No. 697,762. Patented Apr. 15, 1902.

L. WHITE.

CAR FENDER.

(Application filed Feb. 27, 1902.)

(No Model.)

Fig. 1.

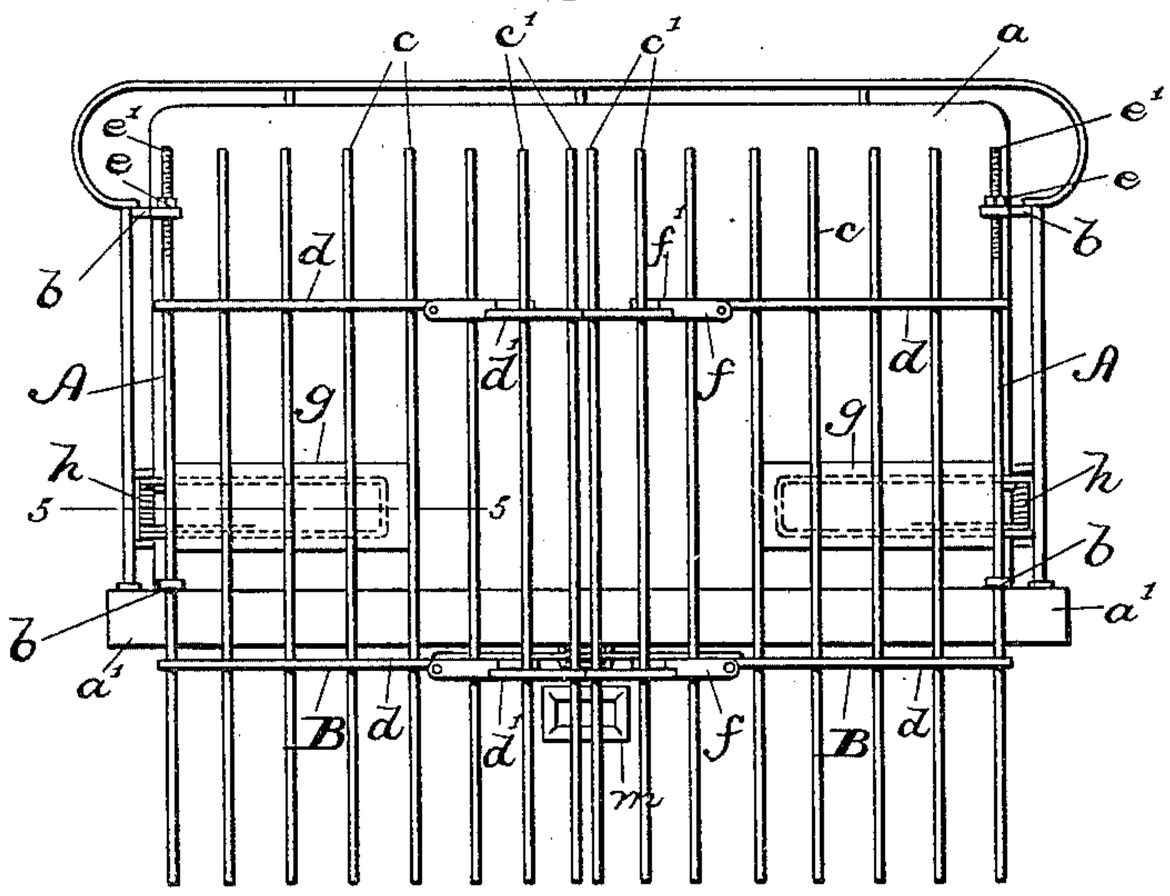


Fig. 4.

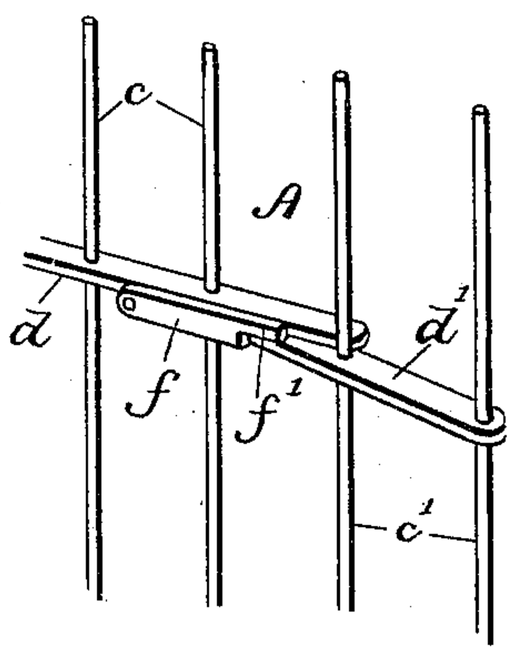


Fig. 2.

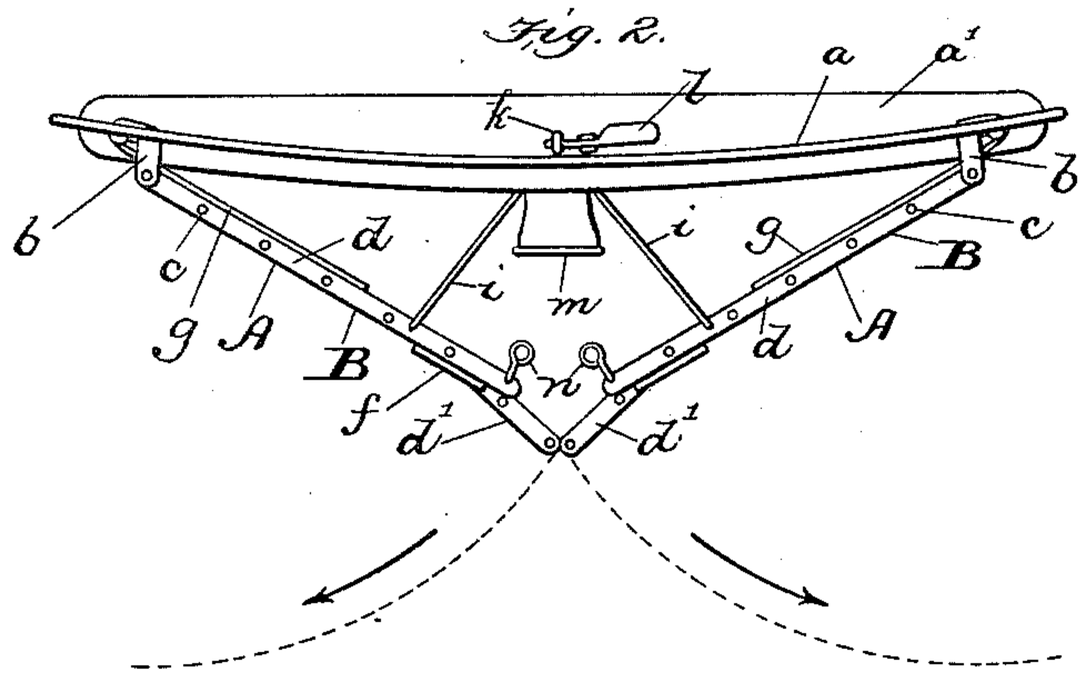


Fig. 5.

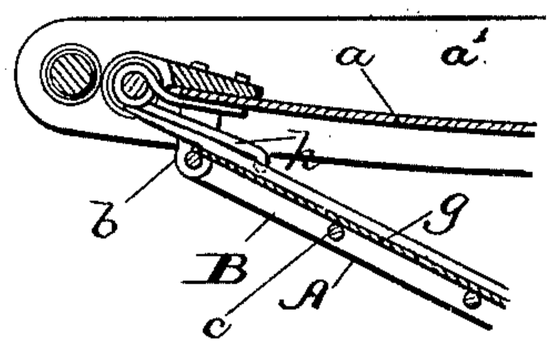


Fig. 3.

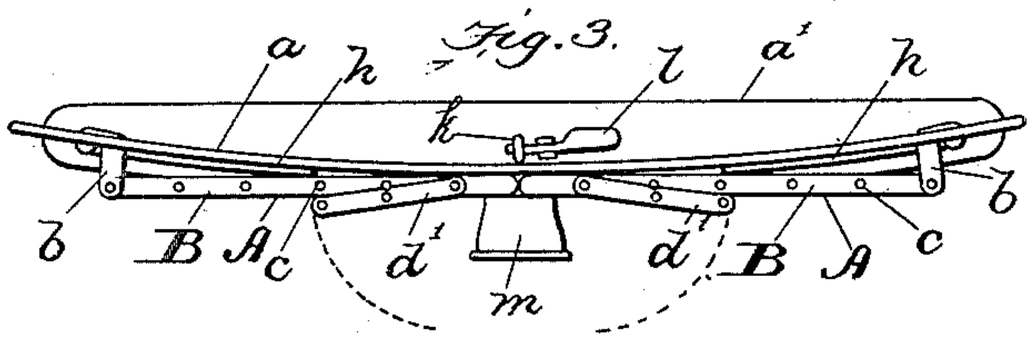
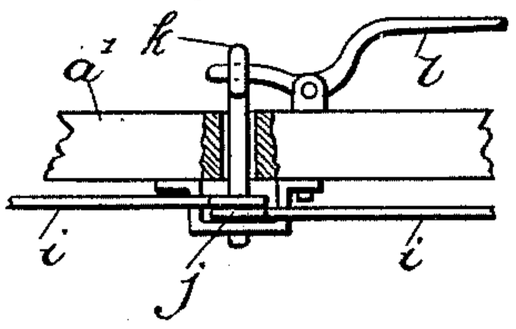


Fig. 6.



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UNITED STATES PATENT OFFICE.

LAWRENCE WHITE, OF BALTIMORE, MARYLAND.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 697,762, dated April 15, 1902.

Application filed February 27, 1902. Serial No. 96,007. (No model.)

To all whom it may concern:

Be it known that I, LAWRENCE WHITE, a citizen of the United States, residing at Baltimore, State of Maryland, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

This invention relates to improvements in car-fenders, particularly that class known as "obstacle-projectors," designed to swing outwardly from the front of the dashboard in a horizontal plane to push a person laterally out of the way of the advancing wheels of the car.

One of the objects of the invention is to provide an improved car-fender of this character in which each of the two horizontally-swinging wings comprising the fender is constructed in foldable sections that can be held rigid with respect to each other in the extended relation, so as to form a wedge-shaped fender when in operative position, and can then be folded back one section upon the other and both wings flat against the dashboard of the car, so as to take up little space when it is desired to couple two cars together.

With this and other objects in view the invention consists in certain constructions and combinations of the parts hereinafter fully described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a front view of a dashboard, to which my improved fender is shown attached in the operative position. Fig. 2 is a plan view thereof. Fig. 3 is a similar view with the two fender-wings folded flat against the dashboard and each wing with its sections in folded relation. Fig. 4 is an enlarged detail perspective view of a portion of one fender-wing, illustrating the lock-arm device adapted to hold the two foldable sections in extended position. Fig. 5 is a horizontal sectional view of one wing, taken on the line 5 5 of Fig. 1. Fig. 6 is a detail view illustrating the trip device for holding the two fender-wings retracted in operative position.

Referring to the drawings, the letter *a* designates the dashboard of a car, mounted on a base or bumper *a'*. Rigidly secured to the dashboard *a*, at opposite side edges thereof, are two upper and two lower forwardly-projecting bracket-arms *b*, and two swing fender-wings A, each having a swinging fender-section B, are hinged to said bracket-arms. Thus the fender comprises two wings, and each wing has two sections, one foldable on the other. In the present instance each wing-section A consists of a plurality of vertical rods *c*, connected together by an upper and a lower horizontal bar *d*, which are pivotally connected to said bracket-arms *b* to swing in a horizontal plane, preferably, by having those vertical rods *c* at one end of the wings inserted through said bracket-arms and held to said arms in a vertically-adjustable manner by nuts *e*, resting on the uppermost bracket-arms, said nuts screwing on the upper ends *e'* of said endmost vertical rods, as indicated in Fig. 1.

To the free end of each wing-section A is pivotally connected, so as to swing in a horizontal plane, upper and lower horizontal extension-bars *d'*, which support two vertical rods *c'*, whereby each fender-wing constitutes a main section A and an extension B, that may be swung out substantially in alinement with the main section, as shown in Fig. 2, and also folded back against the main section, leaving the draw-head *m* exposed, as shown in Fig. 3. To hold the wing extensions B in their extended positions, I have provided lock-arms *f*, pivoted to the main horizontal bars *d* and movable in a vertical plane and provided with shouldered free ends *f'*, adapted to take over the edge of the extension-bars *d'*, as indicated in Figs. 1 and 4.

To the inner side of each fender-wing A is secured a plate *g*, and a spring *h* presses outwardly against each of said plates, whereby to normally swing the free ends of said wings apart or outwardly in the direction indicated by the darts, Fig. 2, and in order to hold the said wings retracted—that is, with their free ends together, as in Fig. 2—until when an emergency arises it is desired they shall swing out a link *i* is secured at one end to each of the wings, and the other ends of said two links are provided with eyes *j*, through which a vertically-movable bolt *k* is adapted to be inserted, as shown in Fig. 6, said bolt extending through the base or platform *a'* and suspended at its upper end from a trip-lever *l*, adapted to be tripped by the foot of the motorman and draw up the bolt when it is de-

sired to release and spread the wings to push a person who may be on the track laterally away from the advancing car.

Whenever it is desired to couple a car provided with my improved fender to another car, the extensions B of the wings can be folded back upon the main sections A and folded against the dashboard *a*, as indicated in Fig. 3, being held by the bolt *k* taking in eyes *n*, secured to the wings, and in this connection it is to be noted that in this folded position, as well as in extended position, the said two wings are entirely clear of the drawhead *m* of the car.

While the fender is here described as a car-fender, it is obvious that it is also applicable to automobiles.

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

1. A fender of the character described, comprising two horizontally-swinging wings each wing consisting of a main section, A, and a pivoted extension, B, that can be extended in alinement with and folded back against the main section; means for locking said pivoted extensions in extended relation to the main section; and means for holding said foldable wings in operative position or in retracted position, as and for the purpose set forth.

2. A fender of the character described, comprising two horizontally-swinging wings spring-pressed outwardly; two links each connected at one end to one of said wings and provided at its other end with an eye; and a foot-operated tripping-lever provided at one end with a bolt adapted to be inserted in said eyes whereby to hold said wings in retracted position against the action of their springs, as and for the purpose set forth.

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

LAWRENCE WHITE.

Witnesses:
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