

No. 840,180.

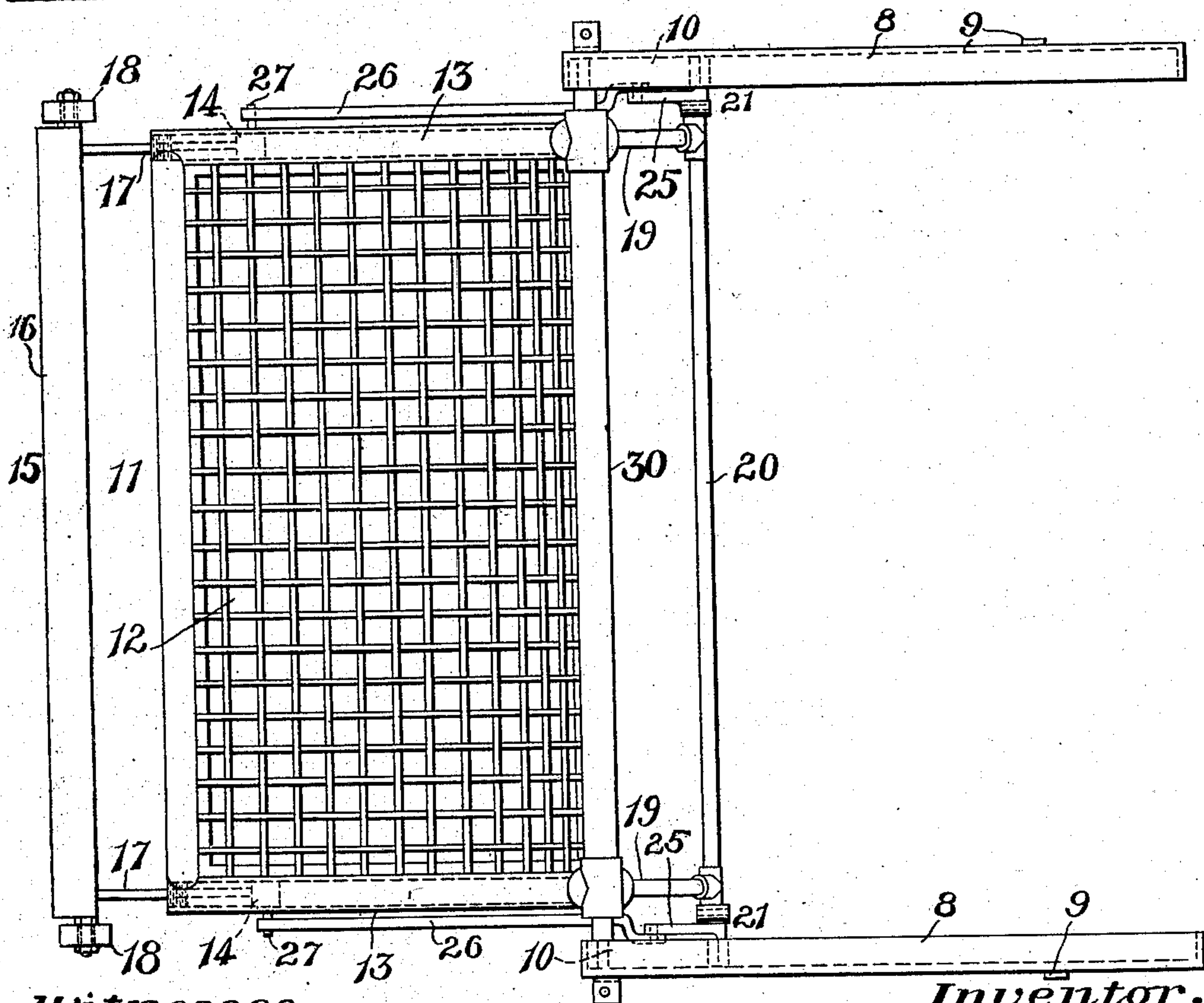
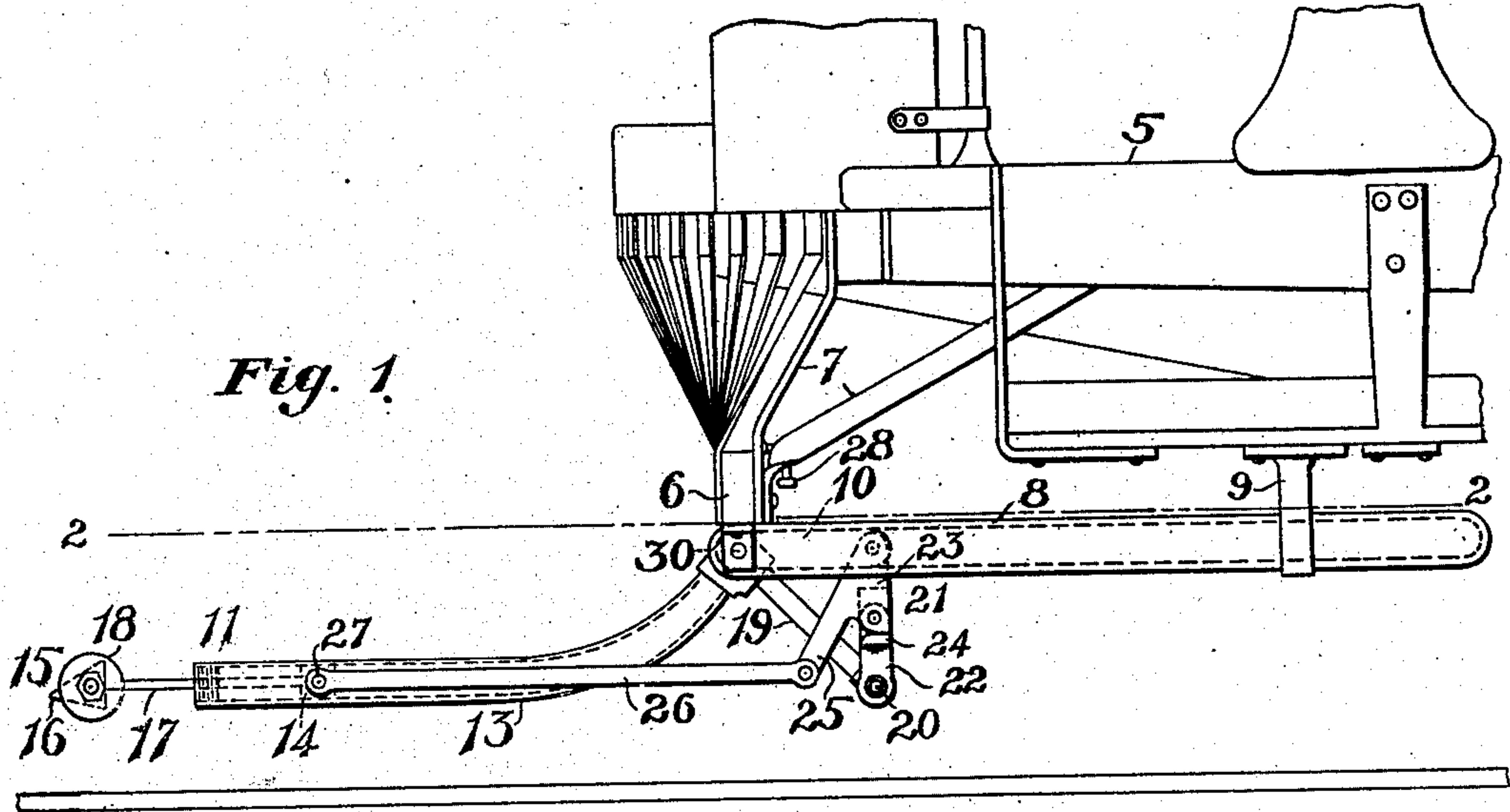
PATENTED JAN. 1, 1907.

E. W. WHEELOCK.

CAR FENDER.

APPLICATION FILED JULY 14, 1906.

2 SHEETS—SHEET 1.



Witnesses.

Walter L. Pierce  
Ernest A. Gelfer.

Inventor.

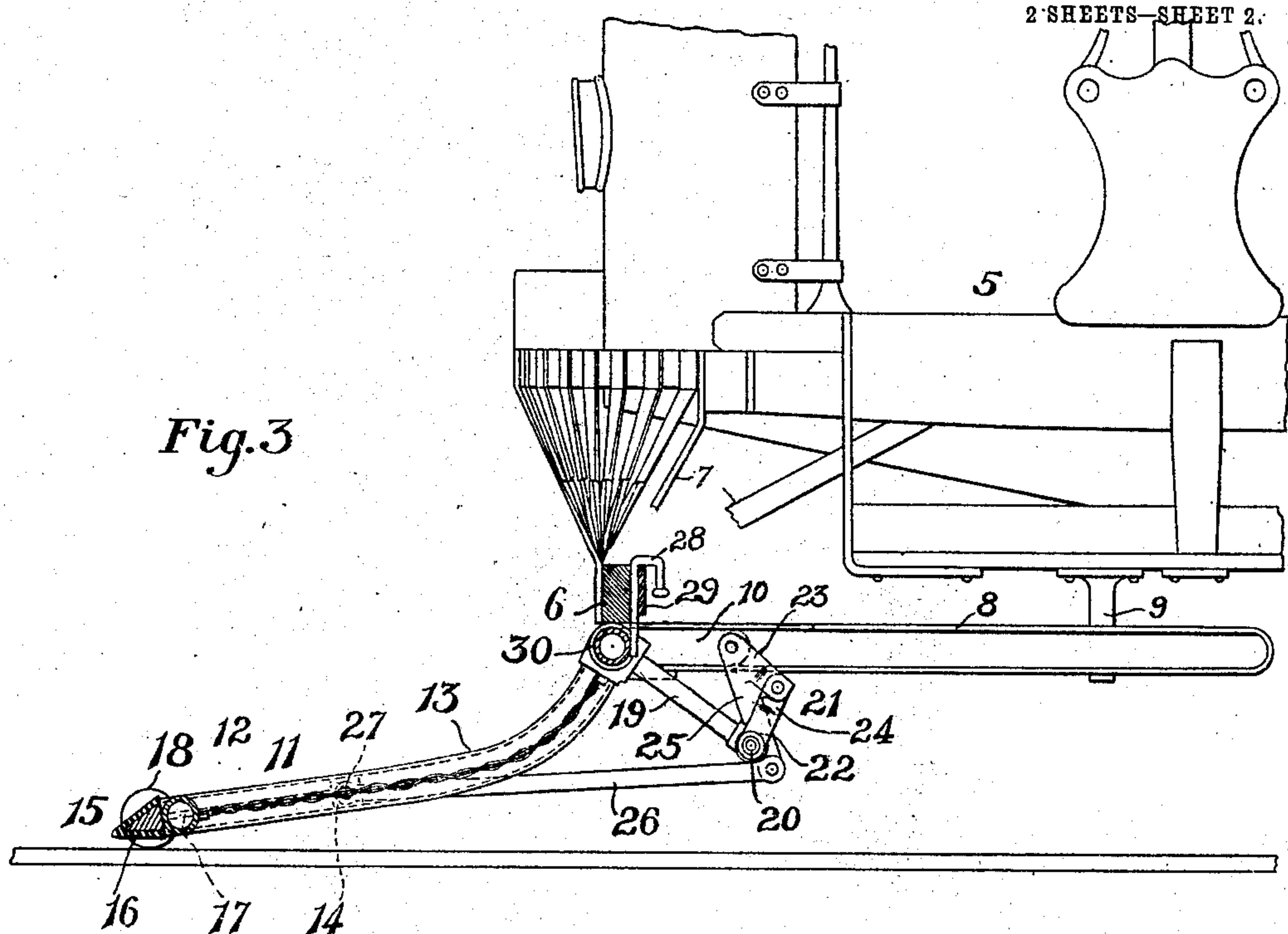
Fig. 2. Etta W. Wheelock,  
by her attorney Charles S. Fordung.

E. W. WHEELOCK.

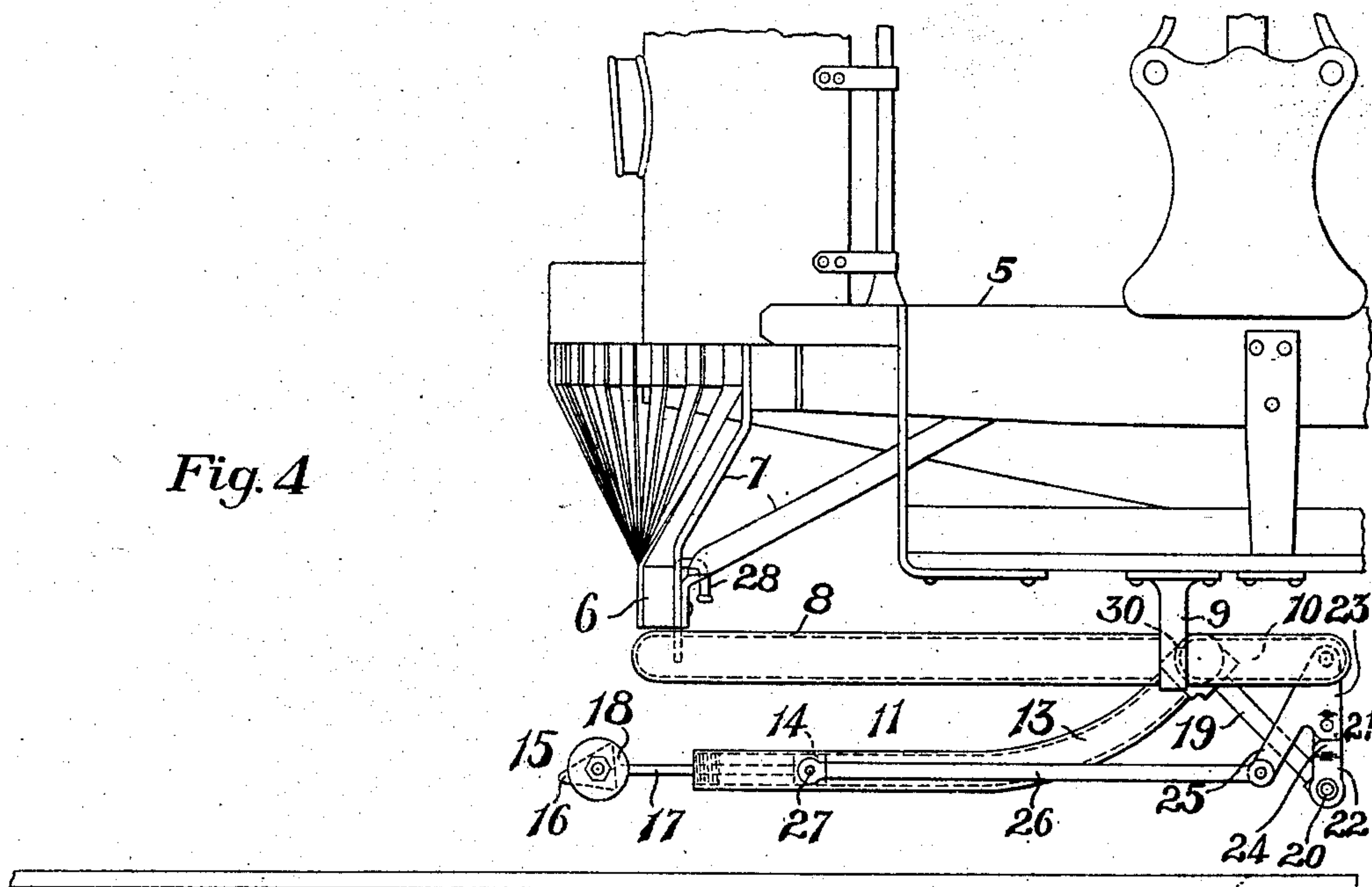
CAR FENDER.

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2 SHEETS—SHEET 2.



*Fig. 3*



*Fig. 4*

*Witnesses.*

Walter L. Pierce  
Ernest A. Gelpi.

*Inventor.*

Inventor.  
Etta W. Wheelock,  
by her attorney, Charles S. Gooding.



# UNITED STATES PATENT OFFICE.

ETTA W. WHEELLOCK, OF ARLINGTON, MASSACHUSETTS.

## CAR-FENDER.

No. 840,180.

Specification of Letters Patent.

Patented Jan. 1, 1907.

Application filed July 14, 1906. Serial No. 326,191.

*To all whom it may concern:*

Be it known that I, ETTA W. WHEELLOCK, a citizen of the United States, residing at Arlington, in the county of Middlesex and State of Massachusetts, have invented new and useful Improvements in Car-Fenders, of which the following is a specification.

This invention relates to a car-fender; and the object is, first, to provide a car-fender which upon striking a pedestrian shall be actuated by the impact to release it from its raised position, thereby allowing it to drop to receive said pedestrian and prevent the car from passing over him, and, second, to provide a fender of the character described which when out of use may be pushed beneath the car-body.

The invention consists in the combination and arrangement of parts set forth in the following specification and particularly pointed out in the claims thereof.

Referring to the drawings, Figure 1 is a side elevation of my improved car-fender mounted on a car, said car being partly broken away. Fig. 2 is a plan section taken on line 2 2 of Fig. 1. Fig. 3 is a sectional elevation of the same with the fender in its dropped condition. Fig. 4 is a side elevation similar to Fig. 1, but with the fender pushed back beneath the car-body.

Like numerals refer to like parts throughout the several views of the drawings.

In the drawings, 5 is a car of any usual or desired construction. A bar or beam 6 extends transversely of said car and is supported by brackets 7 from beneath the car-body. Two guides 8 8 are secured at their front ends to the beam 6 and at their rear ends are supported by brackets 9. A slidable block 10 is located in each of said guides, respectively, and is adapted to be moved from the position shown in Fig. 1 to the position shown in Fig. 4. A frame 11 is pivotally mounted on the blocks 10 10, with its axis extending transversely of the car 5. A netting 12, formed of any desired material, is stretched across the frame 11. The two side bars 13 13 of the frame 11 are tubular, and in the interior of each of said side bars, respectively, is located a block 14, adapted to slide therein.

A secondary frame 15, comprising in its construction a front bar 16 and two guide-rods 17 17, is slidably mounted on the frame 11, said guide-rods being secured to the blocks 14. Wheels 18 18 are journaled to rotate on suitable studs on the secondary

frame 15. The frame 11 is provided with two extensions 19 19, joined together by a rod 20. The rod 20 is connected to each of the blocks 10, respectively, by a toggle 21, said toggle consisting of a link 22 and a bell-crank lever 23. A stop 24, formed on the link 22, allows movement of said toggle in but one direction. The arm 25 of the bell-crank lever 23 is connected by a link 26 to a pin 27, mounted on the block 14.

An L-shaped pin 28, slidably mounted in a bracket 29 on the bar 6, is adapted to drop behind the cross-bar 30 of the frame 11 and lock said frame against backward movement. When it is desired to move the frames 11 and 15 beneath the car 5 when out of use, the pin 28 is withdrawn from engagement with the bar 30, whereupon said frames may be pushed backward, the blocks 10 sliding in the guides 8 to the position shown in Fig. 4.

The operation is as follows: Assuming the parts to be in the position shown in Fig. 1 and with the car traveling toward the left, should a pedestrian be standing on or crossing the tracks the front bar 16 strikes said pedestrian and is moved rearwardly—that is, toward the frame 11—thereby acting, through the links 26, to overcome the locking effect of the toggles 21, whereupon the frame 11, now being unlocked, drops by reason of its weight to the position shown in Fig. 3, the wheels 18 thereupon rolling along the track. The pedestrian falls upon the netting 12, and the car is thus prevented from passing over him.

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

1. The combination with a car of a fender comprising in its construction a horizontally-pivoted member arranged with its axis extending transversely of said car, a slidable member arranged to move toward and away from said axis, a toggle adapted to lock said pivoted member in a normally raised position, and means connecting said slidable member and said toggle, whereby said toggle may be actuated to release said pivoted member and allow it to drop.

2. The combination with a car of a fender comprising in its construction a horizontally-pivoted member arranged with its axis extending transversely of said car, a slidable member arranged to move toward and away from said axis, a toggle adapted to lock said pivoted member in a normally raised position, and a link connecting said slidable mem-



ber and said toggle, whereby said toggle may be actuated to release said pivoted member held thereby.

3. The combination with a car of a fender comprising in its construction a horizontally-pivoted member arranged with its axis extending transversely of said car, a slidable member arranged to move toward and away from said axis, a pair of toggles adapted to lock said pivoted member in a normally raised position, and a pair of links connecting said toggles and said slidable member, whereby said toggles may be actuated to release said pivoted member held thereby.

4. The combination with a car of a fender comprising in its construction a horizontally-pivoted member arranged with its axis extending transversely of said car, a pair of blocks to which said member is pivoted, a pair of guides in which said blocks are slidably arranged, a member slidably mounted on said pivoted member, and means for locking said pivoted member in a normally raised position, said slidable member adapted to actuate said locking means to release said pivoted member held thereby.

5. The combination with a car of a fender comprising in its construction a horizontally-pivoted member arranged with its axis extending transversely of said car, a pair of

blocks to which said member is pivoted, a pair of guides in which said blocks are slidably arranged, a member slidably mounted on said pivoted member, a pair of toggles adapted to lock said pivoted member in a normally raised position, said slidable member adapted to actuate said toggles to release said pivoted member held thereby.

6. The combination with a car of a fender comprising in its construction a horizontally-pivoted member arranged with its axis extending transversely of said car, a pair of blocks to which said member is pivoted, a pair of guides in which said blocks are slidably arranged, a member slidably mounted on said pivoted member, and a pair of toggles adapted to lock said pivoted member in a normally raised position, said toggles connected at one pair of ends to said blocks and at the other pair of ends to said pivoted member, said slidable member adapted to move said toggles to release said pivoted member held thereby.

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

ETTA W. WHEELLOCK.

Witnesses:

CHARLES S. GOODING,  
ANNIE J. DAILEY.