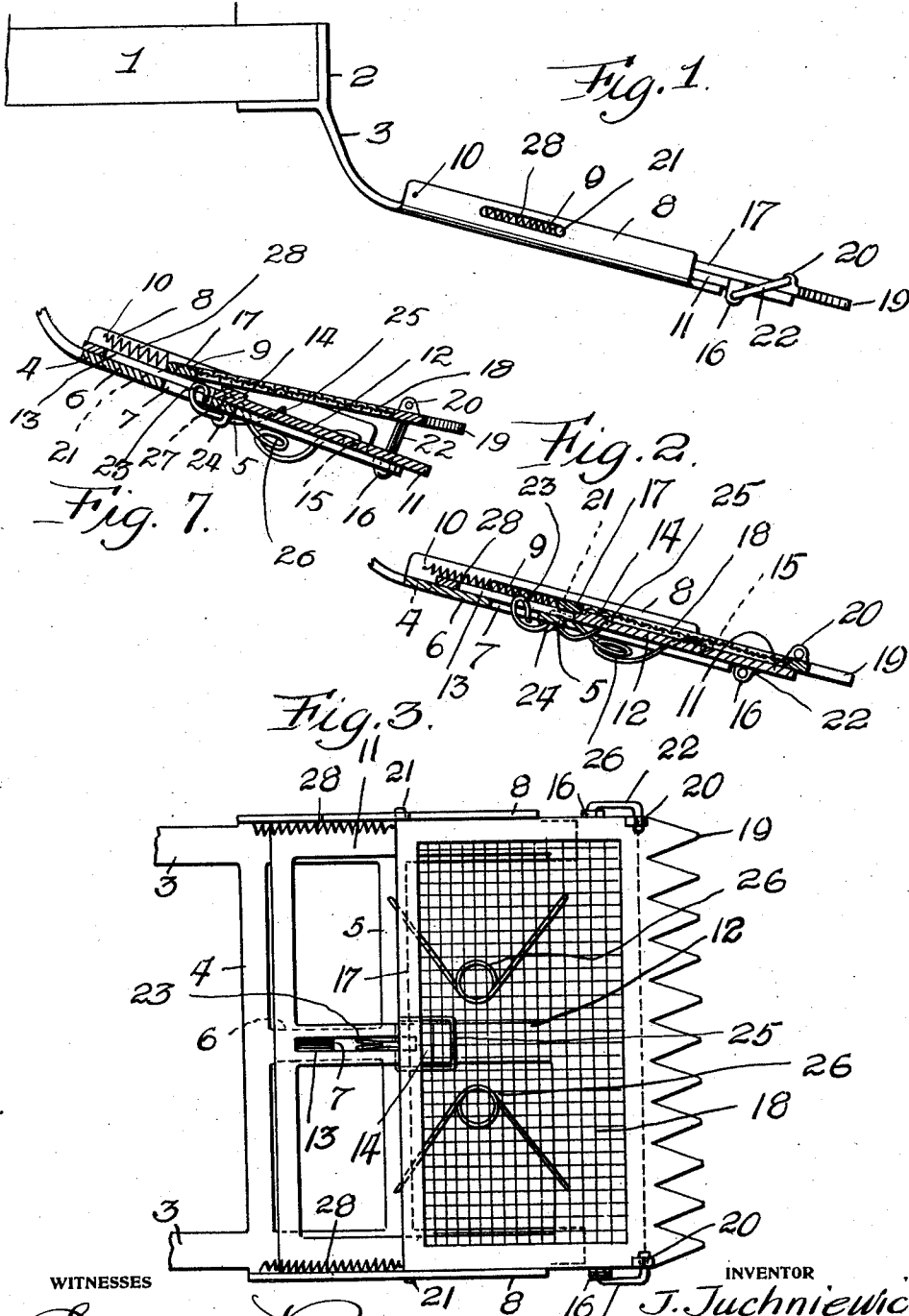


J. JUCHNIEWICZ.
STREET CAR FENDER.
APPLICATION FILED MAR. 29, 1912.

1,034,247.

Patented July 30, 1912.

2 SHEETS-SHEET 1.



WITNESSES

Samuel Payne.
Ralph C. Evert.

INVENTOR

J. Juchniewicz.
BY *McEwen & Co.*

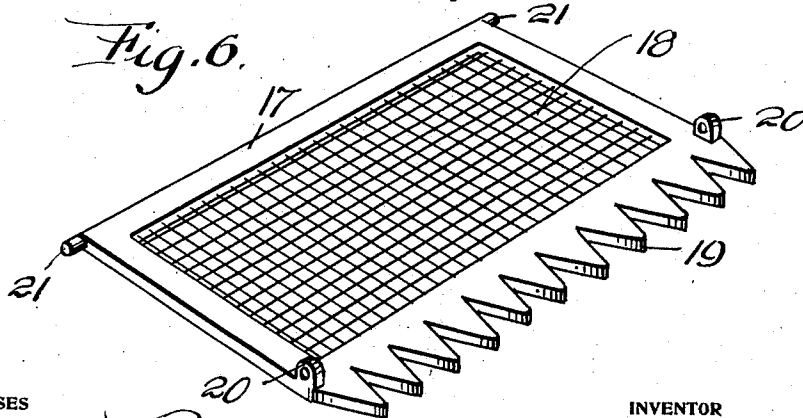
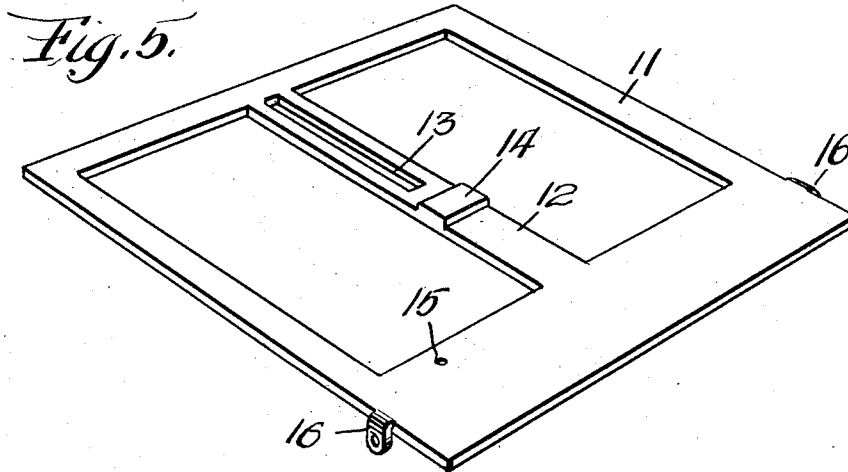
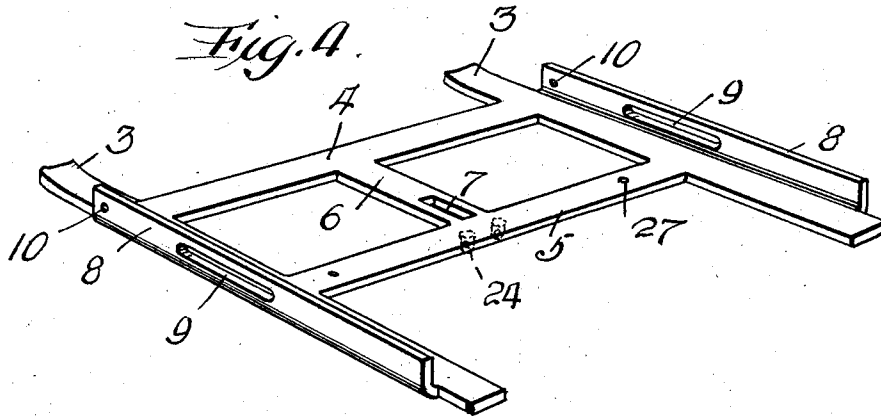
ATTORNEYS

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UNITED STATES PATENT OFFICE.

JAN JUCHNIEWICZ, OF WHEATLAND, PENNSYLVANIA.

STREET-CAR FENDER.

1,034,247.

Specification of Letters Patent.

Patented July 30, 1912.

Application filed March 29, 1912. Serial No. 687,025.

To all whom it may concern:

Be it known that I, JAN JUCHNIEWICZ, a subject of the Czar of Russia, residing at Wheatland, in the county of Mercer and State of Pennsylvania, have invented certain new and useful Improvements in Street-Car Fenders, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to street car fenders, and my invention aims to provide a fender that has a yieldable section for preventing pedestrians from being injured when contacting with the fender, the yieldable section being capable of assuming a substantially horizontal position for supporting a person until the car is stopped.

My invention further aims to accomplish the above results by a mechanical construction that will be hereinafter specifically described and then claimed.

Reference will now be had to the drawings wherein there is illustrated a preferred embodiment of the invention, but it is to be understood that the structural elements are susceptible to such variations as fall within the scope of the appended claims.

In the drawings—Figure 1 is a side elevation of the fender. Fig. 2 is a central longitudinal sectional view of the same. Fig. 3 is a plan of a portion of the fender. Fig. 4 is a perspective view of the supporting frame. Fig. 5 is a similar view of a bearing frame and Fig. 6 is a perspective view of a yieldable frame, and Fig. 7 is a sectional view illustrating the fender in its tripped position.

The reference numeral 1 denotes the forward platform of a car and secured to said platform are angle brackets 2 formed integral with the curved arms 3 of an inclined supporting frame, said frame having the side arms thereof connected by bars 4 and 5. These bars, intermediate the ends thereof are connected by a bar 6 that is slotted as at 7. The outer edges of the arm 3 have vertical flanges 8 provided with longitudinal slots 9 and openings 10.

Arranged upon the supporting frame is a rectangular bearing frame 11 having a web 12 provided with a longitudinal slot 13 and a block 14. The forward end of the bearing frame 11 is apertured, as at 15, and provided with side bearing lugs 16.

Arranged upon the bearing frame 11 is a rectangular yieldable frame 17 having a net

18. The forward edge of the yieldable frame is serrated or toothed, as at 19, and provided with apertured lugs 20. The rear end of the yieldable frame 17 has side pins 21 that extend into the slots 9 of the flanges 8 of the supporting frame.

The manner of connecting the frames together is best seen by reference to Figs. 2 and 3. The apertured lugs 16 and 20 are connected by cranks 22. Extending into the slot 7 of the supporting frame and the slot 13 of the bearing frame are the ends 23 of a spring that is carried by depending apertured lugs 24 arranged upon the under side of the bar 5 of the supporting frame. The looped portion 25 of said spring extends over the block 14, thereby preventing the bearing frame from becoming accidentally displaced relatively to the supporting frame. Additional springs 26 are employed for the same purpose, these springs having the ends thereof mounted in the openings 15 of the bearing frame 11 and in the openings 27 of the bars 5 of the supporting frame.

Mounted in the openings 10 of the flanges 8 are the rear convolutions of coiled compression springs 28, said springs having the forward convolutions thereof connected to the rear edge of the yieldable frame 17. These springs allow the yieldable frame to slide rearwardly when a pedestrian contacts with the same, and a rearward movement of said frame causes the frame to elevate and assume a horizontal position with the cranks 22 in a vertical position. The springs 26 assist in retaining the yieldable frame in this position until the car can be stopped and the pedestrian removed from the fender.

What I claim is:

1. A fender comprising a supporting frame having side flanges, a bearing frame arranged upon said supporting frame, a yieldable frame slidably mounted upon said bearing frame and having side pins extending into the side flanges of said supporting frame, a net carried by the said yieldable frame, cranks connecting the forward end of said yieldable frame to the forward end of said bearing frame, and coiled compression springs connected to the flanges of said supporting frame and to the rear edge of said yieldable frame.

2. A fender comprising a supporting frame having side flanges, a bearing frame arranged upon said supporting frame, a

yieldable frame slidably mounted upon said bearing frame and having side pins extending into the side flanges of said supporting frame, a net carried by the said yieldable frame, cranks connecting the forward end of said yieldable frame to the forward end of said bearing frame, coiled compression springs connected to the flanges of said supporting frame and to the rear edge of said

yieldable frame, and springs connecting said supporting frame and said bearing frame.

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

JAN JUCHNIEWICZ.

Witnesses:

JUSTYN BLAZEWSKI,

KONSTANTY KULNIR.

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