

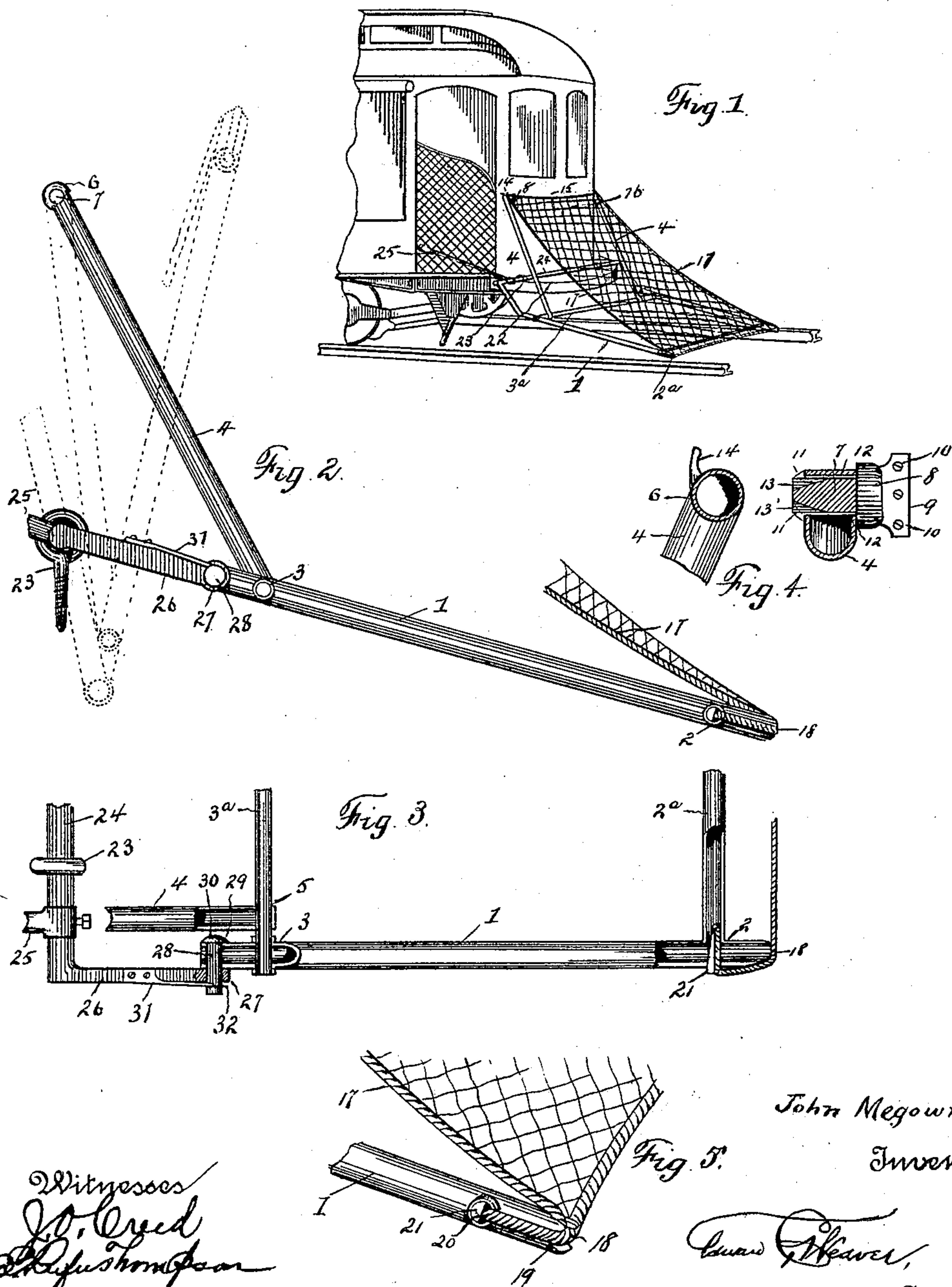
No. 631,993.

Patented Aug. 29, 1899.

J. MEGOWN.
CAR FENDER.

(Application filed Sept. 29, 1897. Renewed Feb. 1, 1899.)

(No Model.)



Witnesses
J. O. Creed
Chas. Thompson

John Megown,
Inventor

Edward Weaver,
Attorney

UNITED STATES PATENT OFFICE.

JOHN MEGOWN, OF YOUNGSTOWN, OHIO.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 631,993, dated August 29, 1899.

Application filed September 29, 1897. Renewed February 1, 1899. Serial No. 704,189. (No model.)

To all whom it may concern:

Be it known that I, JOHN MEGOWN, a citizen of the United States, residing at Youngstown, in the county of Mahoning and State of Ohio, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to street-car fenders, and more particularly belongs to that class of fenders known in the art as "tilt-up" front fenders.

The object of the invention is to provide a simple structure readily attached to and detached from the car and simple but effective means for tilting and lowering the fender proper or apron.

In describing in detail the mechanism and operative parts of my invention I will make use of the accompanying drawings, in which—

Figure 1 represents the end portion of a car to which my fender has been attached. Fig. 2 is a view of a portion of the apron-frame and the operating mechanism. Fig. 3 is a plan of part of Fig. 2. Fig. 4 is a detail of the means for attaching the fender to the car, and Fig. 5 is a detail showing the method of securing the apron to the apron-frame.

In the several views the same numeral always indicates the same part.

1 represents the tubular side bars of the apron-frame, with transverse tubular bearings 2 and 3 a short distance from the end of the side bars, in which are secured the lateral tubular bars 2^a and 3^a, these maintaining the side bars in a parallel position.

Adapted to secure the apron-frame to the car are the tubular bars 4, with transverse bearings 5, journaled to the bar 3^a, and the transverse bearings 6, journaled on the studs 7 of the brackets 8, with wings 9 secured to the car-front by screws 10 or any other desirable means. The bearings 6 are maintained upon the studs 7 by the spring-dogs 11, secured in the slots 12 of the said studs 7, and the said bearings may be removed at will by pressing the said dogs 11 into their seats 13 in the slots 12. Projecting from the bearings 6 upwardly are the hooks or horns 14, on which may be supported the metal bar or ribbon 15, to which

the netting 16 of the apron is netted and the side ropes 17 thereof secured. The other ends of the ropes 17 are secured to the front rope 18, rove in the notches 19 of the bars 1, and passed into the openings 20 of the bearings 2 and secured therein by the wedges 21.

Secured to the buffer-block 22 of the car by the eyebolts 23 is a rocking shaft 24, actuated by the adjustable hand-lever 25 and having at its extremities the crank-arms 26, ending in eye-bearings 27, through which pass the pins 28, journaled in the bearings 29 of the bars 1, located at their ends. The pins 28 have ears 30 and are maintained in their position by means of the spring-keys 31, entering the annular slots 32 of the said bolts or pins.

The operation of the several parts described is as follows: The bars 4 being secured at their ends upon the studs 7 and the crank-arms 26 pivoted to the bars 1, as described, the levers 25 when thrown down will lower the arms 1 and extend the apron in proper position for use. When the lever 25 is thrown up, the apron is shut up or folded. If it is desired to remove the fender from the car, the bearings 5 are released from the studs 7 and the pins 28 removed after raising the keys 31. The frame may then be removed, the tubular structure making such removal easy.

Having fully described my invention, what I wish to secure by Letters Patent and claim is—

1. In a car-fender, the tubular apron-frame, the tubular bars pivoted thereto and to the car, the rocking shaft pivoted to the car, the hand-lever thereof, the crank-arms thereof pivoted to the apron-frame to the rear of the tubular bars, and adapted to raise and lower the apron-frame, substantially as described.

2. In a car-fender, an apron-frame comprising side bars and transverse bars intermediate their ends, bars pivoted to one of said transverse bars and to the car, the rocking shaft with a hand-lever, the crank-arms of the said rocking shaft pivoted to the rear ends of the side bars, and an apron secured to the apron-frame and to the front of the car, substantially as described.

3. In a car-fender, the combination of an apron and apron-frame, the bars pivoted to the apron-frame and to the car, the hooks of

the said bars supporting the apron, and the rocking shaft pivoted to the car, the hand-lever thereof, the crank-arms thereof, and means for removably pivoting the said crank-arms to the apron-frame for the purpose of tilting the same, substantially as described.

4. In a car-fender, the apron-frame and apron, the bars pivoted to said frame and removably pivoted to the car, combined with the rocking shaft pivoted to the car, crank-arms thereof removably pivoted to the apron-frame, and means for actuating the rocking shaft, substantially as described.

5. In a car-fender, the apron and apron-frame, bars pivoted thereto, the bearings at the ends of the said bars, the brackets secured to the car, the studs of said brackets engaging said bearings, the spring-dogs of said studs, and slotted seats therefor, combined with a rocking shaft pivoted to the car, the hand-lever, and the crank-arms removably pivoted to the apron-frame, as and for the purpose described.

6. In a car-fender, an apron and apron-frame, the bars pivoted thereto and to the car, the bearings of the apron-frame, the annularly-slotted pins therein, the rocking shaft, the crank-arms thereof, the eyes of the crank-arms engaging said pins, means for removably retaining said pins in place comprising the spring-key engaging the annular slot,

combined with means for actuating the rocking shaft, substantially as described.

7. In a car-fender, a tubular apron-frame comprising side bars and transverse bars, vertical tubular bars pivoted to said apron-frame and to the car, the rocking shaft, the crank-arms thereof pivoted to the rear ends of the side bars, means for actuating the rocking shaft, the hooks of the vertical tubular bars, the apron, the top rod thereof held by said hooks, the edge ropes of the apron and means for securing said edge ropes to the apron-frame comprising the notches in the ends of the side bars in which said ropes are rove, the openings in the said bars and the wedges securing the ropes therein, as and for the purpose described.

8. In a car-fender, a tilting mechanism therefor, comprising a rocking shaft, crank-arms thereof, removable pivots pivoting said crank-arms to the rear end of the fender, and bars pivoted to the fender forward of the removable pivots and removably pivoted to the car, combined with an apron for the said frame, substantially as described.

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

JOHN MEGOWN.

Witnesses:

J. O. CREED,
E. C. WEAVER.