

No. 691,829.

Patented Jan. 28, 1902.

W. F. WEISS.
CAR FENDER.

(Application filed Sept. 27, 1900.)

(No Model.)

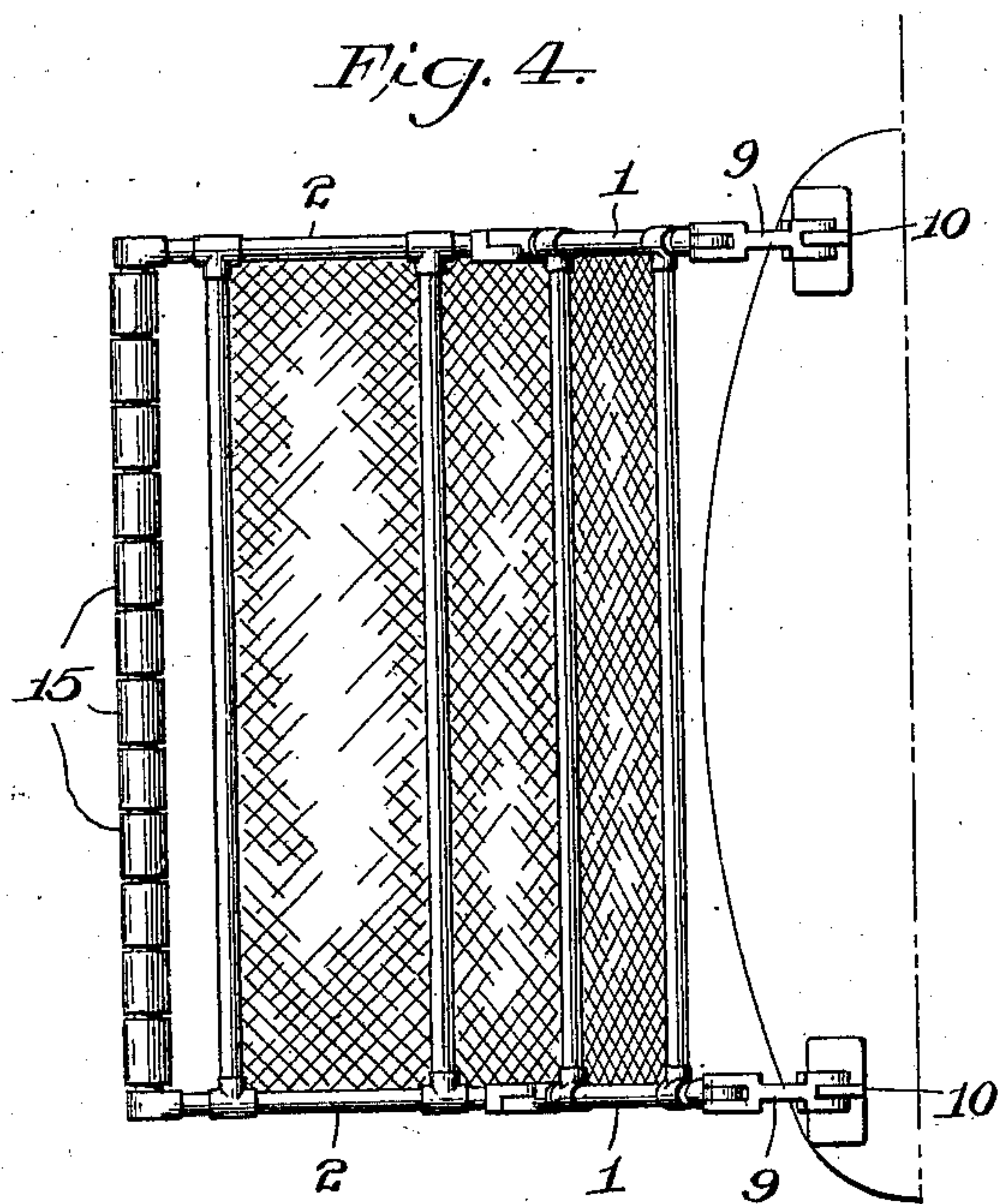
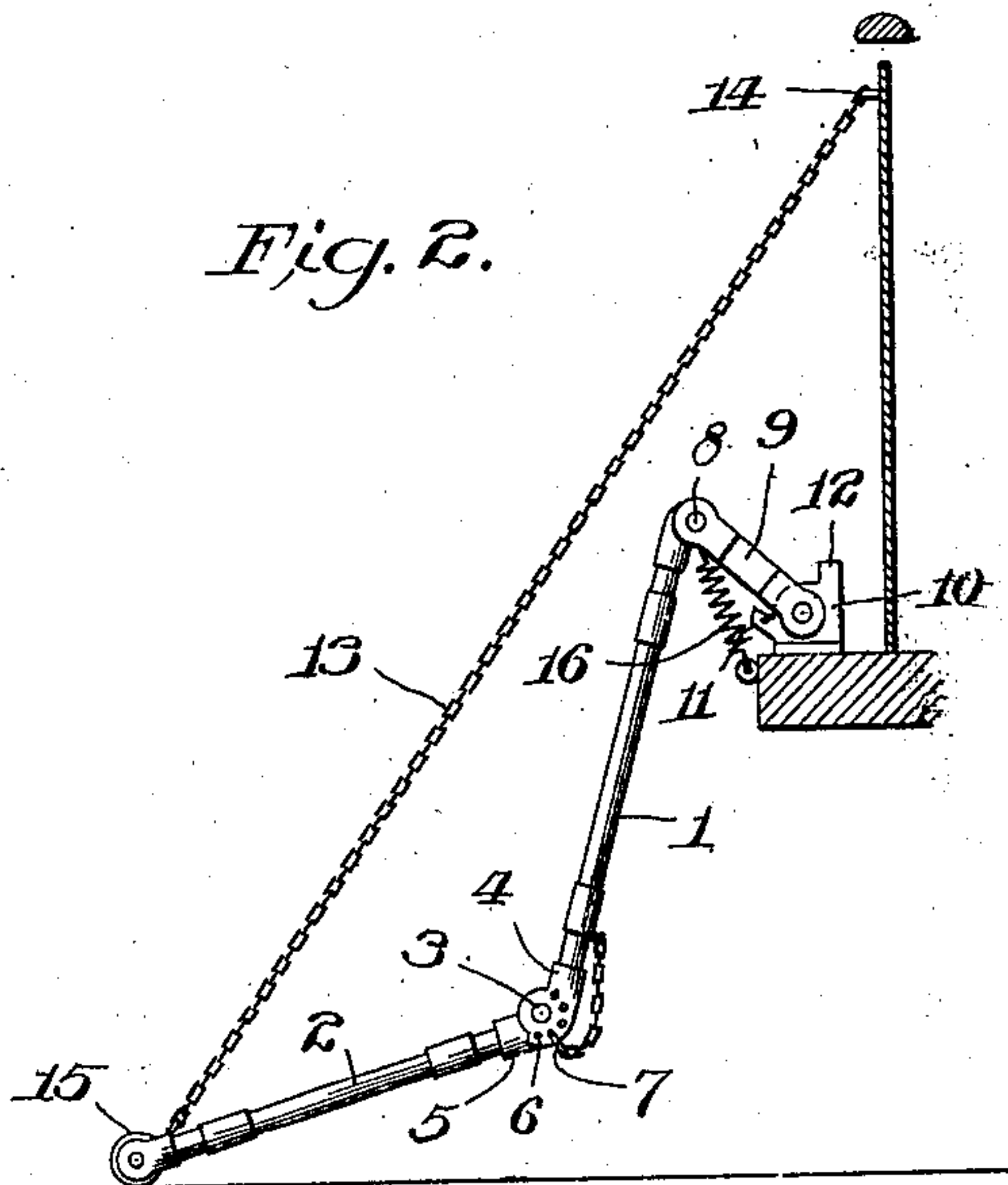
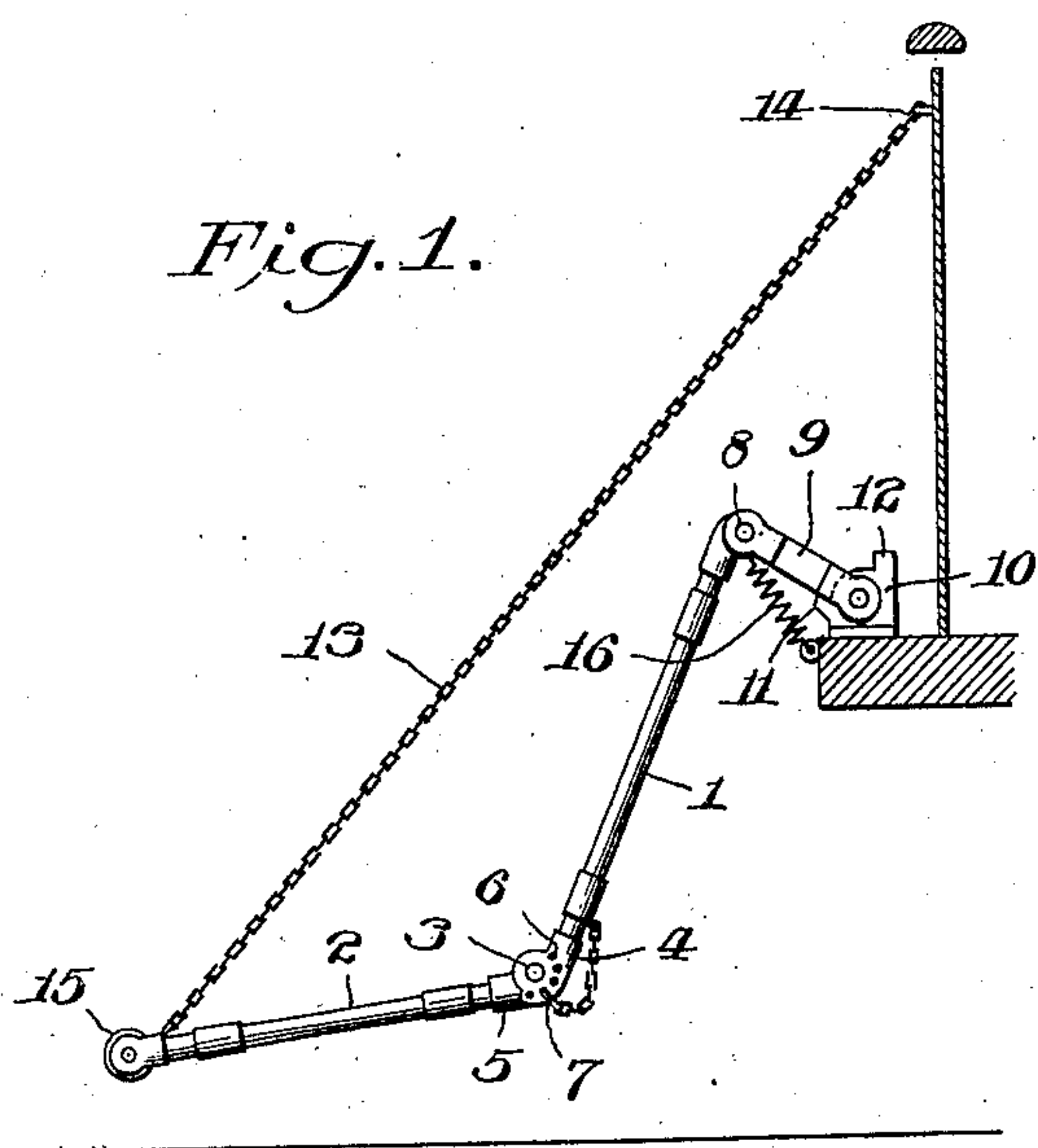
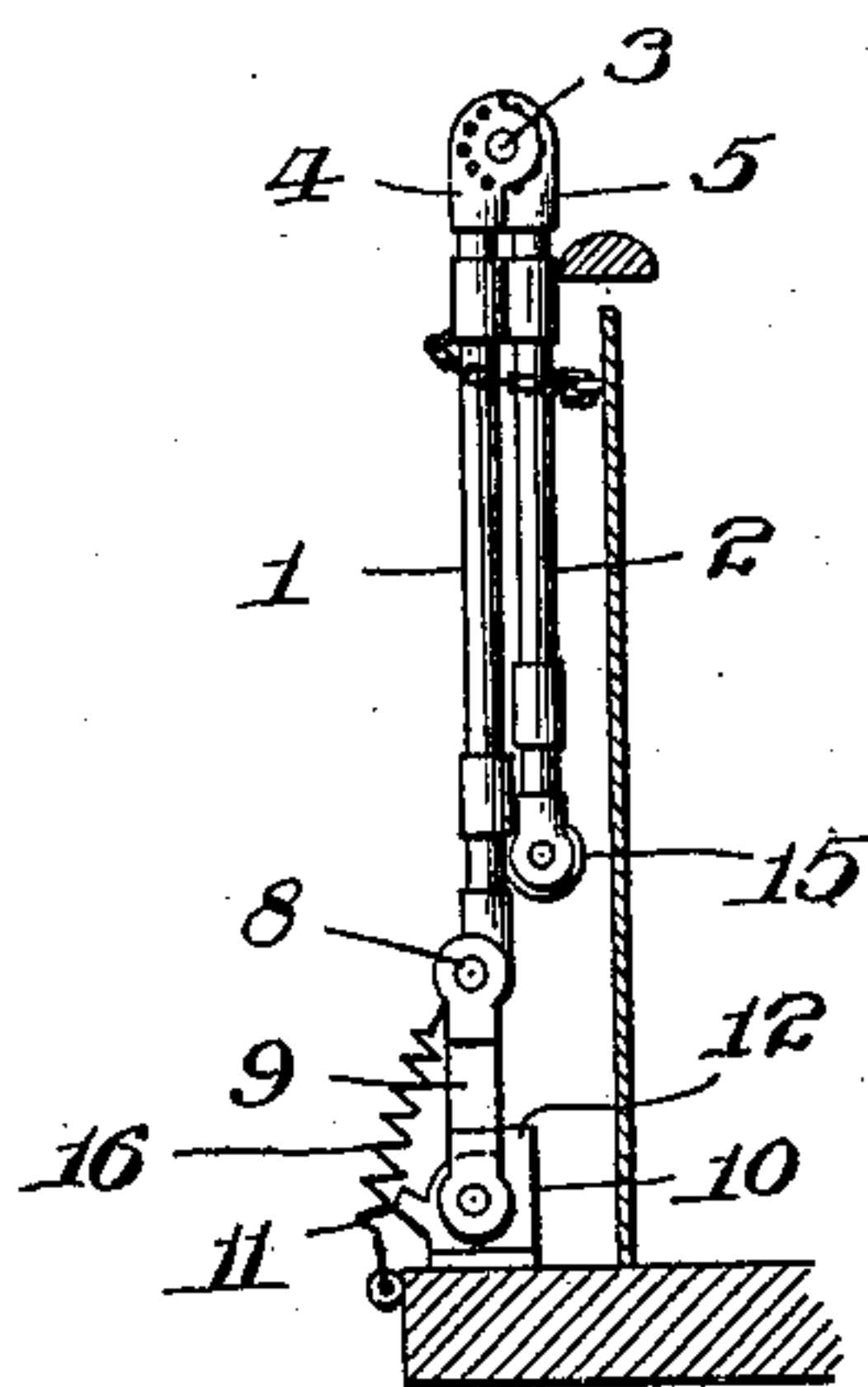


Fig. 3.



WITNESSES:

A. V. Group
Mae Hoffmann

INVENTOR:

William F. Weiss

BY J. M. Crossdale

ATTORNEY

UNITED STATES PATENT OFFICE.

WILLIAM F. WEISS, OF CAMDEN, NEW JERSEY, ASSIGNOR TO THE UNITED STATES FENDER COMPANY, A CORPORATION OF NEW JERSEY.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 691,829, dated January 28, 1902.

Application filed September 27, 1900. Serial No. 31,238. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. WEISS, a citizen of the United States, residing in the city of Camden, in the county of Camden and State of New Jersey, have invented a new and useful Car-Fender, of which the following is a specification.

My invention relates to improvements in fenders for cars or other vehicles; and the object of my improvements is to provide a fender the front end of which is adapted normally to be carried free from the ground, but so balanced and supported that upon said front end encountering an obstacle it will immediately descend to the ground and thereby prevent anything from getting under it.

My device is also adapted to be completely folded in front of the dash-board when not in use.

In the accompanying drawings, Figure 1 is a side elevation of my device in normal operative position. Fig. 2 is a similar view in the position assumed by the fender upon coming in contact with an obstruction. Fig. 3 is a similar view in the folded or inoperative position. Fig. 4 is a plan view of my device in the operative position.

Similar numerals refer to similar parts throughout the several views.

Referring to Fig. 1, the inclined member 1 and the horizontal member 2 are secured together at 3. The end pieces 4 and 5 of said members 1 and 2, respectively, are each provided with a series of holes 6, the holes of one series adapted to register with those of the other as one end piece is turned upon the other and so cooperate in receiving the hook 7 as adjustable means for securing the members 1 and 2 in any required angular position with respect to each other. The upper end of member 1 is pivotally secured at 8 to one end of link 9, which is secured at its other end to a suitable member 10, secured to the car. Said member 10 is provided with projections 11 and 12 to limit the downward and upward movements, respectively, of the link 9. The said fender is further supported by the chain 13, secured between member 2 and the framework of the car at 14. The front end of member 2 of the fender is provided with rubber rollers 15.

The operation of my device is as follows: When the car is running, the fender is supported normally in the position shown in Fig. 1, the angle between 1 and 2 being adjustably secured and maintained by the engagement of hook 7 in two of the superimposed holes of members 4 and 5 after said members 1 and 2 have been moved to the required angle. The chain 13 maintains the normal position of the outer or front end of member 2, while the projection 11 in member 10, engaging with link 9, maintains the position of the rear end of member 2 at angle 3. When an obstruction is encountered by the rollers 15 or front edge of fender, the link 9 yields to the impulse and is moved in an upward direction, as shown in Fig. 2, which permits said front edge of fender to descend to the ground, and thus prevent any object encountered by the fender from being carried beneath it. After the obstruction passes the front end of the fender the springs 16 tend to pull down the links 9 and cause the fender to resume the normal position.

When the fender is not in use, by removing the hook 7 member 2 may be folded upon member 1, and 1 and 2 may then be carried into the vertical position and by the upward movement of 9 lie directly in front of the dashboard, as shown in Fig. 3. The fender may be secured in this position by the hook 7.

What I claim is—

1. In a car-fender, the combination of a car-body, a fender proper, levers pivotally connected to the car-body and extending forwardly from their point of connection thereto, and pivotally connected to the fender proper, flexible means for suspending the fender proper interposed directly between said fender proper and the car-body, and other means for limiting the downward movement of the levers and normally supporting the same in position.

2. In combination with a fender, a connecting member pivotally secured at one end to the vehicle and at the other end to the fender, with stops to limit the pivotal movement of said connecting member in either direction, substantially as and for the purpose described.

3. In combination with a fender having

flexible means for supporting its forward part, a connecting member pivotally secured at one end to the vehicle and at the other end to the rear of the fender, with stops to limit the pivotal movement of said connecting member in either direction, substantially as and for the purpose described.

4. In combination with a fender, a connecting member pivotally secured at one end to the vehicle and at the other end to the fender with stops to limit the pivotal movement of said connecting member in either direction and spring means for assisting the return of the fender to normal position, substantially as described.

5. In a fender composed of two members, the forward member normally approximately parallel with the ground the rear member normally inclined from the vertical position, said two members adjustably connected together with respect to the angle between them, the rear member connected at its upper end by link connection with the car, and yielding means cooperating with the link connection, for normally supporting the forward member above the ground but adapted when the front end encounters an obstacle to permit said front end to descend to the ground, substantially as described.

6. In a fender composed of two members, the forward one normally approximately parallel with the ground and the other normally inclined, adjustably connected together with respect to the angle between the two, the inclined member connected at its upper end by link-joint connection with the car, and the forward member supported by a chain from the framework of the car normally above the surface of the ground, but adapted when the front end encounters an obstacle to permit said front end to descend to the ground, substantially as described.

7. A fender composed of two members, the one normally inclined slightly from the horizontal and the other slightly inclined from the vertical position, means for adjustably

securing said two members together at the required angle, flexible means for supporting the front end of the forward member and double pivot or link means for supporting the upper end of the rear member to permit the upward movement of the rear member upon the forward member encountering an obstruction so that the front end of said forward member may be depressed thereby, substantially as described.

8. In a fender the combination of two members pivoted together, the forward member slightly inclined from the horizontal position the rear member slightly inclined from the vertical position, adjustable means for locking the said two members at any required angle or permitting the one to fold upon the other, links for securing the rear member to the car so disposed as to permit the upward movement of said rear member when the forward member encounters an obstruction, so that the front end of the forward member may be pushed back and depressed thereby, substantially as described.

9. In a fender the combination of two members pivoted together, the forward member slightly inclined from the horizontal position the rear member slightly inclined from the vertical position, adjustable means for locking the said two members at any required angle, or permitting the one to fold upon the other, links for securing the rear member to the car so disposed as to permit the upward movement of said rear member when the forward member encounters an obstruction, so that the front end of the forward member may be pushed back and depressed thereby, and spring means for returning the fender to normal position after the front edge has passed the obstruction, substantially as described.

WILLIAM F. WEISS.

Witnesses:

MAE HOFFMANN,
JNO. STOKES ADAMS.