No. 724,979. PATENTED APR. 7, 1903.

J. J. WHITE.

CAR FENDER.

APPLICATION FILED AUG. 16, 1902.

NO MODEL.

Fig. 1.

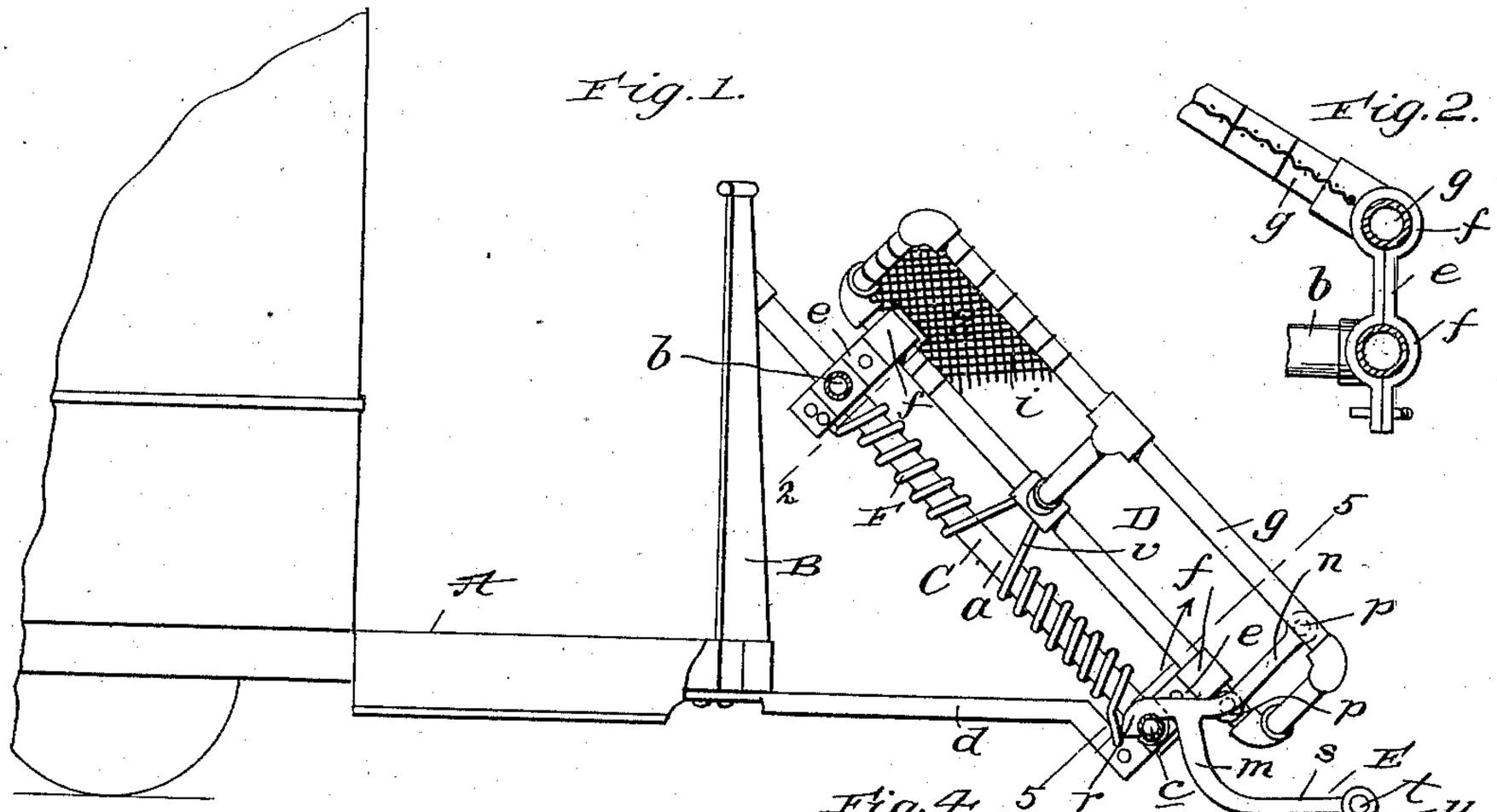


Fig. 2.

Fig. 3.

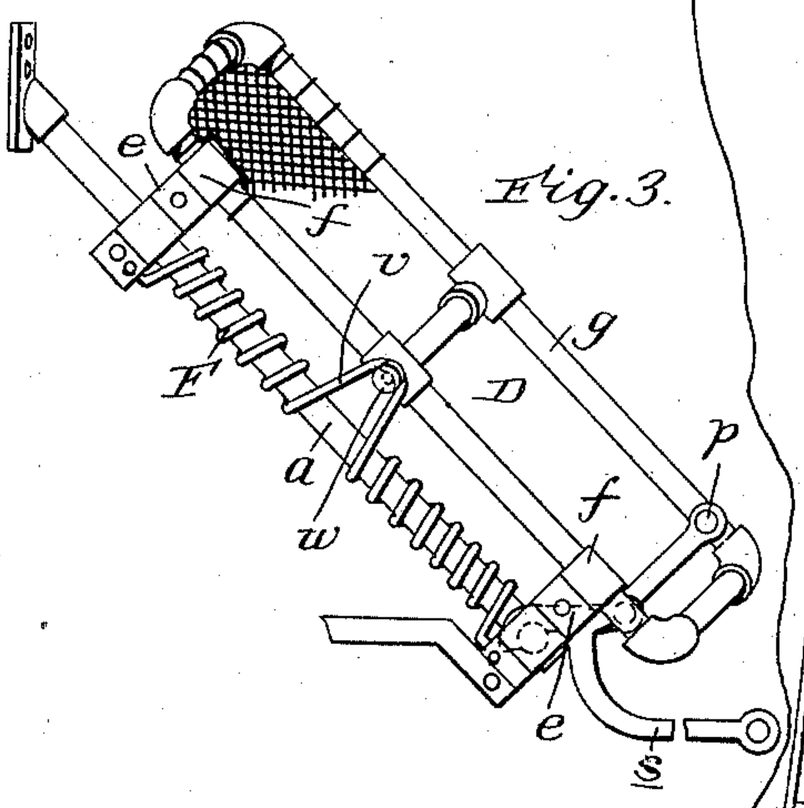


Fig. 4.

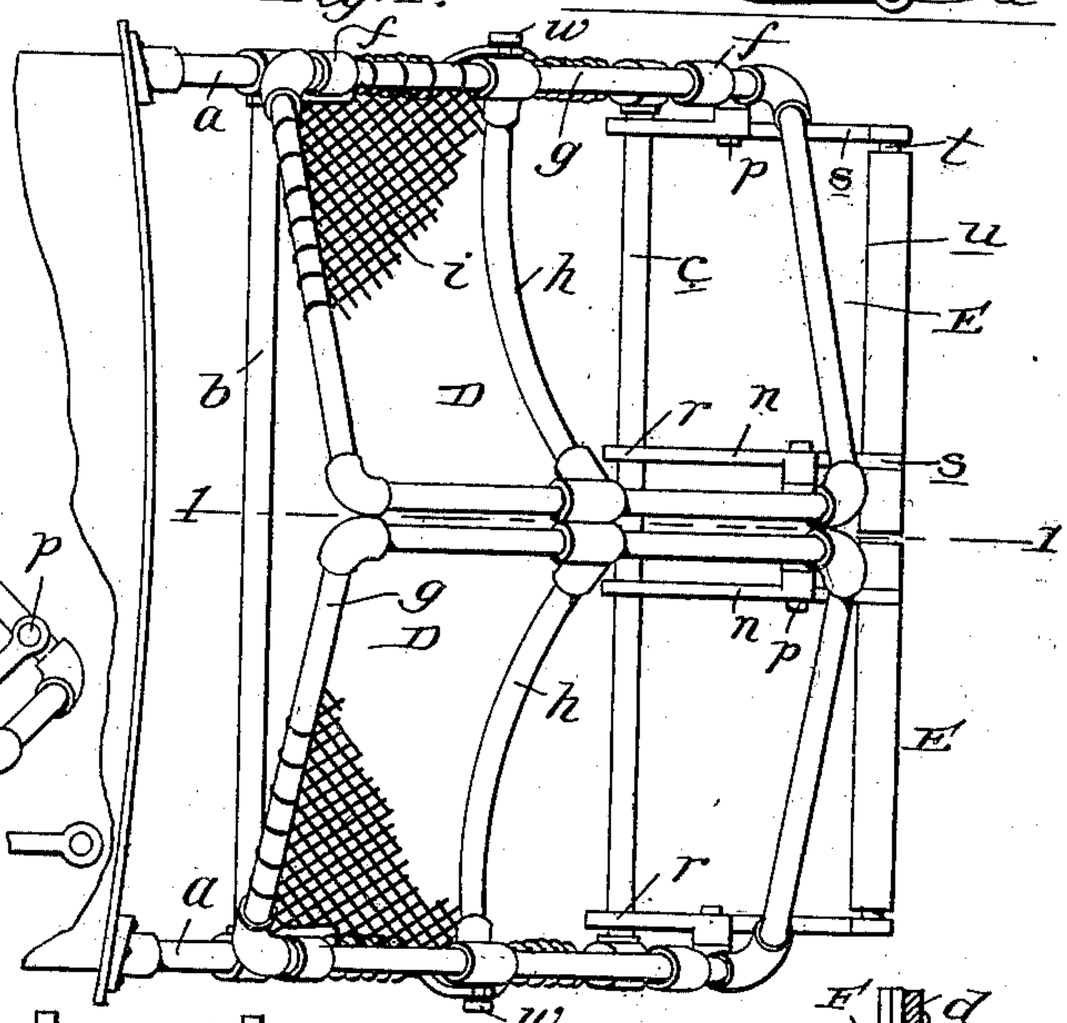
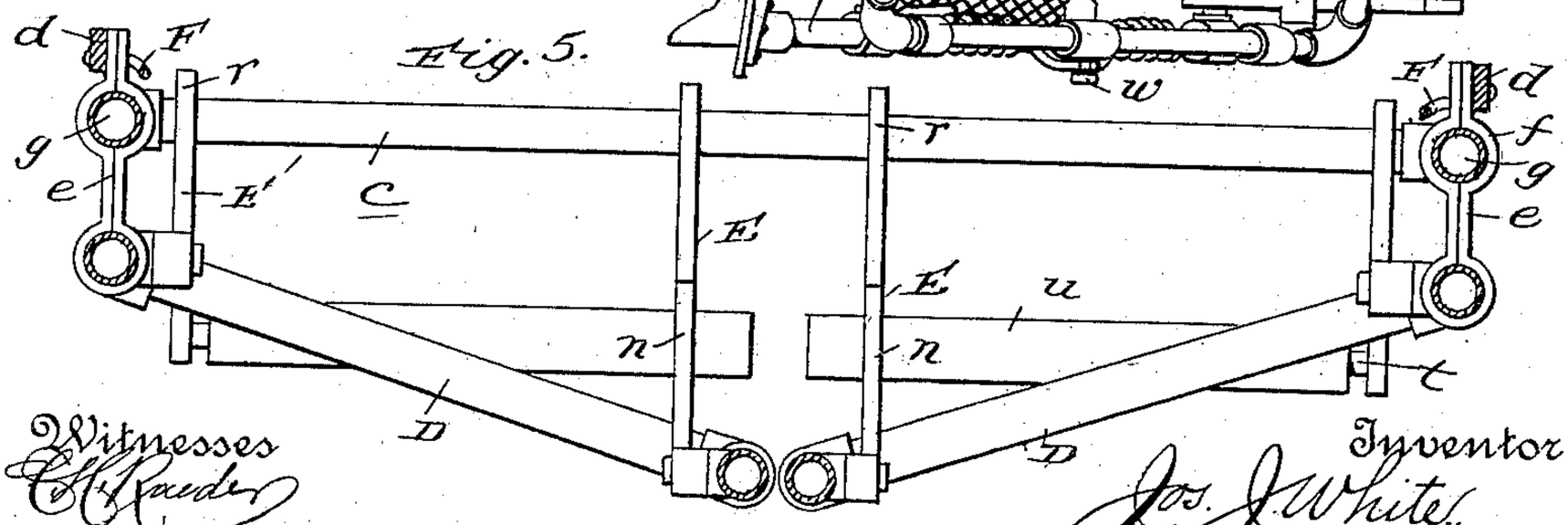


Fig. 5.



Witnesses
C. L. Reader
N. C. Healy

Inventor
Jos. J. White.
By Jas. J. Sheehy
Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOSEPH J. WHITE, OF SELMA, ALABAMA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 724,979, dated April 7, 1903.

Application filed August 16, 1902. Serial No. 119,923. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH J. WHITE, a citizen of the United States, residing at Selma, in the county of Dallas and State of Alabama, have invented new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to improvements in car-fenders; and it has for its general object to provide a fender which while simple and compact in construction is calculated when it strikes a person or object on the track to move such person or object laterally off of the track and out of the way of the car.

With the foregoing in mind the invention will be fully understood from the following description and claims when taken in conjunction with the accompanying drawings, in which—

Figure 1 is a view illustrating my improved fender in longitudinal vertical section in its proper position on a car, the section being taken in the plane indicated by the broken line 1 1 of Fig. 4. Fig. 2 is an enlarged detail section taken in the plane indicated by the broken line 2 2 of Fig. 1. Fig. 3 is a side elevation of the fender. Fig. 4 is a plan view of the same; and Fig. 5 is an enlarged section of the fender, taken in the plane indicated by the broken line 5 5 of Fig. 1.

Similar letters of reference designate corresponding parts in all of the several views of the drawings, referring to which—

A is a platform, and B a dashboard, of a street-car, and C is the main frame of my improved fender. The frame C is disposed obliquely in front of the dashboard of the car after the manner best shown in Fig. 1, and comprises, by preference, side bars *a*, which are connected at their upper ends to the dashboard, an upper cross-bar *b*, arranged about the distance illustrated from the upper ends of the side bars, and a lower cross-bar *c*, the latter being connected by braces *d* with the platform A. The cross-bars *b c* are connected to the side bars *a* by couplings *e*, which are provided above the said side bars with journal-bearings *f*.

D D are laterally-movable wings arranged on the frame C, E E latches adapted to normally hold said wings in the position shown, and F F springs which are adapted when the latches are disengaged from the wings to swing said wings laterally outward. The wings D comprise rectangular frames *g*, having, by preference, intermediate concave cross-bars *h* and pieces of network *i* connected to the side bars and end bars of said frames. The outer side bars of the wing-frames are journaled in the bearings *f* of the couplings *e*, this to strongly connect the wings to the main frame C in such manner as to enable the wings to swing laterally outward from their normal illustrated positions.

As best shown in Figs. 1 and 4 of the drawings, the latches E respectively comprise side bars *m*, having upwardly and forwardly extending arms *n* pivotally connected at *p* to the side bars of the frame *g* of one wing D, rearwardly-extending hook-shaped arms *r*, arranged to engage the cross-bar *c* of the main frame, and downwardly and forwardly extending arms *s* and a cross-bar *t*, which is interposed between and connected to the arms *s* of the side bars. The cross-bars *t* of the latches are equipped with soft-rubber rollers *u* or are otherwise cushioned in order to prevent them from injuring a person caught on the track.

The springs F, Figs. 1 and 3, are coiled about the side bars *a* of the main frame C and are connected at their ends to said frame. At their middles the springs have loop-arms *v*, which engage lugs *w* on the outer side bars of the wings D, as best shown in Figs. 3 and 4. From this it follows that when the wings D are swung into the position shown in Fig. 4 the springs F will be placed under tension, also that when the latches E are disengaged from the wings said wings will be swung laterally outward.

In the practical use of my improved fender the wings D are secured in the position illustrated by their complementary latches E, so that the fender presents a front somewhat like that of a locomotive-pilot or cow-catcher. When the wings D are secured as stated, it will be observed that the fender is very compact and neat in appearance, and consequently does not render the car unsightly.

The operation of the fender is as follows: When one of the latches E, which extend forwardly beyond the other parts of the fender, strikes a person or object on the track, the

latch will be rocked in the direction indicated by arrow in Fig. 1 and disengaged from its complementary wing D. The person or object struck by the latch will fall against the said wing D, which will be swung laterally outward by its spring F, and in consequence will move the person or object off the track and out of the way of the car.

I have entered into a detailed description of the construction and relative arrangement of the parts embraced in the present and preferred embodiment of my invention in order to impart a full, clear, and exact understanding of the same. I do not desire, however, to be understood as confining myself to such specific construction and arrangement of parts, as such changes or modifications may be made in practice as fairly fall within the scope of my invention as claimed.

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

1. The combination of a car having a dashboard and a fender carried by the car, and comprising a main frame disposed in front of the dashboard, a wing pivotally mounted on the frame so as to swing laterally, and normally extending laterally inward from its point of connection, and resting sidewise in front of the main frame, means whereby the wing is held in said position until the fender strikes a person or object on the track, and is then released, and means for swinging the wing laterally outward subsequent to its release.

2. In a car-fender, the combination of a main frame, a wing pivotally mounted on the frame so as to swing laterally, and normally extending laterally inward from its point of connection, and resting sidewise in front of the main frame, means whereby the wing is held in said position until the fender strikes a person or object on the track, and is then released, and means for swinging the wing laterally outward subsequent to its release.

3. In a car-fender, the combination of a main frame, wings pivotally mounted on the frame so as to swing laterally, and normally extending laterally inward from their points of connection, and resting sidewise in front of the main frame with their inner edges in advance of their outer edges, means whereby the wings are held in said position until the fender strikes a person or object on the track, and are then released, and means for swinging the wings laterally outward subsequent to their release.

4. In a car-fender, the combination of a main frame, wings pivotally mounted on the frame so as to swing laterally, and normally extending laterally inward from their points of connection, and resting sidewise in front of the main frame, latches carried by the wings and normally engaging the main frame to hold the wings in the positions stated; said latches being arranged to engage a person or object on the track, and means for swinging the wings laterally outward subsequent to the disengagement of the latches from the main frame.

5. In a car-fender, the combination of an oblique main frame, wings pivotally connected to the side bars of the frame so as to swing laterally; latches carried by the wings and engaging the main frame so as to normally hold the wings in front of the frame; said latches being arranged to engage a person or object on the track, and springs arranged on the side bars of and connected to the frame, and having arms connected to the wings, substantially as and for the purpose specified.

6. In a car-fender, the combination of a main frame adapted to be arranged obliquely in front of the dashboard of a car, a wing pivotally connected to the frame so as to swing laterally, and normally extending laterally inward from its point of connection, and resting sidewise in front of the frame, a latch pivotally connected to the wing, and normally engaging the frame so as to hold the wing in the position stated; said latch being arranged to engage a person or object on the track, and a spring for throwing the wing laterally outward subsequent to the disengagement of the latch from the frame.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOSEPH J. WHITE.

Witnesses:
H. F. COOPER,
LIZZIE PEGUER.