No. 851,965. PATENTED APR. 30, 1907.

J. F. SARGENT, Jr.

WHEEL FENDER FOR CARS.

APPLICATION FILED JAN. 29, 1907.

Fig. 1

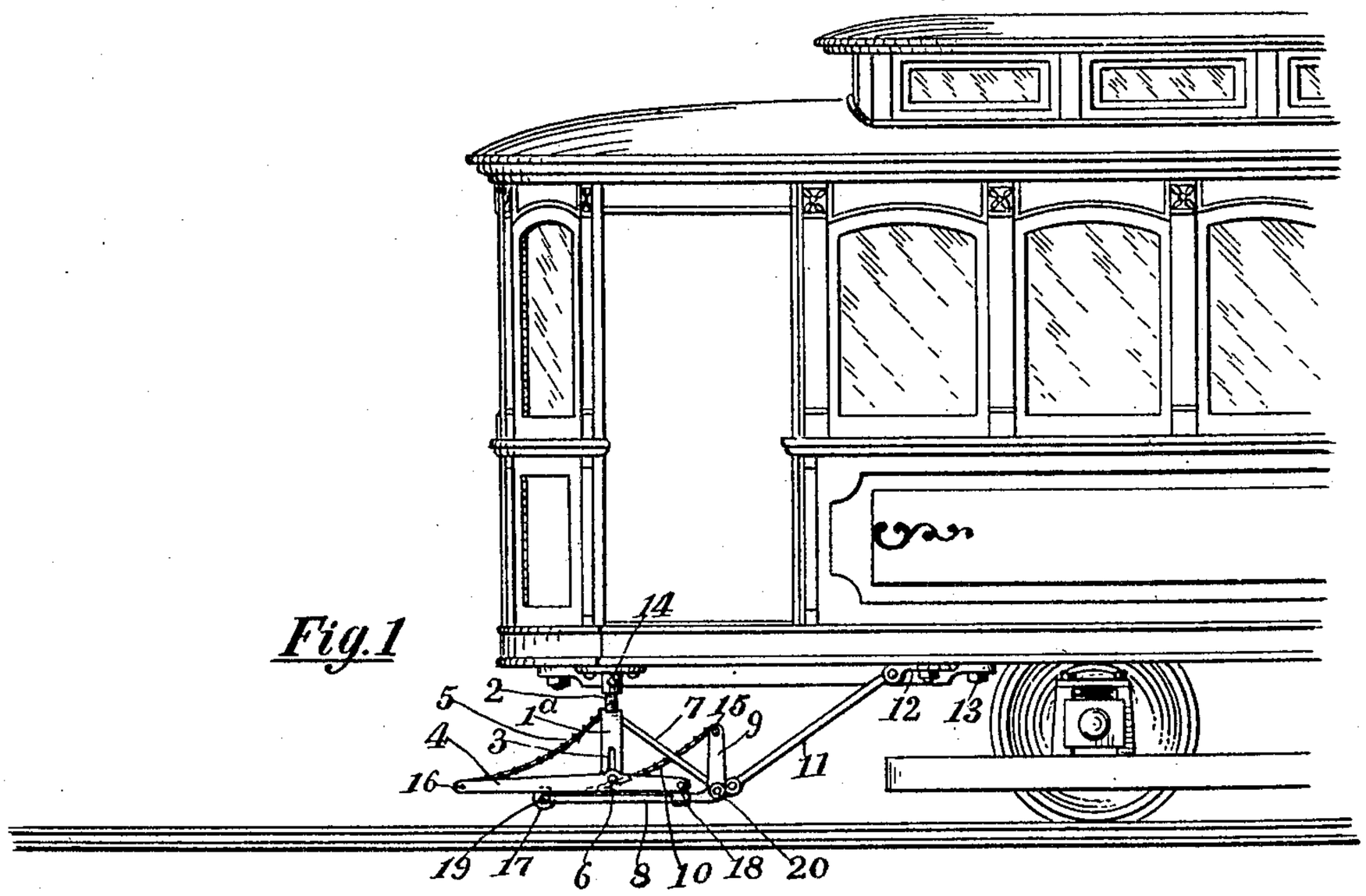
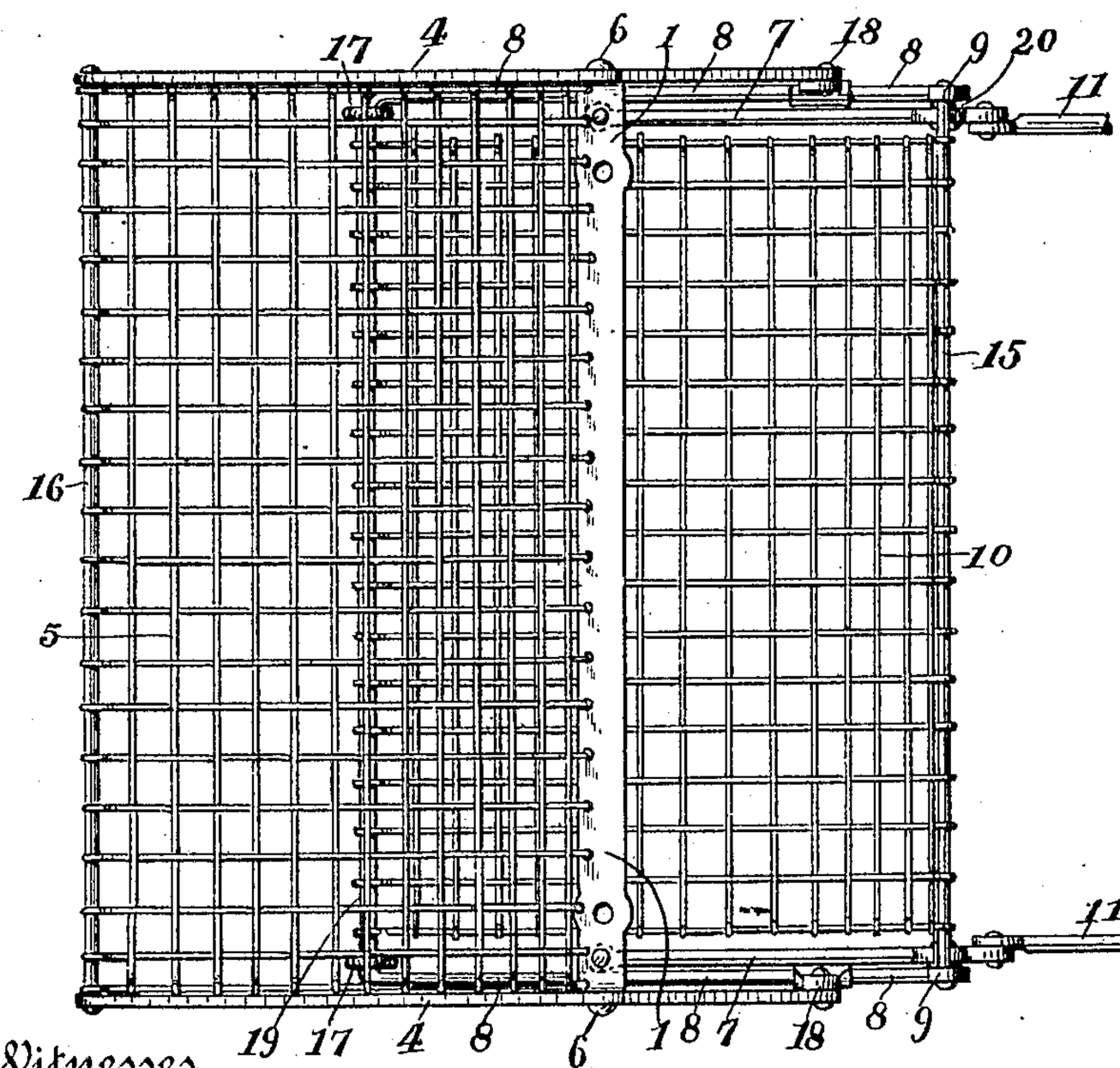


Fig. 2.



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WHEEL-FENDER FOR CARS.

No. 851,965. Specification of Letters Patent. Patented April 30, 1907.

Application filed January 29,1907. Serial No. 354,715.

To all whom it may concern:

Be it known that I, JAMES F. SARGENT, Jr., a citizen of the United States of America, residing at Grand Rapids, in the county of Kent and State of Michigan, have invented certain new and useful Improvements in Wheel-Fenders for Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in wheel fenders for cars and more particularly for cars used upon street railways, and its object is to provide a simple and reliable device that will operate to pick up any obstruction with certainty, and to provide the same with various new and useful features hereinafter more fully described and particularly pointed out in the claims.

In this class of devices it is necessary to carry the fender normally high enough from the road bed so that it will not contact the same at any time, and thus any small object located low down close to the road bed or presenting a rolling body to the fender is liable to raise the fender and pass beneath the same, thus failing to be properly picked up by the fender.

To avoid this difficulty is the primary object of my invention, which consists essentially of a double fender located one behind the other and so connected that when the front of the forward fender is raised by any obstruction passing beneath the same, the front of the rear fender will be instantly dropped upon the road bed and will pass beneath the object and pick it up, as will more fully appear by reference to the accompanying drawings, in which:

Figure 1 is a side elevation of one end of a car with my improved fender attached thereto; Fig. 2. an enlarged plan view of my device detached from the car.

Like numbers refer to like parts in all of the figures.

1 represents the hanger or frame of the fender, which consists of a transverse bar 1 (Fig. 2) located beneath the front of the car and having downwardly extended ends 1^a provided with vertical slots 3, and suspended by vertically adjustable supports 2 to vertically adjust the device as occasion may require. At each side of this frame are levers 4 arranged in substantially horizontal position and pivoted intermediate their ends as at 6, which pivots are vertically movable in the slots 3 to permit the levers to rise after the rear fender has contacted the track or road bed. These levers at the front are connected by a rod 16 and a front fender 5 extends from this rod to the transverse portion of the frame, 1., which fender is preferably a net work of wire or cords adapted to receive any obstruction that may pass over the rod 16. To pick any obstruction that may pass beneath the said rod, I provide a rear fender consisting of a similar net work 10, supported upon a frame consisting of side rods 8 arranged substantially horizontal and connected at the front end beneath the fender 5 by a transverse rod 19 and pivoted at the rear to the lower end of rearwardly extended braces 7, which braces are supported at their lower ends by braces 11 extending rearward and upward to the car body and connected thereto by adjustable eyes 12. The side rods 8 have upwardly extended arms 9 connected by a rod 15 at their upper ends and the net 10 is supported upon this rod at the rear and is attached to the rod 19 at the front. The front rod 19 at each side is provided with a wheel 17 adapted to contact the track or road bed and traverse the same when the front of the rear fender is lowered. The rear fender is pivotally connected at 18 to the rear ends of the levers 4 and supported thereby in substantially horizontal position.

In operation, when an obstruction passes above the rod 16 it is received upon the fender 5 and carried thereby. If, however, it should pass beneath the same any slight elevation of the front of the levers 4 immediately lowers the rear ends of the levers which are pivoted close to the pivots 20 to support the rear of the rods 8 and thus the front of the rods are quickly lowered in contact with the road bed bringing the front of the rear fender 10 beneath the obstruction and receiving the same upon the top of the rear fender. If the obstruction should be large enough to raise the rod 16 after the wheels 17 have contacted the track, the pivots 6 will rise in the slots 3 and allow the obstruction to pass freely beneath the said rod, and thus the device may be adjusted sufficiently above the road bed to be normally out of contact with the same and at the same time in the event that the

obstruction passes under the front fender, the rear fender will instantly drop to the road bed and pick up the obstruction.

I claim—

1. In a fender, a frame consisting of a transverse bar having downwardly extended ends, horizontally disposed levers pivoted to the said ends, a netting supported at the front by the front ends of the levers and attached at the rear to the horizontal portion of the bar, a horizontally disposed rear fender frame, having upwardly extended arms, and pivotally supported at the rear, said frame also being attached to the rear ends of the levers and movably supported at the front thereby, and a netting attached at the front to the front of said frame and supported at the rear by said arms.

2. In a fender, downwardly projecting hangers having vertical slots, levers having pivots movable in said slots, said levers also oppositely projecting from said pivots, a front fender supported by the front ends of said levers and upwardly movable at the front, and a rear fender supported by the rear ends of the levers and downwardly movable at the front.

3. In a fender, a frame having downwardly projecting hangers provided with vertical slots, means for vertically adjusting said frame, levers fulcrumed on pivots movable in said slots, a front fender supported by the front ends of said levers and upwardly movable at the front, a rear fender pivoted at the rear and downwardly movable at the front, and means for connecting the rear ends of the levers to said rear fender to support the front of the same.

4. In a fender, a frame consisting of a transverse bar having downwardly turned and vertically slotted ends, levers fulcrumed on pivots movable in said slots, a front fender supported at the front by the front ends of the levers and supported at the rear by the transverse bar, rearwardly and downwardly projecting braces attached to the bar, a rear fender pivoted at the rear to said braces, and downwardly movable at the front, and means for connecting the rear ends of the levers to the rear fender near its pivots.

5. In a fender, a frame comprising a transverse bar, having downwardly extended and vertically slotted ends, vertically adjustable supports for said bar, downwardly and rearwardly extended braces attached to said bar at the front end, rearwardly and upwardly extended braces attached to the lower ends of the first named braces, levers fulcrumed on pivots movable in said slots, a front tender supported at the front by the front ends of said levers and supported at the rear by said bar, a horizontally disposed rear fender frame having upwardly extended arms at the rear and pivoted at the rear to said braces, means for connecting the rear ends of the levers to the sides of the rear fender frame near the pivots of the same, and a fender carried at the front by the front side of said frame and carried by the upwardly projecting arms at the rear.

6. In a fender, a frame having downwardly projecting hangers provided with vertical slots, horizontal levers fulcrumed on pivots movable in said slots, a rod connecting the front ends of said levers, a front fender connected to the said rod at the front and to the frame at the rear, side rods pivoted at the rear to fixed supports and having arms extending upward from the pivots, a rod connecting the upper ends of said arms, a rod connecting the front ends of the side rods, a rear fender attached at its front and rear to the respective connecting rods, and means for pivotally connecting the rear ends of the levers to the side rods.

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

JAMES F. SARGENT, JR.

Witnesses:
LUTHER V. MOULTON,
GEORGIANA CHACE.