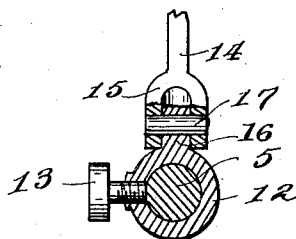
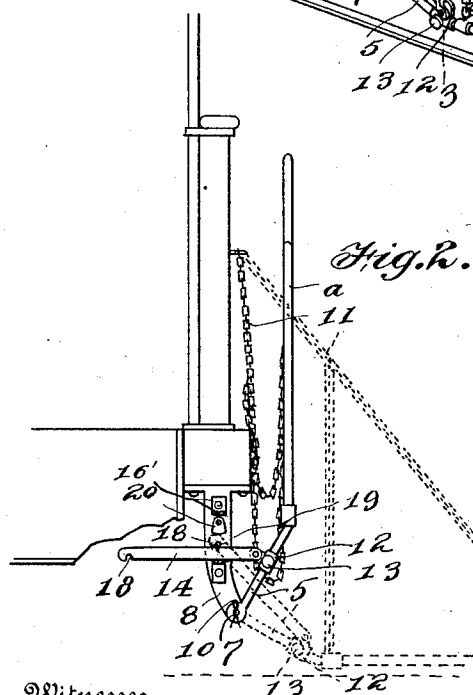
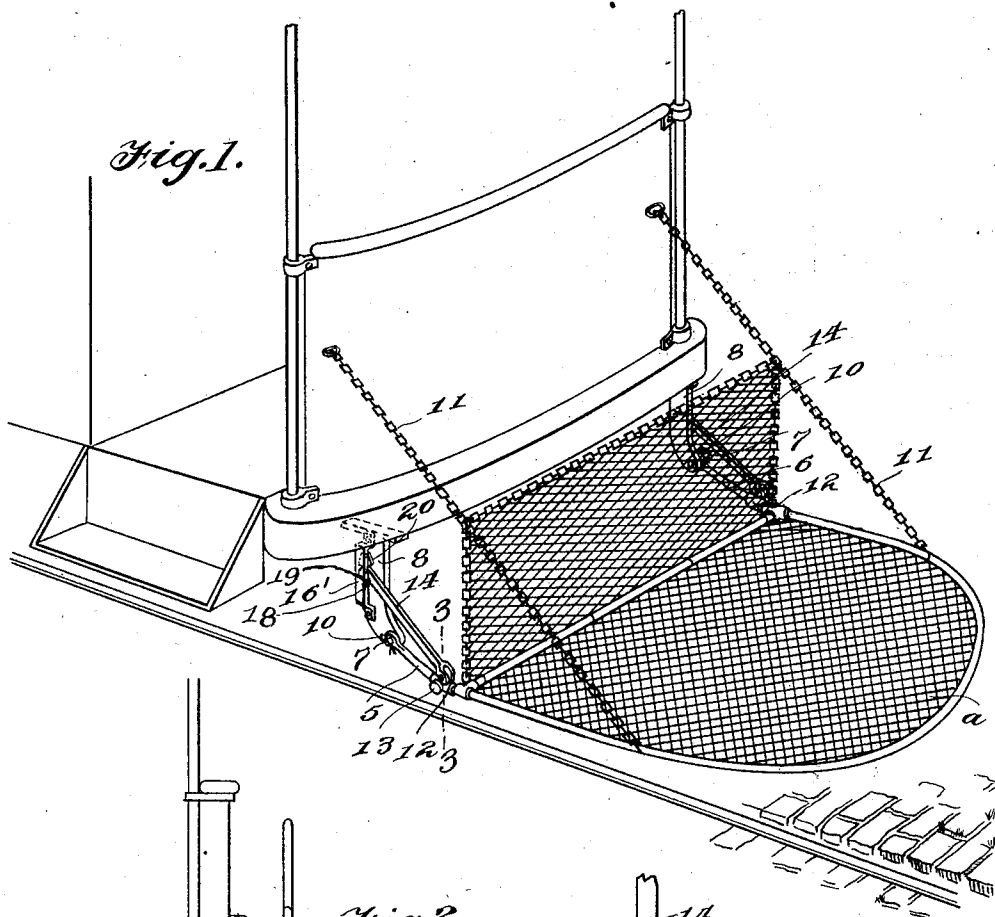


CAR FENDER.

1,042,908.

Patented Oct. 29, 1912.



Inventor

Witnesses

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CAR-FENDER.

1,042,908.

Specification of Letters Patent.

Patented Oct. 29, 1912.

Application filed September 6, 1911. Serial No. 647,838.

To all whom it may concern:

Be it known that I, JAMES GENTLESS, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented new and useful Improvements in Car-Fenders, of which the following is a specification.

The general object of the invention is to rigidly hold a trolley car fender from swinging relatively to the car when the latter pitches perceptibly while under way, or when the fender strikes an object on the track.

Other objects will appear and be better understood from the following description taken in connection with the accompanying drawings, in which,

Figure 1 is a perspective of one end portion of a car showing my improved device applied thereto. Fig. 2 is a side elevation of the same showing the fender folded. Fig. 3 is a detailed sectional end view taken approximately on the line 3—3 of Fig. 1.

The fender *a* has apertured arms 5 and 6 which receive trunnions 7 extending laterally from the lower ends of hangers 8 which depend from the body of the car 9 at a point directly below the bumper thereof. Any suitable means may be employed for preventing disengagement of the arms from the trunnions, such as cotters 10 which pass through the trunnions 7.

The main support for the fender comprises the usual chains 11, and a supplemental support for holding the fender against movement, when in lowered position, is herein shown to include sleeves 12 which are adjustably secured to the arms 5 and 6 in any preferred manner, such as by set screws 13, as shown in Fig. 3.

The hasps 14 are recessed at their lower ends as shown at 15, the said recessed ends being adapted to receive lugs 16 on the sleeves 12 and the recessed ends 15 are pivotally connected to the sleeve 12 by means of pivot pins 17, the latter passing through the parts as shown. The hasps extend through guards 16' and have notches 18 which receive keepers 19, extending laterally from the hangers 8. Latches 20, one of which is shown in Fig. 1, are pivoted to the hangers

and normally bear on the hasps 14 to prevent disengagement of the same from the keepers 19.

When the fender is lowered, as shown in Fig. 1, it will be seen that in the event of its striking an obstruction, rising or upward movement of the fender will be prevented through the coöperation of the hasps and keepers. In order to raise the fender, the hasps 14 are disengaged from the keepers 19 and lowered onto the guards 16', after which the fender may be raised to the position shown in Fig. 2 in solid lines, wherein it will be seen that the guards 16' support the latches.

Although I have shown and described one embodiment of my invention it is to be understood that I am not to be limited to the specific structure herein described and claimed nor to the particular arrangement of the parts, since it will be seen that various changes may be made, within the scope of the appended claims without departing from the spirit or sacrificing any of the advantages of the invention.

What I claim as new is:

1. In combination with a hanger support and a fender movably connected thereto, of a laterally extended keeper connected to the hanger support, a hasp connected to the fender and adapted to engage the keeper and means disposed in superposed relation to said keeper for locking the hasp to the keeper.

2. In combination with the hanger support and a fender movably connected thereto, of a laterally extended keeper connected to the hanger support, a hasp connected to the fender and adapted to engage the keeper and means pivoted to said hanger support and disposed in superposed relation to said keeper for locking the hasp to the keeper.

3. In combination with a hanger support and a fender movably connected thereto, of a laterally extended keeper connected to the hanger support, a hasp connected to the fender and adapted to engage the keeper and a latch pivotally secured to said hanger support for locking the hasp to the keeper.

4. In combination with a hanger support and a fender movably connected thereto, of a laterally extended keeper connected

to the hanger support and a hasp having its
lower end recessed and connected to the
fender, the said recessed end being adapted
to engage the keeper and a latch pivotally
5 secured to said hanger support and in super-
posed relation to said keeper for locking the
said recessed end of the hasp to the keeper.

In testimony whereof I affix my signature
in presence of two witnesses.

JAMES GENTLESS.

Witnesses:

ANTHONY SALVINA,
MICHAEL McCLAIN.

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