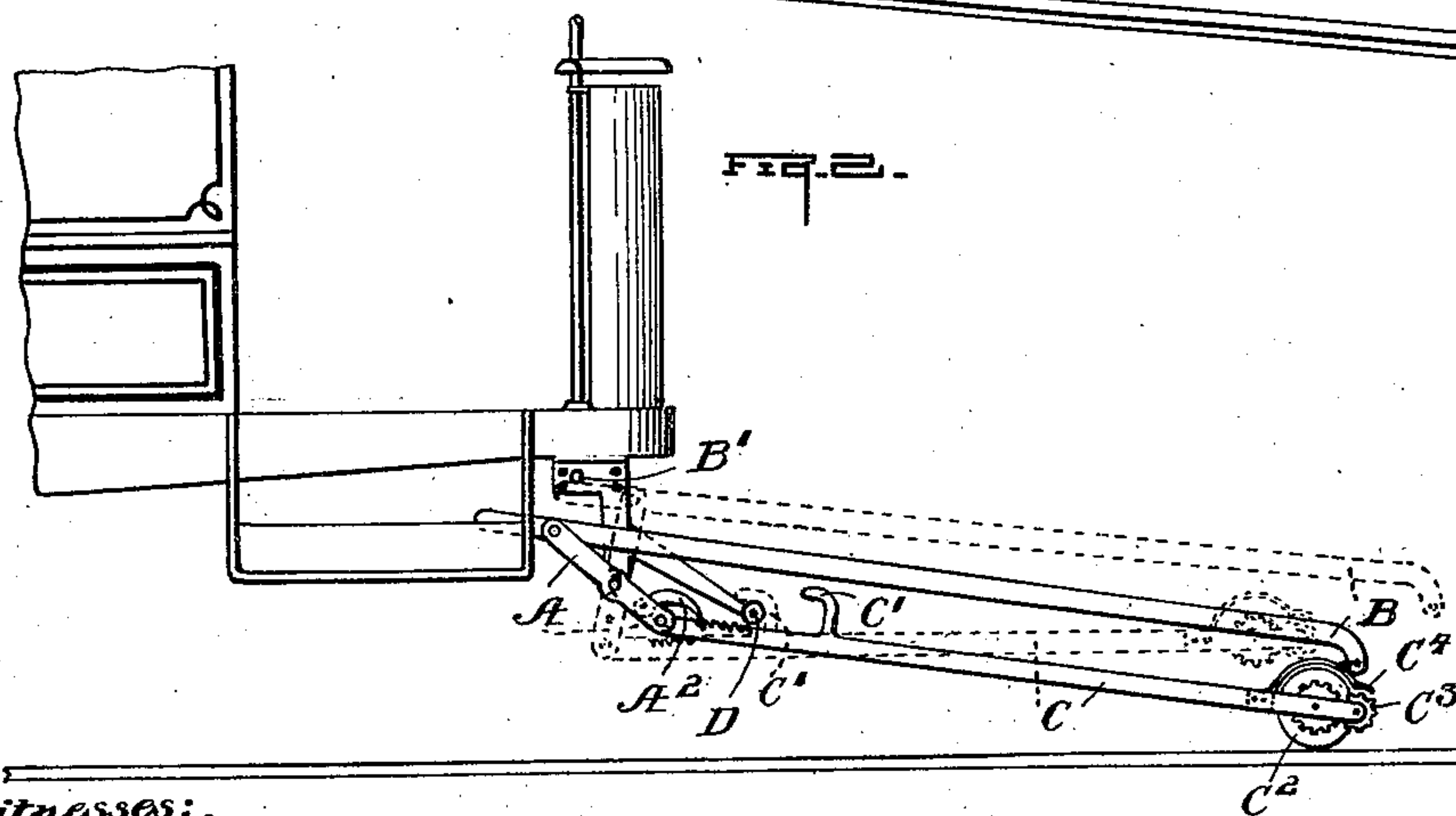
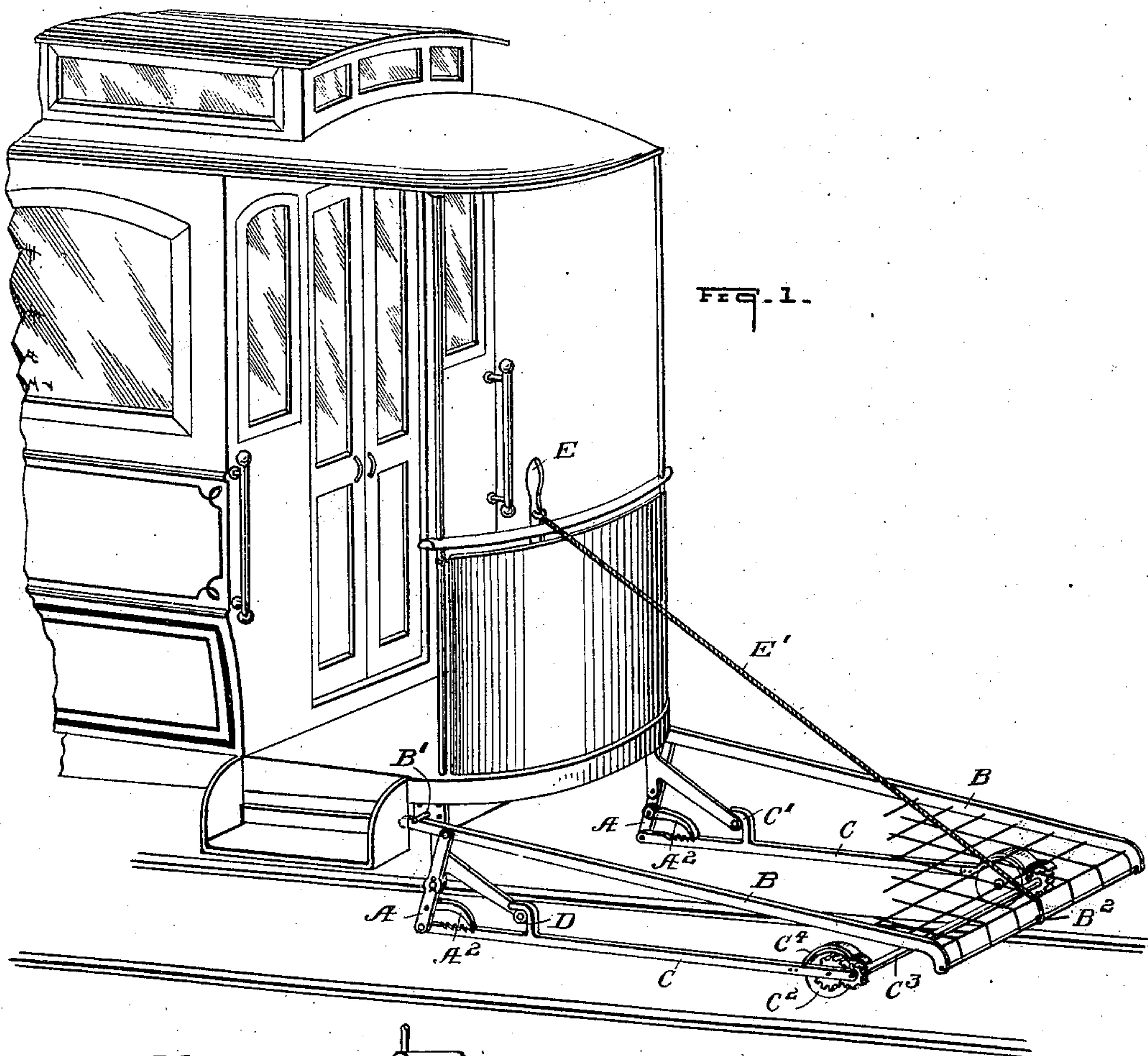


No. 847,247.

PATENTED MAR. 12, 1907.

J. H. DIXON.
CAR FENDER.

APPLICATION FILED AUG. 3, 1905.



Witnesses:

J. P. Appleman,
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UNITED STATES PATENT OFFICE.

JOHN H. DIXON, OF PITTSBURG, PENNSYLVANIA.

CAR-FENDER.

No. 847,247.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed August 3, 1905. Serial No. 272,601.

To all whom it may concern:

Be it known that I, JOHN H. DIXON, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented new and useful Improvements in Car-Fenders, of which the following is a description.

My invention relates to fenders for horseless vehicles, as street-cars, automobiles, and the like, and is illustrated in the accompanying drawings, which form part of this specification, and in which like symbols indicate like parts throughout the views.

The object of my invention is to provide automatic fenders operable on a track or road surface in case a person is struck by a moving car and which will at other times remain out of contact of small obstructions in the road or on the track and to provide means of rescuing such person from being run over by said car.

Figure 1 is a side elevation in perspective, showing the device in its normal position mounted on the body of a street-car. Fig. 2 is a side view as the mechanism is seen after action and as in service at or near the track-level.

Referring to the drawings, levers A, stops B', hooks C', rollers D, track-wheels C², roller gear-wheels C³, and the shields C⁴ are disposed in pairs and duplicated on either side of the car. The apron-frame, hereinafter referred to as "controller" B, is pivoted to and at the tops of the levers A and prevented from dropping on the fender C by its engagement against stops B'. The fender C is pivoted to and at the bottoms of levers A, as shown in Fig. 1, and in the same view is shown the fenders C, having hooks C', on which said fender hangs on rollers D until it may have been released by the tilting of the levers A. Near the end of said fender C and mounted on the fender is shown track-wheels C², having gears in mesh with the gears of the roller C³ and which will cause the last-said member to rotate as the track-wheels turn on the ground, while the ratchet-pawls A² prevent the levers A from folding backward until said pawls have been released from their ratchets by hand. The lever E and its connecting-cord E', which is fastened to the controller at B², is for use of the motorman to pull and drop the fender C into serviceable position at the feet of any person standing in its path and in this same performance

cause the controller B to withdraw from contacting with such person until he may have fallen into its apron.

The apron of the controller being so usual in street-car service and which may be of any desired pattern, it is not thought necessary to describe its details and which really forms no part of my improvement, which I describe as follows:

My invention consists in a pair of pivoted levers mounted opposite to each other on either side of a car, and a controller-frame crossing the front of said car and pivoted to said levers above their fulcrum, and a normally suspended fender carried below said controller and pivoted to said levers below their fulcrum, which fender similarly crosses the front of the car and is supposed to become active when the controller has moved backward and pushed it forward and off its supports by the tilting of the levers, which action will be effected and the fender will be permitted to drop its released end to the track-level, while the momentum of the car, it is calculated, will push the fender and controller beneath a person on the track and rescue such person from being run over by the car.

Operation: The momentum of the car will push the controller B against a person's shin or calf of the leg, which will hold said controller, while the forward movement of the car will carry the fulcrum of the levers A past their centers and in so doing will carry the fender-hooks C' off their supports D and allow the track-wheels C² to drop to the ground or track to turn on the ground as the car moves and which will cause the roller C³ to revolve in the direction calculated to carry the person over said roller and into the apron of the controller.

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

1. A device of the class described having a controller pivotally mounted on levers above the fulcrum of the levers and a normally suspended fender pivotally mounted on said levers below their fulcrum, for the purpose and substantially as described.

2. A device of the class described having a controller pivotally mounted on levers above the fulcrum of said levers and normally supported against stops and a fender disposed below said controller and mounted on said

levers below their fulcrum and having track-wheels near the ends of said fender, for the purpose and substantially as described.

3. A device of the class described having a
5 controller pivotally mounted on levers above the fulcrum of said levers and a fender normally suspended below said controller and mounted on said levers below their fulcrum and having track-wheels near the ends of said
10 fender, for the purpose and substantially as described.

4. A device of the class described having levers disposed in pairs and pivotally mount-

ed in brackets, a controller pivotally connected with one end of said levers and a fender pivotally connected with the opposite
15 end of said levers, for the purpose and substantially as described.

In testimony whereof I hereby sign my name, this 27th day of July, 1905, in the presence of two witnesses. 20

JOHN H. DIXON.

Witnesses:

S. L. ROSEBURG,
D. S. ORCUTT.