April 28, 1925.

1,535,444

C. ANDERSON

SPLASH PREVENTING ATTACHMENT FOR MOTOR VEHICLES

Filed May 23, 1924

2 Sheets-Sheet 1

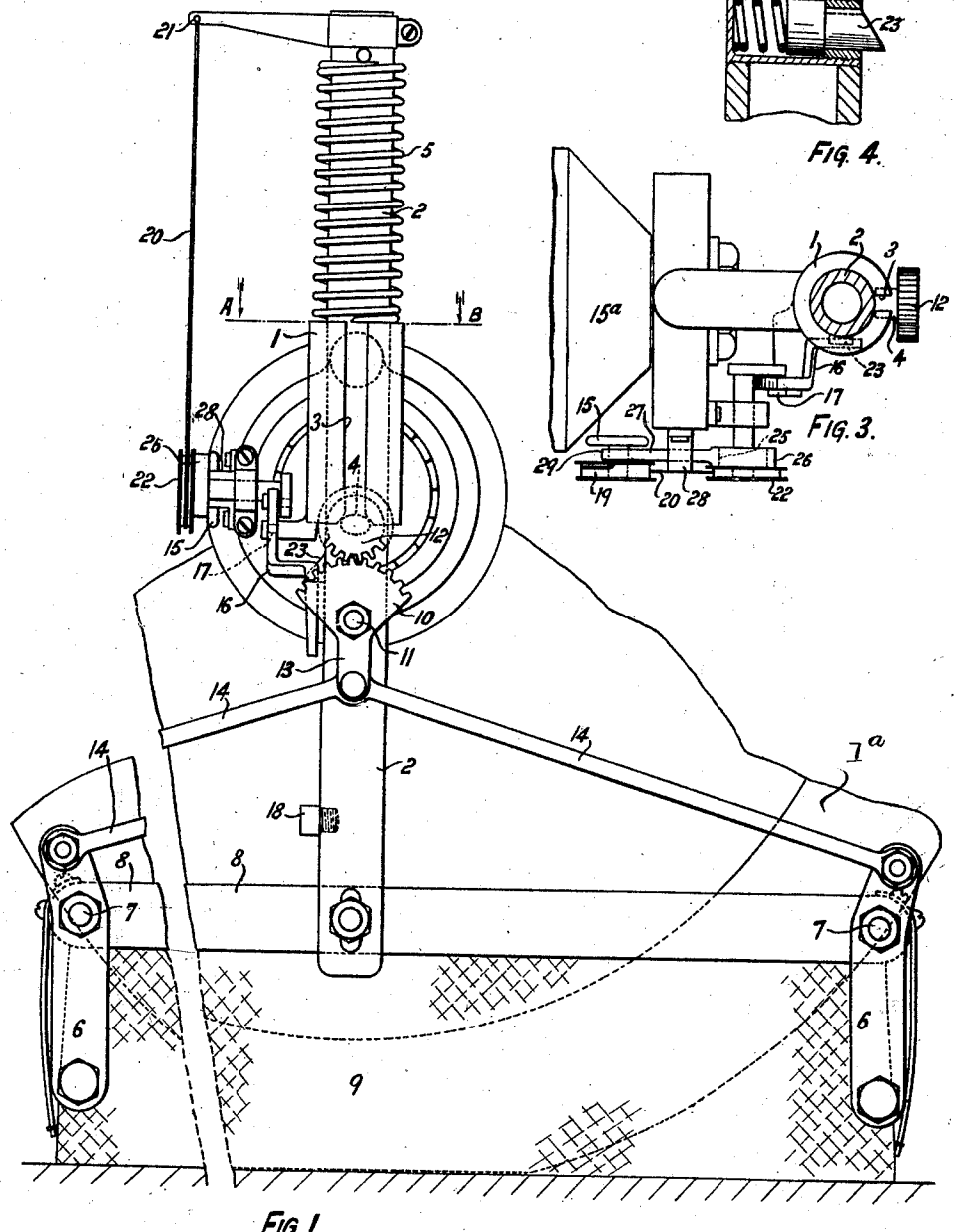


FIG. 1.

FIG. 4.

FIG. 3.

Inventor
Charles Anderson

Dennis, Davis, Marvin & Edmonds
Attorneys

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2 Sheets-Sheet 2

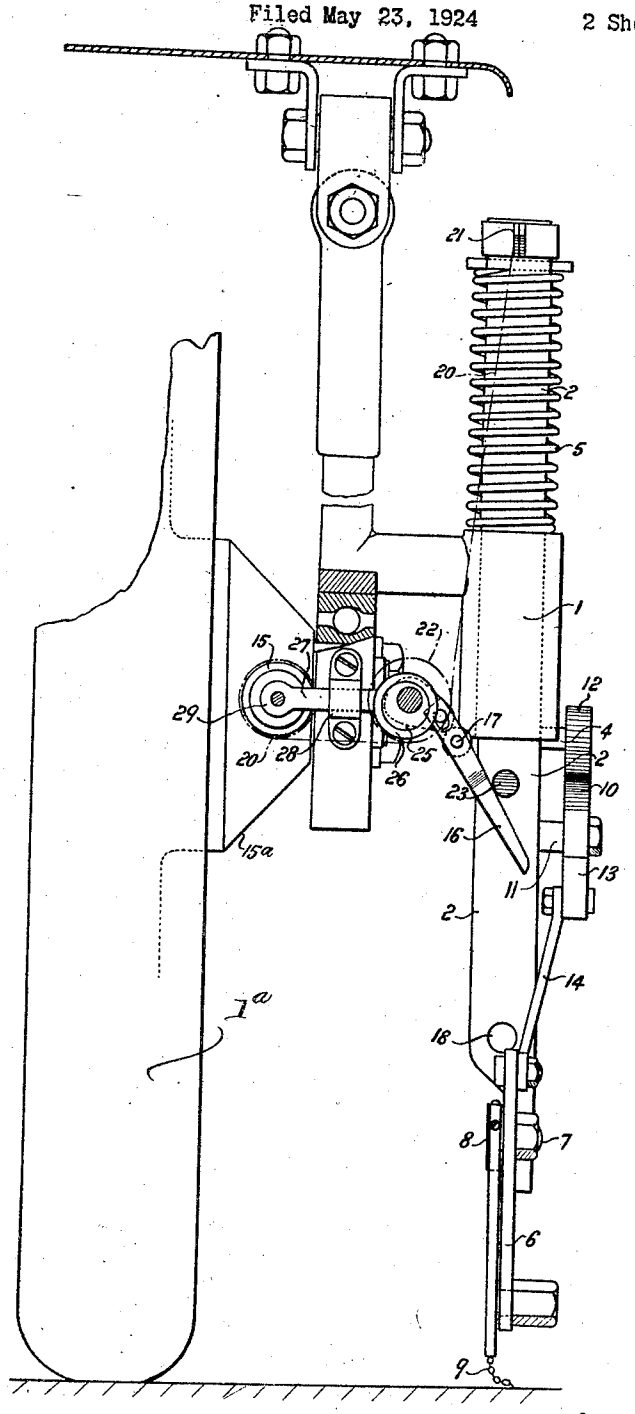


FIG. 2.

Inventor
Charles Anderson
Pennie, Davis, Marvin & Edmonds
attorneys

Patented Apr. 28, 1925. 1,535,444

UNITED STATES PATENT OFFICE.

CHARLES ANDERSON, OF ASTORIA, NEW YORK.

SPLASH-PREVENTING ATTACHMENT FOR MOTOR VEHICLES.

Application filed May 23, 1924. Serial No. 715,295.

To all whom it may concern:

Be it known that I, CHARLES ANDERSON, a subject of the King of Great Britain and Northern Ireland, and residing at Astoria, New York, United States of America, have invented a certain new and useful Improvement in Splash-Preventing Attachments for Motor Vehicles, of which the following as a specification.

This invention is an improvement in splash preventing attachments such as described in the specification of my copending application for Letters Patent Serial No. 695988.

The attachment of the present invention comprises a slotted socket member accommodating a spring-urged guard-carrying rod carrying an elongated member normally arranged with its longest direction transverse to the slot, blocking the lower end of the slot, and adapted, when oscillated, to bring its minor axis transverse to the slot, to enter the slot and permit vertical movement of the rod in the socket member under the action of the spring. Oscillatory movement is imparted to the said elongated member by a train of mechanism including levers pivoted to the ends of the beam of the splash guard, the arrangement being such that when an obstacle is encountered by the lever, the elongated member is oscillated and permitted to enter the slot whereupon the rod and therewith the guard are caused to move upwardly under the action of the spring.

In the accompanying drawing Fig. 1 is an elevation, Fig. 2 an elevation at right angles to Fig. 1, Fig. 3 a section on the line A—B of Fig. 1 and Fig. 4 a detail view a supplementary striker hereinafter referred to.

The attachment shown comprises a socket 1 disposed diametrically of the road wheel 1^a; accommodating the guard-carrying rod 2, and constituted by a tube having a single longitudinal slot 3 engageable by an elongated or elliptical member 4 journalled on the rod 2 and normally arranged with its major axis transverse to the slot 3, blocking the lower end of the slot, so that the rod 2 is held in lowered position. On oscillation of the member 4 to bring its major axis into parallelism with the slot, the member 4 enters the slot, permitting vertical movement of the rod 2 in the member 1 under the action of a spring 5. Oscillatory movements are imparted to the member 4 by a train of mechanism including levers 6 pivotally mounted at 7 on the beam 8 of the splash guard 9 and engageable with obstacles on the roadway, said levers being connected by links 14 with the arm 13 of a toothed quadrant 10 pivotally mounted at 11 on the rod 2 and meshing with a toothed disc 12 fixed to the member 4, the arrangement being such that, when either lever 6 encounters an obstacle, the displacement of said lever is converted into rocking movement of the member 4 which is thereby positioned to enter the slot and permit elevation of the guard 9. For restoring the guard 9 to initial position after an obstacle has been passed there is provided a retrieving mechanism comprising a friction-wheel 15 arranged in operative relation with the conical surface 15^a of the vehicle wheel hub and a shifting device adapted to shift the friction-wheel 15 into and out of contact with the conical surface. The shifting device includes a lever 16 pivoted at 17 on the member 1 in the path of a removable striker 18 on the rod 2, which striker, towards the end of the travel of the rod 2 in the upward direction, engages the lower edge of the long arm of the lever 16 which is thereby rocked.

The short arm of the lever 16 has a pin-and-slot connection with an eccentric disc 25 embraced by a strap 26 provided with an arm 27 slidably mounted in a guide 28 and formed at 29 as a journal for the wheel 15. Rocking movement of the lever 16 thus moves the wheel 15 towards or from the surface 15^a.

The wheel 15 is fitted with a drum 19 wrapped by a flexible wire 20 led around the guide pulley 22 and connected at 21 to the rod 2. When the wheel 15 is rotated frictionally, the wire 20 is wound on to the drum 19 and the rod 2 is depressed in opposition to the spring 5. For retracting the friction-wheel 15 from engagement with the conical surface 15^a on the completion of the return stroke of the rod 2 there is provided a supplementary striker 23 which engages the upper edge of the lever 16 and reverses the operation of the shifting device.

The striker 23 is formed as a spring-urged latch accommodated in a transverse channel 24 in the rod 2. When the guard is to be retained in inoperative position the striker 18 is removed.

What I claim is:—

1. A splash-preventing attachment for

motor road vehicles comprising a socket member disposed laterally of a road wheel, said member having a slot extending diametrically of said wheel, a spring-urged rod accommodated in said socket member, an elongated oscillatory member engageable with the slot in said socket member and journalled on said rod with its longer direction normally transverse to the slot, blocking the lower end of the slot, said elongated member adapted, when oscillated, to enter the slot to permit endwise movement of the rod in the socket member, a splash guard carried by said rod, and a train of mechanism for imparting oscillatory movement to said elongated member, said train including levers engageable with obstacles on the roadway, and connections between said levers and said elongated member.

2. A splash-preventing attachment for motor road vehicles comprising a socket member disposed laterally of a road wheel, said member having a slot extending diametrically of said wheel, a spring-urged rod accommodated in said socket member, an elongated oscillatory member engageable with the slot in said socket member and journalled on said rod normally in position to close the lower end of the slot and adapted, when oscillated, to enter the slot and permit endwise movement of said rod in said socket member, a splash guard carried by said rod, a train of mechanism for imparting oscillatory movement to said elongated member to permit elevation of said guard, said train including levers engageable with obstacles on the roadway, and connections between said levers and said elongated member, means for restoring said guard to operative position including a friction wheel, rotatable means presenting a friction surface, and a shifting device adapted to shift the friction wheel into and out of contact with said surface, said shifting device including a striker on said rod and a lever in the path of said striker, and serving, when rocked by said striker on upward movement of said rod, to establish driving relation between said friction wheel and said surface, a drum fitted on said friction wheel, a flexible wire wrapping around said drum and connected to said rod, whereby, when said friction wheel is rotated, said flexible wire is wound on to said drum and said rod is restored to operative position, and a supplementary striker on said rod engageable with said lever and adapted on the descent of said rod to rock said lever and thereby to bring said friction wheel out of contact with said surface.

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

CHARLES ANDERSON.

Witnesses:

DAVID WEILD, JR.

J. A. VERNON.