

H. W. WEISS.
FENDER FOR CARS OR OTHER VEHICLES.
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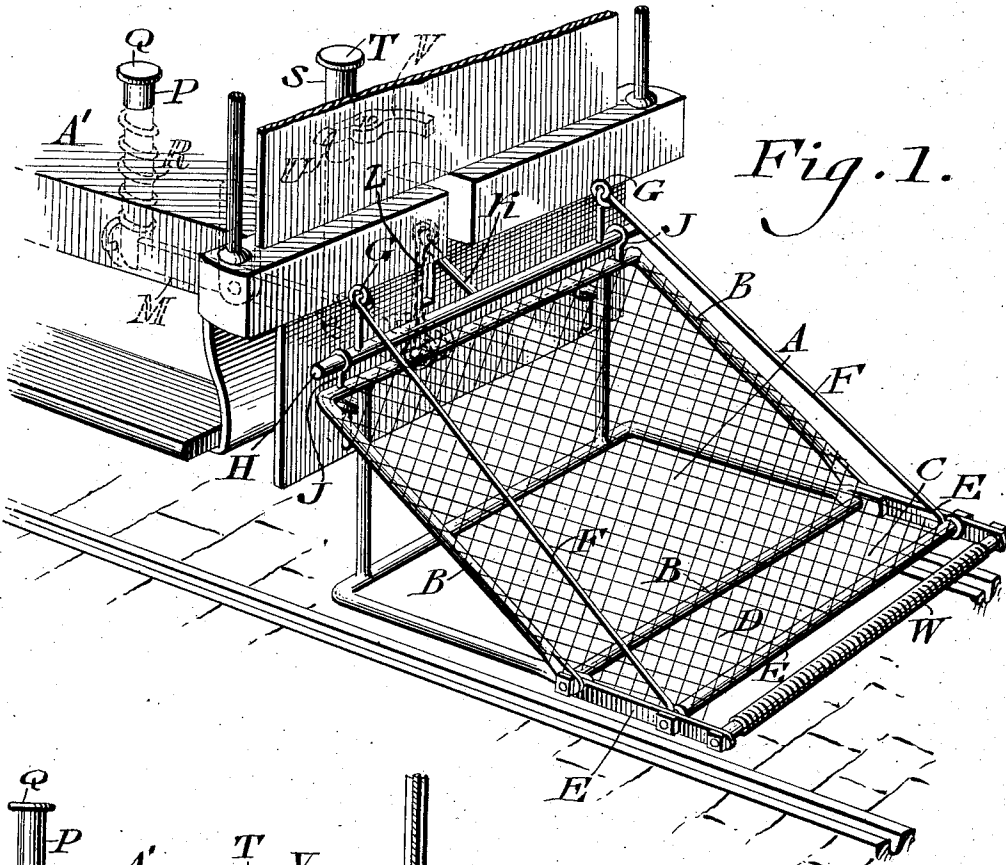


Fig. 1.

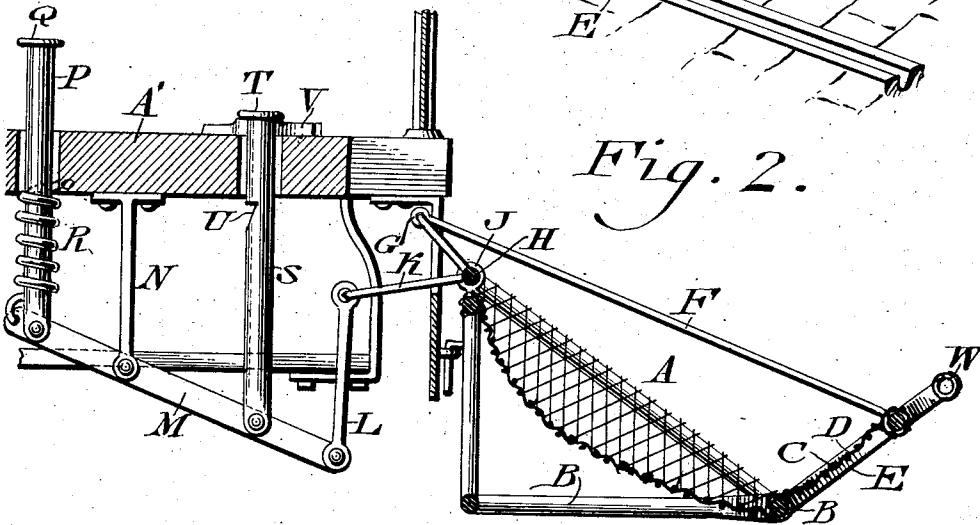


Fig. 2.

WITNESSES

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HENRY W. WEISS, OF QUAKERTOWN, PENNSYLVANIA.

FENDER FOR CARS OR OTHER VEHICLES.

1,022,905.

Specification of Letters Patent.

Patented Apr. 9, 1912.

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To all whom it may concern:

Be it known that I, HENRY W. WEISS, a citizen of the United States, residing at Quakertown, in the county of Bucks, State of Pennsylvania, have invented a new and useful Fender for a Car or other Vehicle, of which the following is a specification.

My invention consists of improvements in a fender having a guard in front of the same which is adapted to prevent a person or object in the path of the scoop to be rolled under the same, while on the contrary said person or object will be swept upwardly on the guard and so directed into the scoop or receiving frame with comparative safety and retained therein, as will be hereinafter described.

The invention is satisfactorily illustrated in the accompanying drawing, but the important instrumentalities thereof may be varied, and so it is to be understood that the invention is not limited to the specific arrangement and organization shown and described.

Figure 1 represents a perspective view of a car fender embodying my invention, the parts being in normal position. Fig. 2 represents a longitudinal vertical section thereof, the guard being in its upwardly tilted position after being struck by a person or object.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A designates a scoop or receiving frame which, excepting the features of my invention applied thereto, is of usual construction. On the front of the frame B of the fender is pivotally mounted the guard C which consists of a net or bed D and the frame E therefor, said guard extending transversely to and forwardly from the fender and in its normal position being lowered in front so as to approach the road bed and rails, as shown in Fig. 1. Mounted on the frame of the guard at the sides thereof are the rods F which extend upwardly and rearwardly therefrom and are connected with the crank arms G, the latter being rigidly attached to and projecting from the rock-shaft H, whose ends are journaled in the eyes or bearings J on the frame B of the fender. Bolted or otherwise rigidly secured to the rock shaft H is the rearwardly-extending crank arm K which is pivotally connected with the upper end of the vertical link L, which is below

the platform A' of the car, its lower end being pivotally connected with the lever M whose bearing N is in a hanger depending from said platform. On the rear end of said lever is the pivotally connected treadle P which passes vertically through the floor of the platform and has connected with it at the top, the foot piece Q which is adapted to be pressed down by the motorman for purposes to be hereinafter explained.

R designates a suitable spring such as a coil which is connected with the left hand limb of the lever M and bears against the adjacent portion of the platform, so as to raise said limb, as will be hereinafter more fully referred to. Pivotally connected with the right end limb of the lever M is the auxiliary treadle S which passes upwardly through the platform A' and has at the top a foot piece T, it being noticed that both foot pieces T and Q are within convenient reach of the motorman or driver. On one side of the treadle S is the right angular notch or recess U the upper horizontal wall of which is adapted to engage the nose of the dog V, the latter being pivoted on the platform A'. In the normal condition of the scoop A, the nose of the dog will be in engagement with said right-angled notch or recess, as indicated in dotted lines in Fig. 1, it being noticed that the guard C then is lowered so that its front end is near the rails or roadbed or both. See Fig. 1.

When a person (or object) is in the path of the fender and is struck by the front of the guard which is of the form of a pliable or elastic buffer W, the person will fall rearwardly over said guard. Then the motorman or driver depresses the treadle P whereby the lever M raises the treadle S, whereupon owing to the oblique side of the recess U, the dog is thrown out from the latter. As the treadle S is then no longer controlled, when the motorman or driver removes his foot from the treadle P the spring R raises the left hand limb of the lever M and consequently depresses the right hand limb of the same and with it the treadle S and the link L. The motorman or driver now places his foot on the treadle S and so assists the right hand limb of the lever M to descend. The descending link L draws down the crank arm L and turns it and so operates the rock shaft H that the rods F are drawn upwardly and rearwardly, thus raising the guard C, as in

Fig. 2. The person will be caught by the scoop A and prevented from rolling back over the guard. His retention on the scoop is thus assured. The treadle P is now depressed by the motorman or driver whereby the treadle S is raised and owing to the connected parts, the rock shaft will be rocked in the opposite direction so that the guard C is returned to its normal position as in Fig. 1. Then the dog V is turned into the recess U thus locking the treadle S and retaining the various members in their normal condition.

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

1. A receiving frame with a pivotal guard on the front end thereof, combined with mechanism on the car adapted to raise said guard, means for depressing said guard, and resilient means acting in opposition thereto and cooperating with the raising mechanism for retaining said guard in its elevated position.

2. A car fender having a pivoted guard on the front end thereof, an arm connected with said guard, a rock shaft on the fender, said arm being pivotally connected with said rock shaft, a crank arm on said rock shaft, a link attached to said crank arm, a lever on the car having said link connected therewith, and independent means both upon the same side of said rock shaft for operating said lever in opposite directions whereby said link may be lowered and raised, thus respectively raising and lowering said guard.

3. A car fender having a pivotal guard on the front end thereof, an arm connected with said guard, a rock shaft on the fender, said arm being connected with said rock shaft, a crank arm on said rock shaft, a link attached to said crank arm, a lever on the car connecting said link, and a plurality of treadles within reach of the motorman of the car, the same being connected with said lever on opposite sides of the axis of said lever.

4. A car fender having a pivotal guard on the front end thereof, a lever mounted on the car, members on the guard and fender adapted to raise said guard, a lever pivotally connected with one of said members, a plurality of treadles connected respectively with said lever on opposite sides of the axis of said lever, said treadles having their heads within reach of the motorman of the car, one of said treadles having a recess in its sides, and a dog on the car adapted to enter said recess and control the re-

spective treadle whereby the guard will be positively retained in its normally lowered position.

5. In a car fender, a scoop, and a pivotal guard on the front end thereof, means for raising said guard including a lever on the car, a spring connected with said lever and the adjacent part of the car, a treadle cooperating with said lever and spring and a treadle on the car connected with said lever for lowering said guard to its normal position.

6. In a car scoop, a fender and a pivotal guard on the front end thereof, means for holding said guard in normally lowered position embodying a lever on the car, a spring normally tending to raise one end of said lever, depressible means for moving said lever against the tension of the spring, a treadle connected with said lever, said treadle having a recess in its side, said spring being connected to one end of said lever and a dog on the car adapted to enter said recess and control said treadle against elevation whereby said guard is positively retained in its normally-lowered position.

7. In a car fender, a guard on said fender, means for operating said guard including a lever on the car, primary and auxiliary treadles on the car connected with said lever respectively on opposite sides of the axis thereof, whereby the descent of one treadle causes the ascent of the other treadle, means on the auxiliary lever for locking the same in its elevated position, and a resilient device connected with said lever and the adjacent portion of the car adapted to operate said lever to cause the ascent of the primary treadle and the descent of the auxiliary lever, whereby said guard will be raised and held in elevated position.

8. In a car fender having a guard pivotally connected with the front thereof, a lever and mechanism on the fender and guard, means for automatically elevating the rear end of said lever, a treadle connected with a limb of said lever, and having a recess with an oblique side wall and a horizontal top wall, a dog on the car adapted to engage the top wall of said recess to control said treadle in normally elevated position and thereby retain said guard in normally lowered position, said recess and dog being constructed to adapt said dog to be thrown automatically from said recess on the ascent of said lever and consequently of said treadle.

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Witnesses:

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