

W. NADLER & M. RESSLER.
CAR FENDER.

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Patented Apr. 9, 1912.

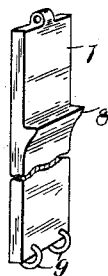
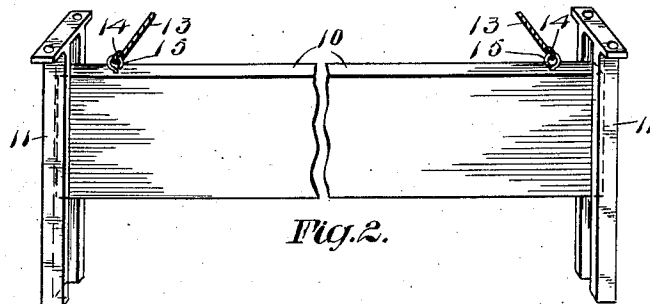
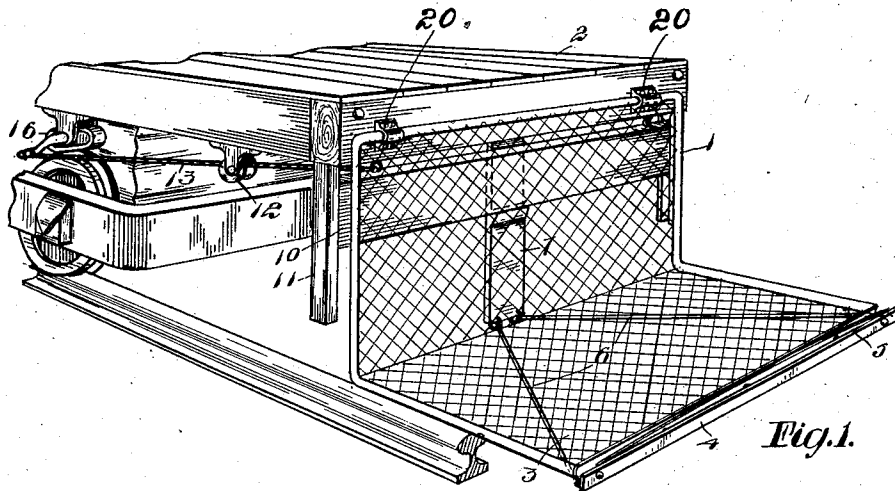


Fig. 3.

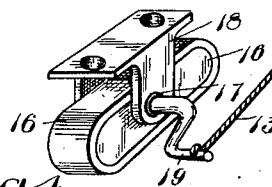


Fig. 4.

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UNITED STATES PATENT OFFICE.

WILLIAM NADLER AND MORISS RESSLER, OF MONTREAL, QUEBEC, CANADA.

CAR-FENDER.

1,023,027.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, WILLIAM NADLER, resident of 824 Sanguinet street, and MORISS RESSLER, resident of 465 Berri street, both in the city and district of Montreal, Province of Quebec, Dominion of Canada, and both subjects of the King of Great Britain, have invented certain new and useful Improvements in Car-Fenders; and we do hereby declare that the following is a full, clear, and exact description of the same.

The invention relates to improvements in car fenders, as described in the present specification and illustrated in the accompanying drawings that form part of the same.

The invention consists essentially in the novel construction and arrangement of parts, whereby a trip device releases a guard which descends slightly forward of the wheels and coincidentally brakes the speed of the latter.

The objects of the invention are to devise a simple and effective form of wheel guard and thus avoid the distressing accidents due to the unprotected state of the wheels, customary in front fenders, and generally to provide a simple, cheap and durable form of life saving fender for cars.

In the drawings, Figure 1 is a perspective view of the front portion of the car, showing the fender attached thereto and connected to the braking device. Fig. 2 is an enlarged perspective view of the guard and frame. Fig. 3 is an enlarged perspective view of the latch member. Fig. 4 is an enlarged perspective view of the brake shoe.

Like numerals of reference indicate corresponding parts in each figure.

Referring to the drawings, 1 is an angle frame supported in any suitable way from the car body 2 and made in a very similar way to the well known style of fender, said angle frame being filled in with the wire mesh 3.

4 is a trip bar spring-held outwardly by the springs 5 from the front bar of the angle frame 1 and having connected thereto at each end thereof, the rearwardly extending rods 6, said rods converging toward the center of the wire mesh 3.

7 is the latch member at its upper end pivotally secured to the underside of the body of the car and intermediate of its height, having the step 8 forming the latch and at its lower end the eyes 9, the latter being secured to the inner ends of the rods

6, said rods normally keeping the latch member 7 in its forward position.

10 is a guard member, preferably formed of a heavy metal plate and sliding in the frame slides 11, said frame slides being rigidly secured to the under side of the body of the car and said guard member normally resting on the latch 8.

12 are pulleys secured to the under side of the car immediately to the rear of the guard member 10 at each side of the car.

13 are cables, at their front ends having eyes 14 secured in the eyes 15 on the guard member 10.

16 are brake shoes supported by the pivot pins 17 in the brackets 18, the latter being secured to the under side of the car, said pins 17 having at their outer ends thereof the cranks 19. The cables 13 at their rear ends are secured to the cranks 19 so that on the fall of the guard member 10, the cables will be pulled forwardly and consequently the cranks turned, which will jam the brake shoes on to the wheel so that the quicker the wheel is revolving, the tighter the brake shoes cling to said wheels.

In the operation of this fender, the trip bar 4, coming in contact with an obstacle on the track of railway, the rods 6 will be moved rearwardly which will swing the latch member 7 on its pivot thereby releasing the guard member 10 and the weight of said guard member will draw heavily on the cables and jam the brake shoes, which are made in such shape as to cling tighter to the wheels, the quicker the motion of the latter, and thereby effect a sudden stop of said motion and arrest the movement of the car. The guard member, in the meantime, is dropped to its lower position which completely sweeps the track in front of the wheels in such a manner as to prevent any object passing under the front fender reaching the wheels.

The angle frame 1 preferably lifts on a pivot 20.

What we claim as our invention is:

1. In a car fender, a pair of channeled guides depending vertically one at each side of the car, a wheel guard slidable in said guides, a vertically swinging latch member pivoted at its upper end to the car body and propping said wheel guard to its uppermost position, a fender supported at the front of the car, and a trip mechanism carried by said fender and adapted to operate said

latch member and allow the wheel guard to fall by gravity.

2. In a car fender, in combination, vertical slideways rigidly depending one at each side of the car, a wheel guard extending across the car and slidable in said slideways, a swinging latch member propping said guard to its uppermost position, a brake shoe adapted to operate on one of the car wheels, means connecting said brake shoe with said guard, and means for tripping said latch member whereby said guard falls by its own weight and thereby operates said brake shoe.

3. In a car fender, the combination with the car body and running gear, of a guard member operating by gravity, vertical frames secured to the car body forming slides for said guard member, a latch member having a step intermediate of the height thereof supporting said guard member and pivotally secured at its upper end to the car body, a fender member formed of an angle frame and secured to the front of the car body, a trip bar spring-held outwardly from the front bar of said fender member, and rods extending from said trip bar to said latch member.

4. In a car fender, the combination with the car body and running gear, of a guard member operating by gravity, a latch mechanism supporting said guard member, a trip mechanism operating said latch mechanism, a brake shoe pivotally secured adjacent to a wheel of a running gear, and a cable operatively connecting said brake shoe and said guard member.

5. In a car fender, the combination with a car body and running gear, of a guard member vertically slidable and operating by gravity, a latch mechanism supporting said guard member, a trip mechanism operating said latch mechanism, a plurality of brake shoes pivotally secured under the car body and adapted to jam against the wheels on rotation, operating cranks secured to said brake shoes and cables attaching said cranks to said guard member.

Signed in the city and district of Montreal, Quebec, Canada, this 16th day of June, 1911.

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Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."