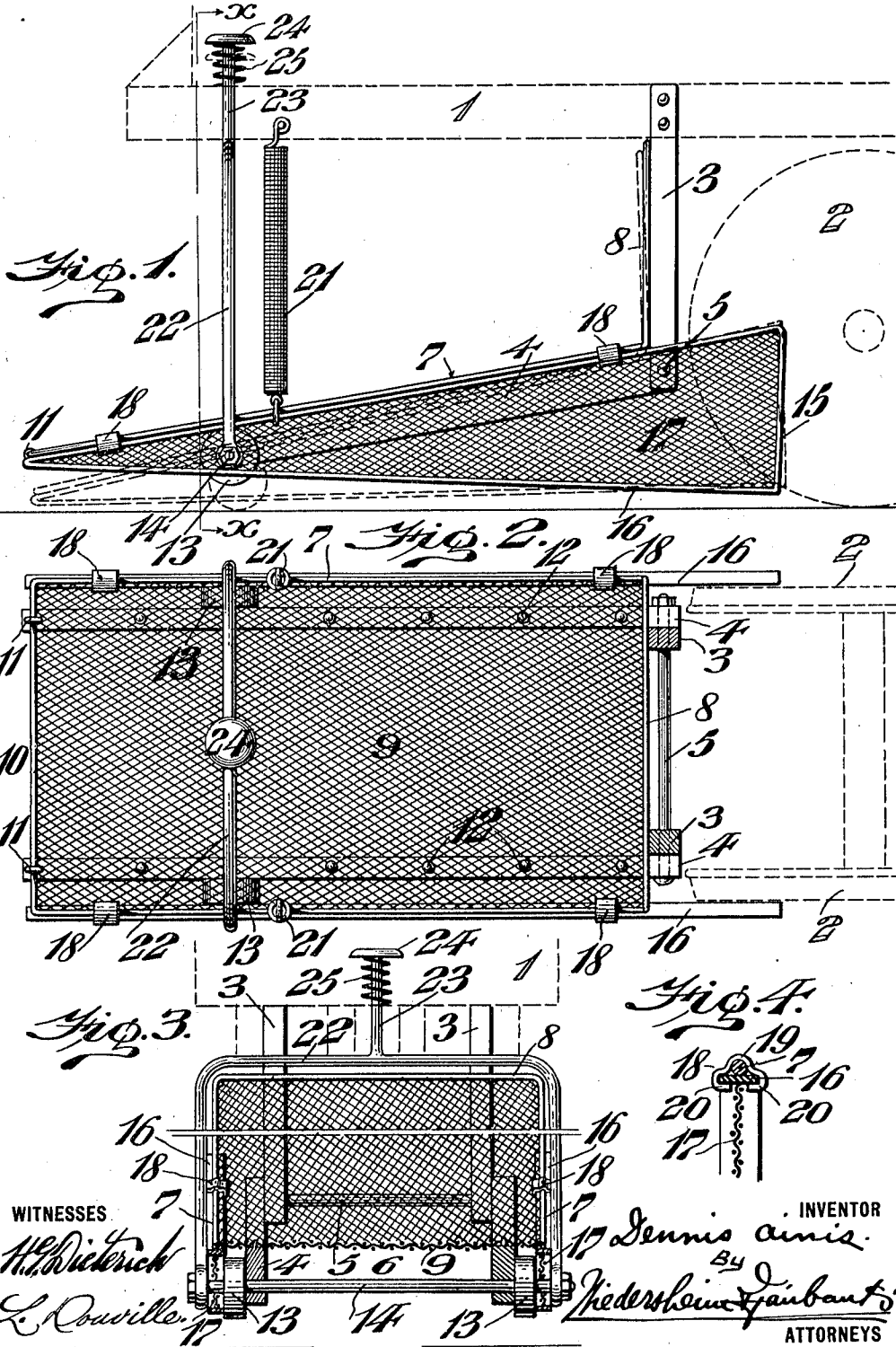


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CAR FENDER.

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DENNIS AINIS, OF PHILADELPHIA, PENNSYLVANIA.

CAR-FENDER.

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Specification of Letters Patent.

Patented Aug. 6, 1912.

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To all whom it may concern:

Be it known that I, DENNIS AINIS, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Car-Fender, of which the following is a specification.

My invention consists of an improved car-fender in which the scoop is pivotally supported from the car-frame to be tilted downward when striking an object.

It further consists of improved means for guarding or fending the wheels of the car.

It further consists of improved means for connecting the scoop and its supports.

It further consists of improved means for connecting the scoop, its supports and the side-fenders.

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

The annexed drawings and the following description set forth, in detail, one of the various mechanical forms in which the principle of the invention may be embodied.

Figure 1 represents a side elevation of my improved car-fender, the same being illustrated as in position on a street railway car, the front platform and front wheels of which are indicated in dotted lines. Fig. 2 represents a plan view of the fender. Fig. 3 represents a section on the line *x-x* in Fig. 1, looking rearward, the springs which support the front end of the fender being omitted for the sake of clearness. Fig. 4 represents a sectional detail view of one of the clips for securing a side-fender to the side of the main scoop.

Similar numerals of reference indicate corresponding parts in the figures.

Referring to the drawings, the numeral 1 indicates the bottom frame of the car and the numerals 2 indicate the wheels of the same, said parts being illustrated in dotted lines. Brackets, 3, are secured to project downward from the bottom of the car, in front of the wheels, and two arms, 4, are pivoted at their rear ends upon a transverse rod, 5, in the lower ends of said brackets. A scoop, 6, consisting of a rectangular frame, 7, having an upturned rear portion, 8, and covered by netting, 9, of wire, cord or other material, has its forward cross-bar, 10, secured to the forward ends of the arms 4 by clips, 11, and rests upon said arms, being further secured to the latter by nails,

12, staples or other similar means. The upturned rear portion of the scoop rests against the front edges of the brackets. Two wheels, 13, are journaled upon a shaft, 14, passing through the arms, near the forward ends of the same and are adapted to travel on the rails when the arms and scoop are tilted downward. Two triangular side-fenders or guards, 15, consisting of triangular frames, 16, formed from flat strips, and netting, 17, or other similar covering, are hinged to and supported from the round side-rods of the scoop-frame by clips, 18, formed with arched middle-portions, 19, which fit over the round side-bars of the scoop, and inturned ends, 20, which clamp the upper frame-bars of the side-fenders, and said fenders extend rearward to partly cover the sides of the wheels. Springs, 21, are fastened at their upper ends to depend beneath the car-frame and at their lower ends to the side-bars of the scoop-frame and upper bars of the side-fender frames, maintaining the fenders slightly raised above the track and road bed. An arched frame, 22, has the ends of its limbs pivotally connected to the ends of the wheel-shaft, and a rod, 23, extends from the middle of said frame and through the platform of the car, where it has a head or treadle, 24. A spring, 25, around the rod, serves to assist in raising the arched frame and the fender.

When the car is running, the fender is raised sufficiently from the ground to clear small stones and small obstacles and irregularities in the roadbed. If the fender strikes a person, animal or other large obstacle, the same will fall into the scoop and tilt the fender downward so as to bring the wheels down upon the rails, when the person or object may be safely carried in the scoop until the car can be stopped. The fender can be depressed by the motorman of the car by putting his foot upon the treadle of the arched frame, but the fender will act without such positive actuation. The side-fenders will prevent contact with the wheels and prevent persons or objects from getting under the front wheels from the sides of the car. The person or object caught in the scoop of the fender will be prevented from slipping through and under the running gear of the car by the upturned rear end of the scoop. The upturned rear portion of the scoop bearing against the brackets will prevent the front end of the fender

from being unduly raised from the track by the springs, thus serving as a stop.

The fender is of simple, durable and inexpensive construction and will perform its function automatically as well as when depressed by the motorman on the car.

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

10 In a device of the character stated, a pair of brackets adapted to be secured to depend from the bottom-frame of a car, arms pivoted with their rear ends upon a rod passed through the ends of said brackets, a shaft
15 supported in said arms near their forward ends, wheels journaled upon said shaft to travel on the rails, a covered rectangular scoop-frame having its front rod secured by clips to the forward ends of the arms
20 and supported upon said arms and formed with an upturned rear end, triangular side-

fenders formed from flat strips and having a flexible covering and extending at the sides of the front wheels, clips formed with arched middle portions fitting over the
25 round side-rods of the scoop-frame and with inturned ends clamping the upper flat bars of the side-fenders to thus hinge the latter to depend from the sides of the scoop, springs adapted to be secured to the car-
30 frame and secured to the side-rods of the scoop-frame and the upper bars of the side-fender frames, and an arched frame having the ends of its limbs pivotally connected to the ends of the wheel-shaft and formed at
35 its top with an upright rod adapted to pass through the car-bottom and provided with a treadle.

DENNIS AINIS.

Witnesses:

WM. SECHER,
C. D. McVAY.

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