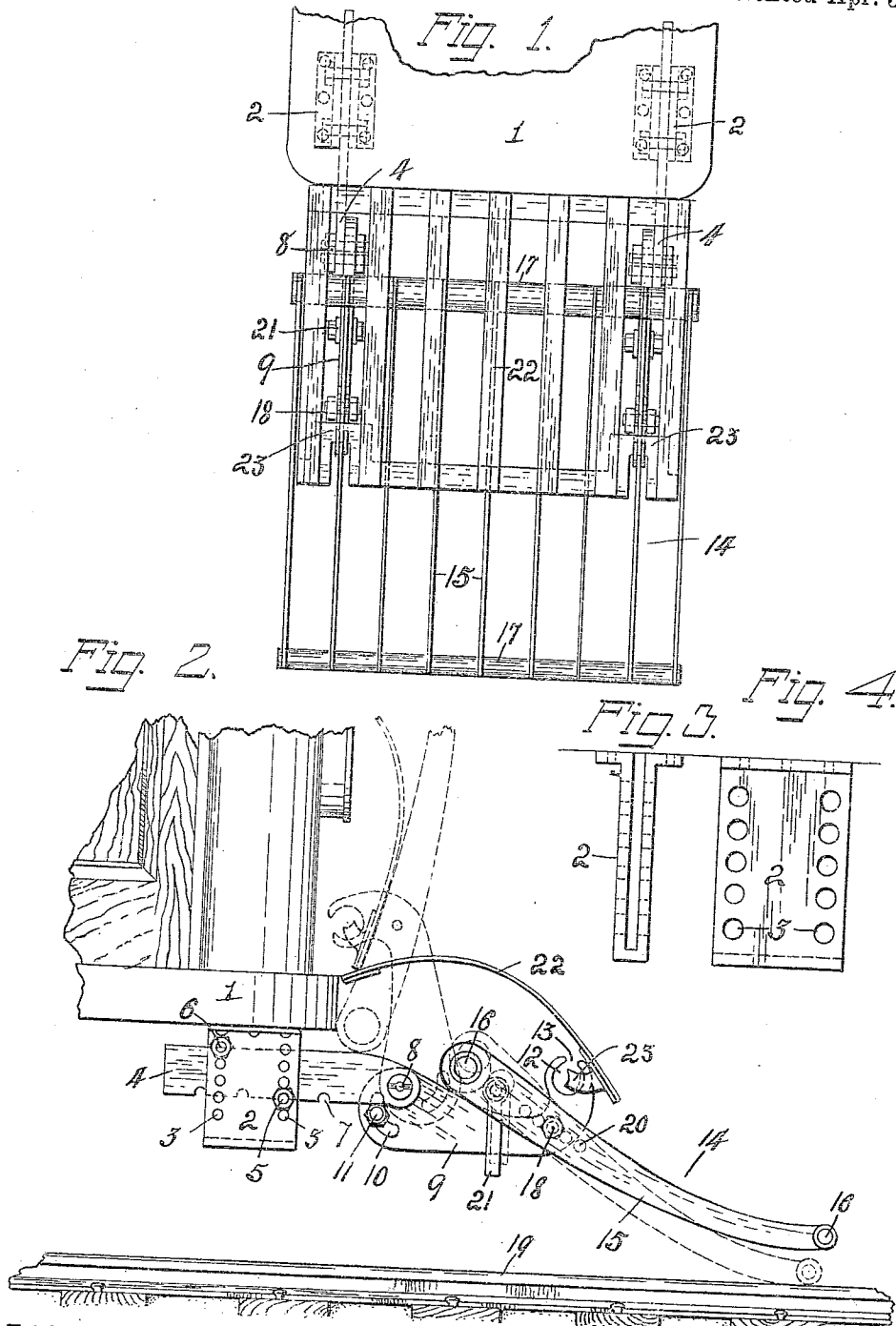


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CAR FENDER.

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953,726.

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WITNESSES:

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UNITED STATES PATENT OFFICE.

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CAR-FENDER.

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To all whom it may concern:

Be it known that I, JOHN W. WEAVER, a citizen of the United States, and a resident of Toledo, in the county of Lucas and State of Ohio, have invented a certain new and useful Car-Fender; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to car fenders, and has for its object the provision of a simple, improved and highly efficient apparatus of this class, which is inexpensive of manufacture, easy of operation, and light, strong and durable in its construction, thus enhancing the practicability and commercial value thereof.

Further objects of my invention as well as the operation, construction and arrangement of the parts thereof will be fully described in the following specification, and a preferred embodiment of the same is illustrated in the accompanying drawings, in which,—

Figure 1 is a plan view of my fender in operative association with a car. Fig. 2 is a side view thereof, and Figs. 3 and 4 are details of the hanger bracket for the fender.

Referring to the drawings, 1 designates the front end portion of a car to the bottom of which adjacent each side thereof are secured the pendent brackets 2, which are shown as constituting U-shaped loops, the leg terminals of which are bent outwardly to form feet through which securing bolts or screws pass. The vertical portions of the bracket legs are provided near their front and rear edges with series of bolt holes 3 which register with those of the opposite leg for the purpose hereinafter described.

Projecting rearwardly through each bracket 2 is a bearing arm 4, which is held in properly adjusted position in the bracket by resting on a bolt 5 passing through the proper ones of the forward sets of holes 3 and bearing upwardly against a bolt 6 passing through the proper ones of the rear sets of holes 3, as indicated in Fig. 2, thus holding the forward end of the arm sup-

ported at the desired elevation. Each arm 4 is provided on its lower edge with a series of spaced notches 7 for receiving the lower bolt 5 at whatever position of longitudinal adjustment it is desired to place an arm relative to its carrying bracket. To remove the arms 4 from the brackets it is only necessary to raise the forward ends of the same sufficient to disengage a notch 7 from the bolt 5 and then to draw the arms forward from the brackets on a slight incline.

Projecting forwardly from each arm 4 to which its rear end is pivotally attached, as at 8, is a second arm 9, which is provided at its rear end beneath the plane of its pivot with a segmental slot 10 through which a bolt 11 adjustably projects, said bolt being adapted to coact with the lower edge of the arm 4 to serve as a stop for limiting the lowering of the forward end of the arm 9.

The forward end of each arm 9 is angled upwardly and provided at its terminal with a bearing 12, which is preferably circular in form and provided with an opening 13 at its upper side. The forward ends of the arms 9 are also preferably forked or vertically slotted longitudinally thereof as indicated in Fig. 1.

14 designates the main fender of the device, which is longitudinally curved as is customary and comprises a plurality of longitudinally extending fender bars 15, which have their ends pierced by forward and rear transverse shafts or rods 16, 16 and spaced apart by sleeves 17 on said rods, but may be of any other suitable construction, if desired. The fender 14 has two of the outer ones of its bars 15 projecting through the forked ends of the arms 9 and pivoted to the furcations thereof as at 18. The rear end of the fender 14 is weighted in any suitable manner as by enlarging the sleeves 17 at such end and making the same of a heavy material, and the pivots 18 are disposed sufficiently forward to adapt such weighted end to serve as a counterpoise for normally maintaining the forward end of the fender elevated a suitable distance above the rails 19 of a track. The fender-bars through which the pivots 18 project are provided with a series of pivot holes 20 to permit an adjustment of the fender pivots as it may be desired to increase or decrease the power of the weighted end of the fender, as is apparent.

The lowering movement of the rear end of the fender is limited by the sleeves 17 striking against the arms 9, and the raising thereof relative to such arms is limited by
 5 clevises 21, which are carried by the pivot-bars 15 to the rear of their pivots and loop under such arms, as shown.

22 designates a guard fender, which is provided adjacent its lower edge with a set
 10 of bearing hooks 23, adapted for fitting into the bearings 12 at the ends of the arms 9. The hooks 23 are preferably offset rearwardly from the face of the fender 22 and fashioned to permit their insertion into or
 15 removal from the bearings 12 when the fender 22 is in one position only of its pivotal movement. The fender 22 may be formed of strap-metal, as indicated, or in any other suitable manner, and has its upper
 20 end curving rearwardly over the rear end of the fender 14 and extending to adjacent the car body, as shown.

In the use of my improved fender, the pivot 18 is so adjusted relative to the main
 25 fender 14 that the weight of the rear end of the fender will be sufficient to maintain the fender nose elevated, say four or five inches, above the track. Should any object which is of sufficient weight to overcome the weight
 30 of the rear end of the fender, strike the forward end of the same, such end would instantly lower to prevent the object from rolling under the fender. When the fender has been relieved of the weight of such object
 35 the weighted rear end of the same will immediately act to raise the forward end of the fender to its normal position. Should it be desired to fold the fender up against the
 40 end of the car for any reason, the same may be easily accomplished by first turning the fender 22 forwardly upon the main fender 14 and then folding the two fenders and the arms 9 up against the car on the pivots 8
 of such arms.

45 It is thus apparent that I have provided a fender which automatically lowers to pick up an article or object on the track with which it may come in contact, thereby obviating the dangerous method of depending
 50 upon the motorman to lower the fender to catch an object. It is also apparent that the apparatus can be easily and quickly disconnected from or attached to a car; that there are few parts to get out of order, and that it
 55 is not necessary to remove the fender to couple up to any other car, as is the case with many of the fenders now on the market, but simply to turn the guard fender 22 forward upon the fender 14 to permit the
 60 coupling link to pass over the two fenders.

I wish it understood that my invention is not limited to any specific construction or

arrangement of the parts, except in so far as such limitations are specified in the claims.

Having thus described my invention what
 I claim as new and desire to secure by Let-
 65 ters Patent, is,—

1. In an apparatus of the class described, the combination with fender-supporting
 arms, of a fender pivotally carried thereby
 70 and being influenced to normally stand in one position, said arms limiting the movements of the fender in one direction, and means cooperating with said arms to limit
 75 the movements of the fender in the other direction.

2. In an apparatus of the class described, the combination with fender-supporting
 arms, of a fender adjustably pivoted to the
 80 arms and adapted to normally stand in one position, and means cooperating with the arms to limit the pivotal movements of the fender.

3. In an apparatus of the class described the combination with fender supporting
 85 arms, of a fender pivotally carried by such arms and yieldingly held in one position, and a clevis member carried by the fender and cooperating with one of such arms to limit
 90 the oscillatory movements of the fender relative to said arms.

4. In an apparatus of the class described, the combination of pivoted fender support-
 ing arms having their free ends angled up-
 95 wardly, a main fender pivotally carried by such arms, and a guard fender pivotally supported by the angled ends of the arms and superposing the rear portion of the main fender.

5. In an apparatus of the class described, 100 the combination of pivoted fender supporting arms having their free ends angled, a main fender pivotally carried by such arms, and a guard fender pivotally and remov-
 105 ably carried by the angled ends of such arms.

6. In an apparatus of the class described, the combination with supporting brackets,
 of members adjustably projecting horizon-
 110 tally therefrom, arms pivotally projecting from such members, adjustable means for limiting the lowering movements of such arms relative to said members, a fender piv-
 115 otally supported by such arms and adapted to normally stand with its forward end yieldingly held against depression, and a second fender pivotally carried by such arms.

In witness whereof, I have hereunto signed my name to this specification in the presence of two subscribing witnesses.

JOHN W. WEAVER.

Witnesses:

C. W. OWEN,
 CORNELL SCHREIBER.