

(No Model.)

W. H. H. HEYDRICK.
CAR FENDER.

No. 554,064.

Patented Feb. 4, 1896.

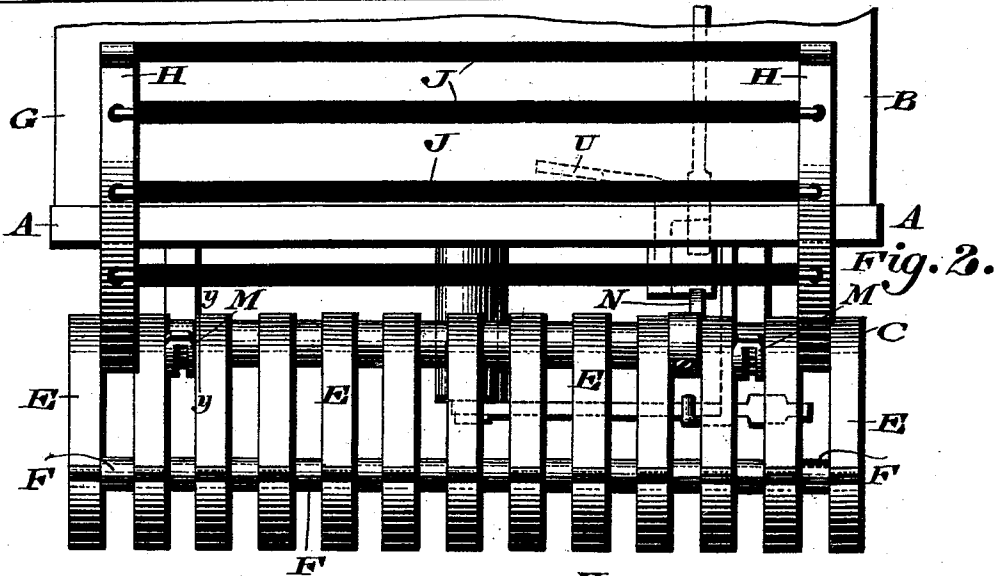
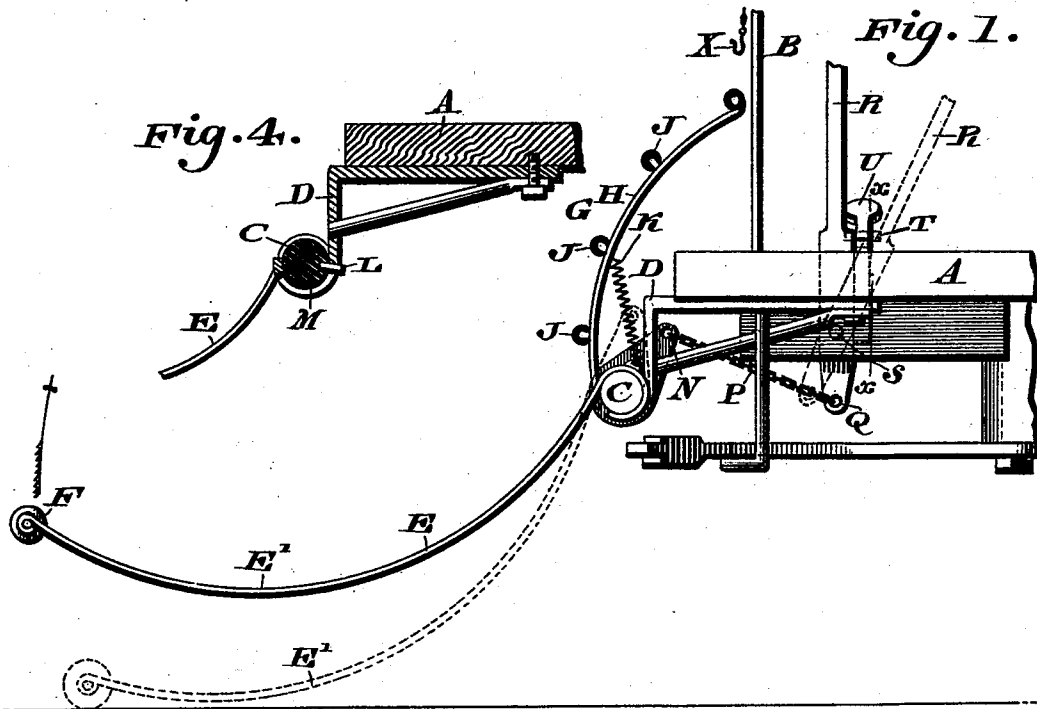
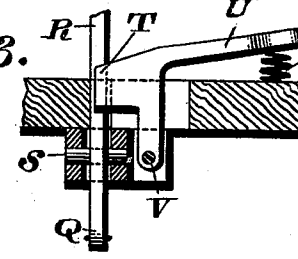


Fig. 3.  WITNESSES: *P. F. Taggart.* *E. H. Fairbanks.* INVENTOR *William H. H. Heydrick* BY *Alfred Wiedersheim* ATTORNEY.

UNITED STATES PATENT OFFICE.

WILLIAM H. H. HEYDRICK, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR
OF ONE-HALF TO CHRISTOPHER R. BLACKALL, OF SAME PLACE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 554,064, dated February 4, 1896.

Application filed August 15, 1895. Serial No. 559,360. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. H. HEYDRICK, 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 the construction of a car-fender, as hereinafter described and claimed, in which a movable cradle or basket is employed for picking up the object struck, provision being made for normally sustaining said cradle at a point above the track, and means being provided for causing the same to descend to a point near the level of the track or ground by the depression of a treadle or similar device by the motorman when he sees that an object is about to be struck.

It further consists of novel details of construction, all as will be hereinafter fully set forth.

Figure 1 represents a side elevation of a car-fender embodying my invention. Fig. 2 represents a front elevation of the same. Fig. 3 represents a section on line *x x*, Fig. 1. Fig. 4 represents a section on line *y y*, Fig. 2.

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

Referring to the drawings, A designates the platform of a car, and B the dashboard thereof.

C designates a rod which is suitably mounted in the hooks or hangers D, which in the present instance are two in number.

E designates curved fingers, bars or springs which extend forwardly from said rod C and have their front ends joined by a suitable cross-piece F, the whole forming a cradle or basket E', into which the object struck is adapted to fall.

G designates a frame extending upwardly from said rod C, the same consisting of the upright bars or springs H, which are joined by the cross-bars J, the construction of which frame will be apparent from Fig. 2.

K designates springs, each having one end attached to a suitable portion of said frame G, while their other ends are connected to the rod C.

L designates a pin which is mounted near each end of the rod C and is adapted to pro-

ject through a slot M in each of said hangers, the extremities of said slot serving to limit the extreme motion of said pin in either direction, as will be seen from Figs. 2 and 4.

N designates a lug or ear which is attached to said rod C, to which lug is secured an end of a chain or other connection P, the other end of the latter being secured at Q to the end of the lever R, which is fulcrumed at the point S and extends above the platform of the car, so as to be grasped by the motorman.

T designates the nose of the treadle U or similar device, which latter is fulcrumed at the point V, said nose being adapted to hold the lever R normally in the upright position seen in full lines in Fig. 1, whereby, by reason of the intermediate connections, the cradle E' will be sustained above the track in the position seen in full lines also in Fig. 1, and as will be understood from Fig. 3 said nose T is held in the path of the lever R by means of the spring W under the end of said treadle U or similar device.

The operation is as follows: When the parts are in the position seen in full lines in Fig. 1, the car is assumed to be progressing under ordinary circumstances. Should, however, the motorman see an object on the track, he depresses the treadle U, whereby the nose T will be moved out of engagement with the lever R, whereupon the weight of the cradle E' will cause the same to descend into the position seen in dotted lines in Fig. 1, and by reason of the intermediate connections the lever R will also assume the position seen dotted, and the object struck will be caught up by the cradle E' and thus prevented from injury, the frame G preventing any contact with the bumper or platform, as is evident.

The frame G serves as a continuation of the lower frame or fingers E and prevents the person caught in the fender from being thrown against the dashboard or front end of the platform. When it is desired to couple cars, the said frame E' is rotated on the rod C until the cross-bar F can be engaged by the hook X, in which position cars can be readily coupled.

It will of course be evident that changes may be made by those skilled in the art, in the manner of assembling the parts, which will come within the scope of my invention,

and I do not therefore desire to be limited in every instance to the exact construction I have herein shown and described.

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

1. In a car-fender, a single cross-rod suitably journaled, fingers secured to said rod forming a cradle, a frame also connected with said rod, and adapted to extend upward in front of the dashboard of the car to which said fender is attached said frame being disconnected from the dashboard of said car, a spring common to said frame and cross-rod, a lug on said cross-rod, and a pivoted lever connected with said lug, said parts being combined substantially as described.

2. In a car-fender, the cradle E', the frame G located above the latter, the rod C common to said cradle and frame, springs extending from said frame to said rod, the slotted hangers in which said rod is mounted, pins on said rod adapted to pass through the slots in said hangers, a lug or projection on said rod, a lever suitably fulcrumed, connections intermediate said lug and lever, and a treadle for holding the latter normally in position, substantially as described.

3. In a car-fender, the treadle U having a spring thereunder, and the nose E' T thereon, the lever R adjacent thereto, the rod C having a lug or projection thereon, the chain P intermediate the latter and said lever, the frame G located in front of said dashboard, the cradle E' mounted on said rod below said frame, and the spring K common to said cradle and frame, the parts named being combined substantially as described.

4. In a car-fender, hangers adapted to be secured to a car-platform and having slots therein, a rod journaled in said hangers and

having pins guided in said slots, curved fingers secured at their upper ends to said rod, a front connecting cross-rod for said fingers, an upwardly-projecting frame secured to said rod, springs connected to said latter frame and cross-rod, a lever connected by a chain with a lug on said cross-rod, and a catch for said lever, said parts being combined substantially as described.

5. In a car-fender, hangers adapted to be secured to a suitable portion of the car-body, and having slots therein, a rod journaled in said hangers and having pins or projections thereon guided in said slots, forwardly-projecting fingers attached at their upper ends to said rod, forming a cradle, a front connecting cross-rod for said fingers, an upwardly-projecting frame mounted on said first-mentioned rod, means for holding said frame and cradle in position relative to each other means for holding said cradle normally in elevated position, and means for depressing the same when desired, substantially as described.

6. In a car-fender, a treadle pivotally mounted having a spring thereunder and a nose thereon, a lever suitably fulcrumed and adapted to be held in position by said nose, hangers attached to a car-platform, and having slots therein, a rod mounted in said hangers and having projections thereon guided in said slots, connections intermediate said rod and lever, a forwardly-projecting cradle mounted on said rod, a frame mounted on said rod and located in front of the dashboard, and means for holding said cradle and frame in position relative to each other substantially as described.

WILLIAM H. H. HEYDRICK.

Witnesses:

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