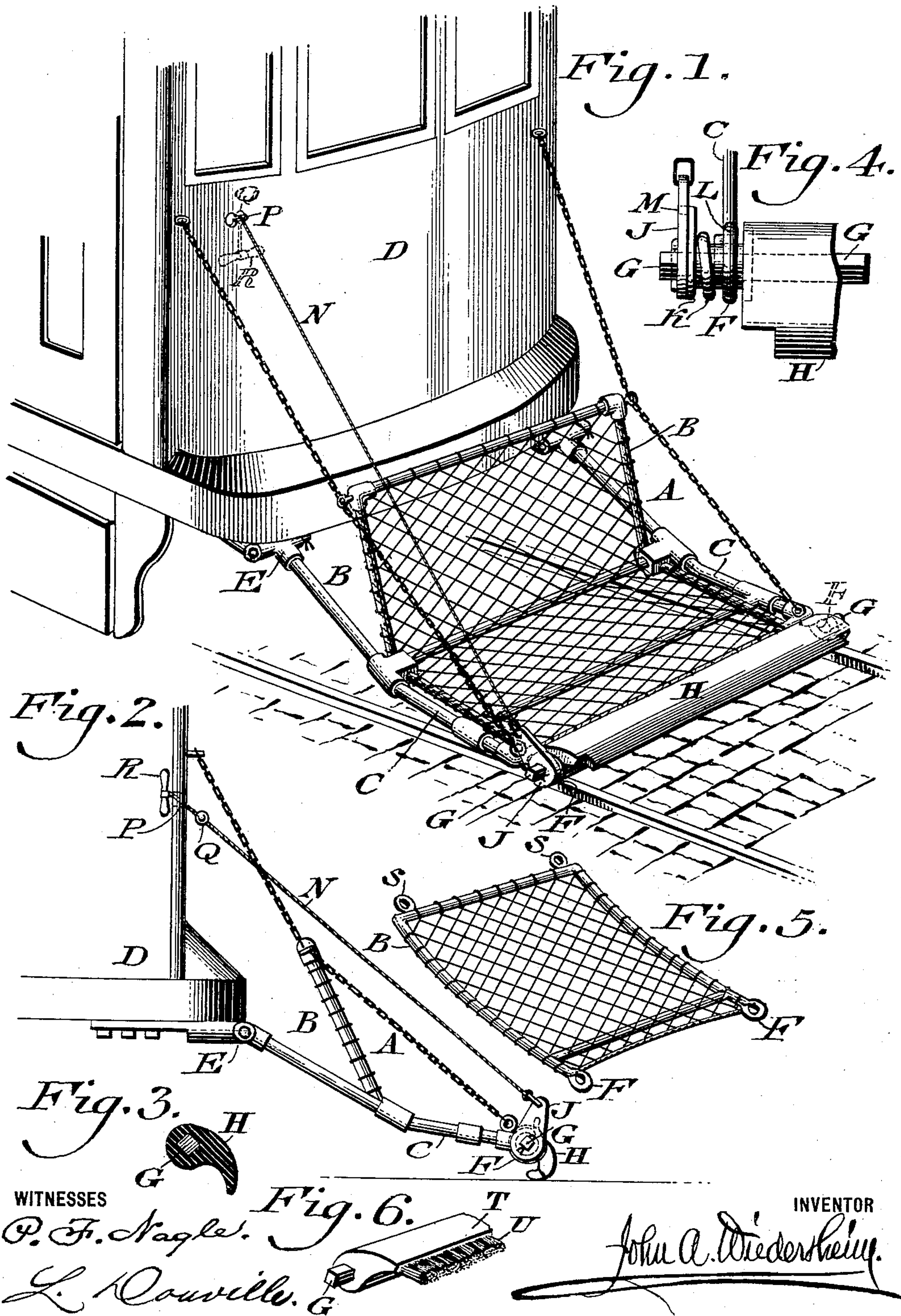


J. A. WIEDERSHEIM.
FENDER FOR CARS.
APPLICATION FILED APR. 20, 1910.

969,586.

Patented Sept. 6, 1910.

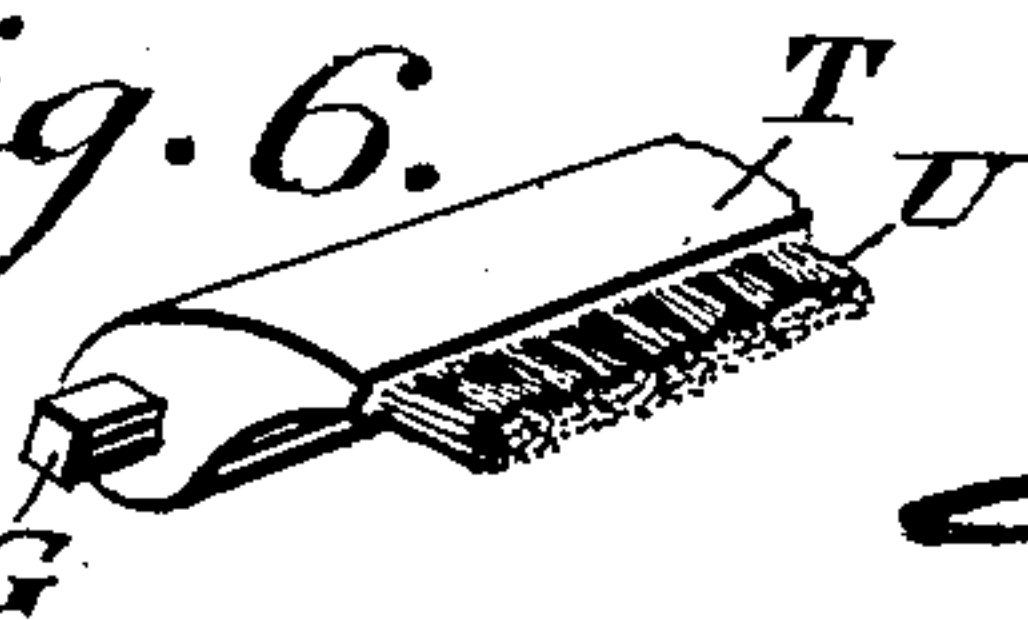


WITNESSES

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Fig. 6.



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FENDER FOR CARS.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN A. WIEDERSHEIM, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Fender for Cars and other Vehicles, of which the following is a specification.

My invention consists of a guard for a fender composed of a member which is normally elevated from a road bed or rails, and adapted to be brought close to the latter so as to wipe the same and prevent any existing space between said guard and road bed and rails so as to prevent a person or object struck by the fender from being caught under the same, while on the contrary, the person or object will be deflected upwardly on the guard and landed in the fender.

For the purpose of explaining my invention, the accompanying drawing illustrates a satisfactory reduction of the same to practice, but the important instrumentalities thereof may be varied, and so it is to be understood that the invention is not limited to the specific arrangement and organization shown and described.

Figure 1 represents a perspective view of a car fender embodying my invention. Fig. 2 represents a side elevation thereof, the guard being illustrated as tilted into operative position. Fig. 3 represents a side elevation of the guard employed. Fig. 4 represents a front view of a portion of the guard, its support on the fender, and the means for actuating it on an enlarged scale. Fig. 5 represents a perspective view of another form of fender that may be employed. Fig. 6 represents a perspective view of a portion of another form of shoe that may be employed.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings:—A designates a fender which is composed of a net or bed and the frame B, both in general respects being of ordinary construction.

C designates the side arms of the said frame, the rear ends whereof are connectible with the car D by means E usual in such cases. On the front ends of said arms C are eyes or bearings F, in which is rotatively mounted the transversely extending axle or shaft G. Firmly connected with said shaft is the shoe H which is composed of a plate or bar partly or entirely of soft

rubber or rubber compound, or other suitable yielding material, the same tapering somewhat from rear to front so that its front edge portion is reduced in thickness, said portion pointing downwardly in the normal position of the shoe and being essentially pliable in its nature.

The upper side of the shoe is rounded or circular and so presents an unbroken curved surface from front to rear, it being noticed at this time that said shoe occupies the front of the fender and extends transversely thereon from side to side.

Owing to the eccentric form of the shoe or guard, that is, it having a portion projecting farther from its axis of rotation than the other parts, the shoe or guard may be rotated to bring such eccentric part into contact with the roadbed and by reversal of such rotation, the eccentric portion will be raised out of engagement with the roadbed.

Connected with a proper portion of the shaft G, is the arm J, which with the former provides a crank for turning the shoe H, as will be hereinafter more fully referred to.

K designates a spring, which in the present case, is interposed between the crank arm J and the adjacent eye or bearing F, a portion of said spring being a coil which freely encircles the shaft G and the other portions comprising the ends of the coil, one end being stationarily fitted in an opening L, in the adjacent eye or bearing F and the other end being stationarily fitted in an opening M in the arm J, whereby when the latter is drawn rearwardly, one end of the spring follows the same, while the other end thereof remains stationary on the eye or bearing F, the coil of the spring being thereby contracted. As the shaft G rotates with said arm, the shoe H turns with the same in such manner that its front end is raised from the road bed and street rails, its inoperative position, but providing a guard on the front of the fender for subsequent use as clearly illustrated in Fig. 1.

Various means may be employed for retaining the shoe or guard in said position. In the present case, I employ the cord or chain N which is connected with the upper end of the arm J, and adapted to pass through the keyhole shaped slot or opening P on the dashboard of the car, it having a ball or knot Q near its rear end, and a knob or handle R on said end, it being evident

that when said ball rests against the back wall of the narrow portion of the slot P, the cord or chain N is held by said ball and the dashboard so as to prevent forward motion of the same, whereby the arm J and consequently the shoe H are controlled in the position shown in Fig. 1.

When a person is in the path of the fender and liable to be struck, the motorman or driver quickly pushes the cord or chain into the wide part of the slot P when the ball or knot Q passes through the same, thus permitting said cord or chain to move forwardly and release the arm J from the restraint of the same, when the spring K then expands and rotates the shaft, turning the shoe downwardly, advancing its front portion to the road bed and rails when said portion bends rearwardly so as in a measure to wipe said road bed and rails and prevent the existence of any space between the shoe and road bed and rails, as illustrated in Fig. 2. Now when the shoe reaches the person and he is struck by the same, he will not be caught under the shoe and rolled injuriously by the same toward the truck or running gear of the car, but may fall on the shoe, when he will be shoved upwardly on the shoe as an inclined plane to the net or bed A and landed in the latter safe and without material injury. In Fig. 5, I show another form of fender in which the eyes or bearings F for the shaft G are formed on the side pieces of the frame to which the net or bed is directly attached, the rear end of said frame having means S for attachment to a car.

The guard may be reset by the motorman or driver by taking hold of the knob or handle and drawing back the cord or chain N and reengaging the button or knot Q through the narrow part of the slot P and engaging it with the back wall of the latter as in Fig. 1.

It will be seen that the fender as such is not disturbed in order to raise and lower the guard to inoperative and operative positions respectively.

In Fig. 6, I show a shoe composed of a head T, which is mounted on the axle or shaft G, as in the other figures, the front of said head having thereon brush material U which is pliable and adapted to act as a wiper similarly to the shoe in Fig. 2.

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

1. In a fender, a transversely extending guard on the front thereof, a shaft rotatably mounted on the fender and carrying said guard, means for arbitrarily operating and releasably-retaining said shaft to hold said guard elevated from a road bed, and means connected to said shaft for automatically operating the same to lower said guard to said road bed.

2. In combination with a fender, a transversely-extending guard pivoted to the front edge of said fender to tilt upward out of contact with the track surface and to tilt downward to wipe such surface, means for arbitrarily raising and detachably holding such guard, and means for automatically tilting said guard downward when released.

3. A fender, a transversely extending guard on the front of the fender, a shaft carrying said guard, bearings on the fender in which said shaft is rotatively mounted, a resilient device connected with said shaft and fender for rotating said shaft to the operative position of said guard, and means for rotating said shaft to raise and releasably hold the guard in the inoperative position of the same.

4. A fender having a transversely extending rotatable eccentric guard on the front thereof, adapted to be mounted on the frame of the fender, means for holding said guard normally elevated and capable of being released, and a spring for lowering said guard to operative position when said means are released.

5. A fender, a guard at the front thereof, a rotatable shaft carrying said guard eccentrically thereto, bearings on the frame of the fender for said shaft, a crank arm connected with said shaft for rotating said shaft in one direction, means connected to said arm to actuate the same and capable of being released, and a spring connected with said fender and shaft and acting against said means for rotating said shaft in the opposite direction, by which means said guard may be held normally raised, and operatively lowered.

6. In a fender, a transverse guard pivotally mounted on the front thereof, means connected to said guard to automatically tilt the same into contact with the road-bed, and manually operated detachable means connected to the guard to draw and hold the same out of contact with the road-bed against the action of said automatic tilting means.

7. A fender, a guard transversely pivoted at the front thereof and formed with an eccentric wiping portion, means connected to said guard to automatically rotate the same to bring its eccentric portion into contact with the road-bed, and manually operated means connected to the guard to act against said automatic rotating means and to draw and detachably hold the eccentric portion of the guard out of contact with the road-bed.

8. A fender, a guard transversely pivoted at the front thereof and formed with an eccentric and yielding wiping portion, means connected to said guard to automatically rotate the same to bring its yielding eccentric portion into contact with the road-bed,

and manually operated means connected to the guard to act against said automatic rotating means and to draw and detachably hold the eccentric portion of the guard out
5 of contact with the road-bed.

9. A fender, a guard movably supported at the front of the same and constructed to automatically move into contact with the road-bed, and manually operated means con-
10 nected to said guard to draw and detachably hold said guard out of contact with the road-bed.

10. A normally stationary fender, a transversely-extending downwardly projecting guard pivotally mounted thereon, a manu- 15 ally-operative device for holding the front of said guard in elevated position, and means connected with said guard and the fender adapted to turn said guard automatically toward a roadbed.

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Witnesses:

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