

(No Model.)

C. FINK.
CAR FENDER.

No. 569,330.

Patented Oct. 13, 1896.

Fig. 1.

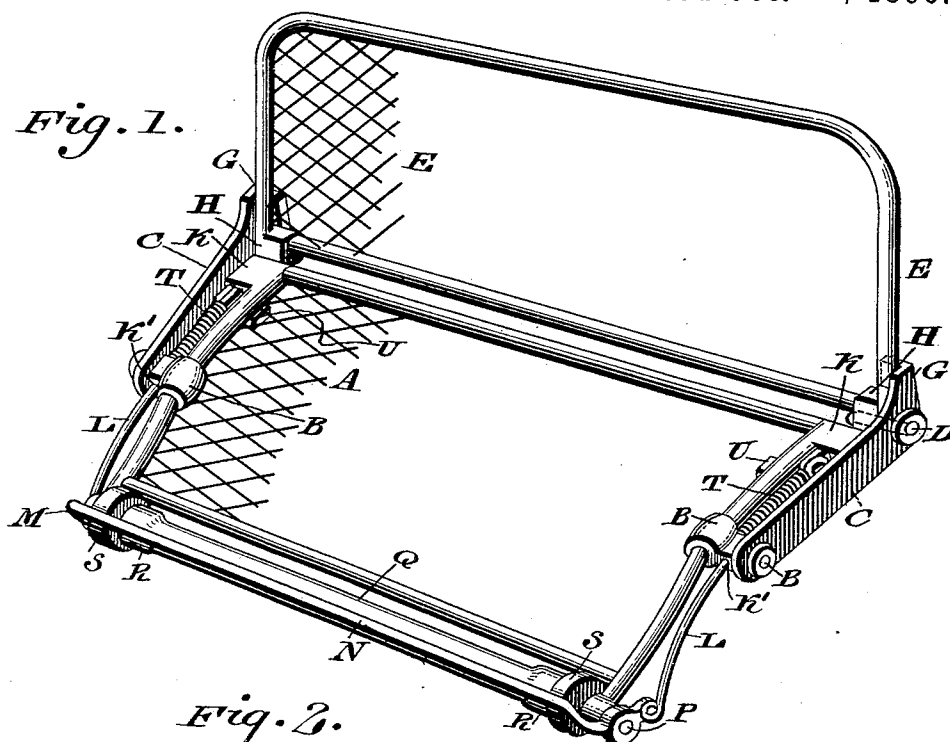


Fig. 2.

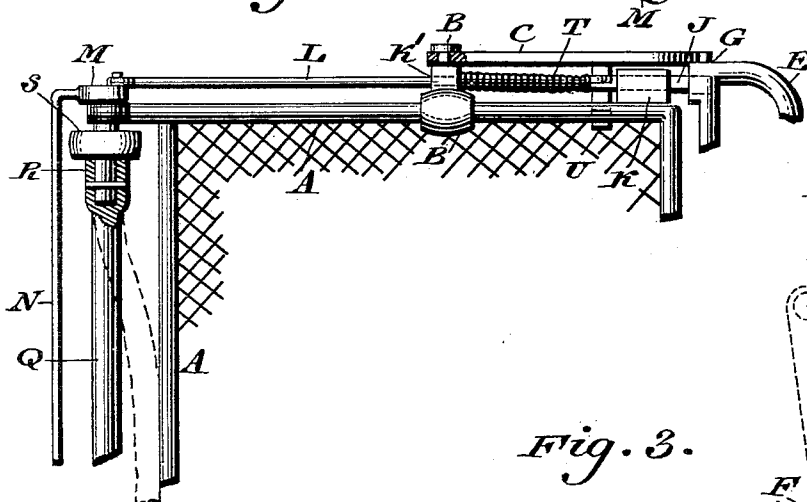


Fig. 3.

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CAR-FENDER.

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Application filed May 26, 1896. Serial No. 593,137. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN FINK, 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 car-fender embodying a swinging tray, a bolt mounted on the same adapted to engage with a stationary part of the fender, and a trigger which when struck is adapted to withdraw the bolt, thus releasing the swinging tray and permitting it to drop close to the track, the tray being primarily held above the track, so as to clear the same during the oscillation of the car.

It also consists in adapting the journals of the swinging tray to form a guide for the rod which connects the bolt with the trigger, as aforesaid.

It also consists of a buffer or cushion at the front of the tray, the same being adapted to yield when struck, so as to close the space in front of the tray and between the same and the road-bed, thus preventing the person or object struck from being drawn beneath the tray.

Figure 1 represents a perspective view of a car-fender embodying my invention. Fig. 2 represents a partial top view and partial horizontal section thereof. Fig. 3 represents a partial side elevation and partial longitudinal section thereof.

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

Referring to the drawings, A designates a swinging tray, on the sides of the frame of which are secured the journals B, which are mounted on the arms C, the latter being pivotally connected by the bolts D with the upright portion or guard E rearward of the fender A, said guard being secured to the dasher or other proper part of the car in any suitable manner, the means employed in the present case being hooks F, in which the frame of said guard is fitted. The arms are provided on their rear ends with the lips G, which are adapted to abut against the sides of the frame of the guard E in vertical direction, and thus limit the downward motion of said arms, so as to retain them in horizontal position.

Depending from the sides of the frame of the guard at the bottom thereof are lugs H, with which engage the bolts J, the latter passing freely through eyes K on the sides of the frame of the fender and having connected with them the rods L, which are guided in openings K' in the journals B, the forward ends of said rods being pivotally connected with wrist-pins on the lower ends of the crank frame or trigger M, whose cross-bar N is in front of the fender and above the forward end of the same, said trigger being mounted on the frame of the fender by means of the studs P, so that it may readily turn toward and from the front of the tray.

Q designates a buffer or cushion which extends transversely in front of the fender and has its ends connected with the studs R, which project from the front end of the frame of the fender and have the rollers or pivot-wheels S mounted thereon, the portion of the buffer between said studs being free to bend, especially rearward.

It will be noticed that the buffer Q is set forward of the tray, so as to be somewhat in advance of the same.

The operation is as follows, the parts being shown in position in Fig. 1: When the person (or object) is in the path of the fender and strikes the frame M, he pushes back the latter and consequently draws forward the rods L. This causes the bolts J to clear the lugs H, whereby the tray is no longer controlled by said bolts, and thus drops close to the track, the wheels S running on the rails. The tray is now placed in such position that the person will fall into the network of the same, and thus be carried with comparative safety. Should the limbs of the person or even his body fall on the road-bed, the buffer will act as a push-off or a pick-up; but should this fail it will cause pressure rearwardly on said buffer Q, so as to close the space between the buffer and front of the tray, and thus prevent the person from being directed beneath the tray while being swept in front thereof. When the tray is afterward restored to its normal position, the bolts J are forced rearwardly by the action of the springs T, which bear against the same, thus causing said bolts to engage with the lugs H as keepers and restore the frame or trigger M to its

normal position, so as to stand salient in front of the fender, while the rollers R are raised sufficiently above the track, so as to prevent bumping of the same during the subsequent oscillation of the car. The tray may also be raised to a greater extent, in which case the arms C follow the motions of the same, so that the tray and adjacent parts may be folded against the back or guard E.

10 In order to limit the downward motion of the rear end of the tray, the arms C are formed with inwardly-projecting lips U, which extend horizontally below the sides of the frame of the tray as stops. The arms C

15 may be raised, as shown in dotted lines, Fig. 3, so as to lift the fender out of operative position.

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

20 Patent, is—

1. A fender consisting of a swinging tray, a bolt mounted on the same, a stationary part with which said bolt is adapted to engage, and a swinging trigger on the tray connected

25 with said bolt for withdrawing the same, and permitting the tray to drop, said bolt controlling the primary position of said tray, substantially as described.

2. A swinging tray, arms on which said tray is journaled, and a frame to which said arms are pivoted, said arms having vertical lips adapted to abut against said frame, and horizontal lips adapted to have said tray abut thereagainst, substantially as described.

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3. In a fender, a frame adapted to be secured to a car and having a lug thereon, arms pivotally attached to said frame, a tray having journals with bearings in said arms a buffer on said tray, a trigger mounted on said tray, a spring-controlled bolt connected at

35 one end with said trigger and at the other end engaging said lug, said bolt being guided in the journals of said tray, and said trigger having a cross-bar extending in front of and above the buffer of the tray.

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4. A tray, studs on the forward end thereof, pilot-wheels on said studs, and a yielding cushion connected at its ends with said studs, and set forward from said tray with a space between the parts, so that when it is struck,

45 it will yield rearwardly, and close said space, substantially as described.

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Witnesses:

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