

M. J. WOZNACK.
CAR FENDER.
APPLICATION FILED DEC. 29, 1911.

1,061,438.

Patented May 13, 1913.

Fig. 1.

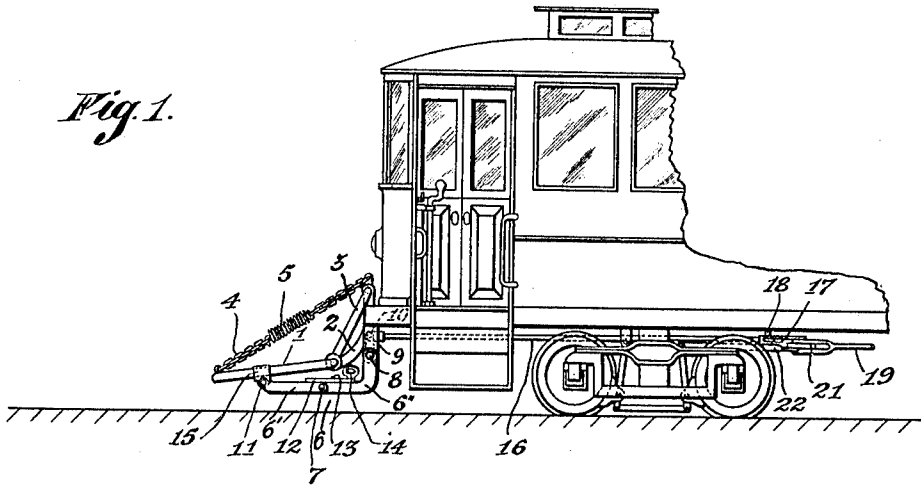


Fig. 2.

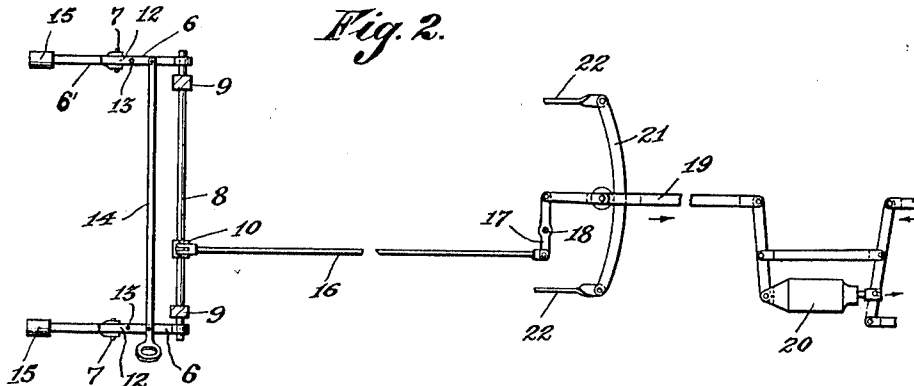


Fig. 3.

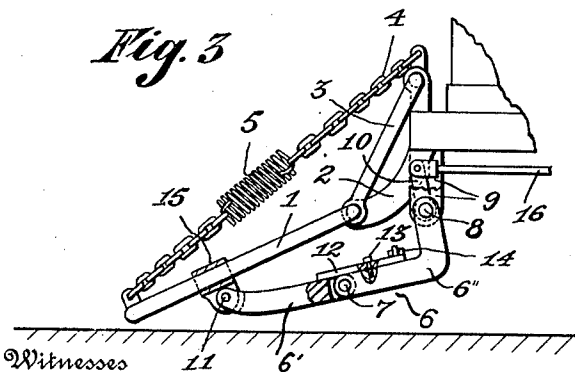
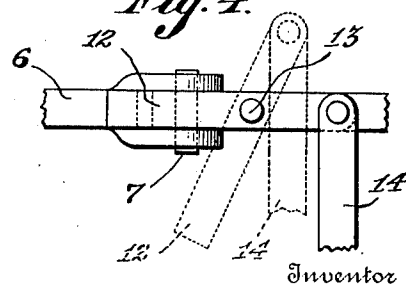


Fig. 4.



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CAR-FENDER.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, MICHEL J. WOZNACK, a citizen of the United States of America, and a resident of the city of Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to car fenders, having more particular reference to mechanism for lowering the fender proper or a section thereof into proximity to the track or road bed, and has for a primary object the provision of novel mechanism of said character by which the fender is controlled for operation in an efficient manner.

A further object is to provide a construction wherein the fender is lowered simultaneously with an operation of the brake mechanism to obtain an application of the brakes.

Other objects will be set forth as my description progresses, and those features of construction, arrangements and combinations of parts on which I desire protection, succinctly defined in my annexed claims.

Referring to the accompanying drawing wherein like numerals of reference indicate like parts throughout: Figure 1 is a fragmentary elevation of a car equipped with my invention. Fig. 2 is a plan of the fender operating mechanism, and illustrating the connection of the same with the brake mechanism. Fig. 3 is a side elevation showing the fender lowered and Fig. 4 is a fragmentary detail, illustrating more particularly one of the articulated fender engaging side arms of the operating mechanism.

For the purpose of illustration I have shown my invention applied to the fender of a well known construction, the same comprising the main frame or section 1 pivotally supported at its rear end portion on suitable brackets, as 2, of the car, and a relatively fixed back frame or section 3 supported as shown, which frames or sections 1 and 3 are in practice provided with a suitable covering of open form, as is well understood.

Reference numeral 4 indicates the usual flexible connections, including springs 5, for yieldingly holding the forward or free end portion of the frame or section 1 at a predetermined distance from the track.

For swinging or adjusting the frame or section 1 downwardly, as indicated in Fig. 3, I provide mechanism now to be described.

Reference numeral 6 indicates actuator arms, composed of sections 6', 6'' articulated as at 7, to permit of fender section 1 being swung upwardly to an inoperative or raised position, as is customary. The rearward sections 6'' of arms 6 are fixed to a rock shaft 8, journaled in suitable hangers 9 of the car frame and provided with lever arm 10 for connection with operating mechanism hereinafter referred to. The forward sections of arms 6 are pivotally connected, as at 11, to the slides 15 on the side bars of the frame 1.

Reference numerals 12 indicate what I term "locking members" for normally connecting the outer sections 6' of the arms 6 for downward movement with the said inner sections 6'', when the latter are swung downwardly through the operation of the shaft 8, the said locking members being pivoted to the inner arm sections, as at 13, and normally extending over the said outer arm sections, by which construction the last named arm sections are also free for relative movement in a downward direction, thereby enabling the fender to act as usual or in the ordinary manner in the event of shaft 8 not being operated. Locking members 12 are withdrawn from over the outer arm sections by a connecting link 14, when it is desired to elevate or adjust frame 1 to its raised position. Lever arm 10 is connected, as by a rod 16 and lever 17, the latter of which is fulcrumed, as at 18, to a relatively fixed part of the car, with the connecting rod 19 of the brake mechanism. This brake mechanism shown, which is of the "air" type, is of the well known construction wherein rod 19 transmits power from brake cylinder 20 through the medium of a cross-bar 21 and connecting rods 22 to the hung brake shoes of the truck.

My invention is simple in construction and positive in operation, and in the form shown, can be readily installed on cars for cooperation with their present fenders and brake mechanisms.

While I have herein shown rock bar 8 connected with rod 19 of the brake mechanism, it will be obvious that it can be otherwise connected for movement by the brake mechanism.

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

1. In a car fender mechanism, in combi-

nation with an adjustable fender section, an operating arm connected with said section for lowering the same comprising articulated sections, and releasable means for connecting the component sections of said arm for movement in a common direction by movement of one of said sections.

2. In a car fender mechanism, in combination with an adjustable car fender section, an operating arm connected with said section for lowering the same comprising articulated sections, and means connecting the component sections of said arm for movement in a common direction and for independent downward movement of the arm section connected with said fender section.

3. In a car fender mechanism, in combination with an adjustable car fender section, a swingingly supported operating arm connected at its free end portion with said section, said arm being composed of articulated sections, releasable means on said arm for holding the outer section of said arm for bodily movement by and in a common direction with the inner section of said arm, and operating means for said arm connected with the inner section of the latter.

4. In a car fender mechanism, in combination with an adjustable car fender section, a swingingly supported operating arm connected at its free end portion with said section, said arm being composed of articulated sections, releasable means for holding the outer section of said arm for movement with the inner arm section in one direction by movement of said inner arm section, and permitting independent downward movement of said outer arm section by said car fender section.

5. In a car fender mechanism, in combination with an adjustable car fender section,

a pivotally supported operating arm connected with said section, said arm being composed of articulated sections, and a releasable member movably supported on one section of said arm and engaging the other section thereof for connecting the last named section for movement by the former in one direction but which when disengaged will permit of independent movement of the other section in the same direction.

6. In a car fender mechanism, in combination with an adjustable car fender section, a swingingly supported operating arm connected at one end portion with said fender section, said arm being composed of articulated sections, means for holding the outer section of said arm for bodily movement by and in a common direction with the inner section of said arm, and operating means for said arm connected with the inner section of the latter.

7. In a car fender mechanism, in combination with a pivoted car fender section, a rock shaft, operating arms fixed to said shaft and connected with said fender section, said operating arm being composed of articulated sections, means for connecting the component sections of said arms for simultaneous movement in a downward direction comprising members movable with said arms and normally extending over the joints thereof, and means for operating said members.

Signed at Seattle, Washington this 15th day of December 1911.

MICHEL J. WOZNACK.

Witnesses:

ARLITA ADAMS,
CLARA HARM.

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