the platform, and a connection between the rear ends of the guard or gate and the catch for swinging said catch on its pivot by the movement of the guard to release the platform, substantially as described.

6. A car fender, comprising a pivoted fender platform, a catch pivoted on the under side of the platform of the car and engaging the platform to hold it in an approximately horizontal position, the said catch being provided with an arm, a shaft mounted in the platform and provided with arms at its ends, an eccentric on the shaft and engaging the arm of the catch, and a guard fitted to slide on the platform and having its rear ends connected to the arm of the said shaft, substantially as described.

THEODORE COCHEU.

Witnesses:

LINCOLN C. COCHEU,
HENRY B. COCHEU.