J. T. CARRAHER.

CAR FENDER.

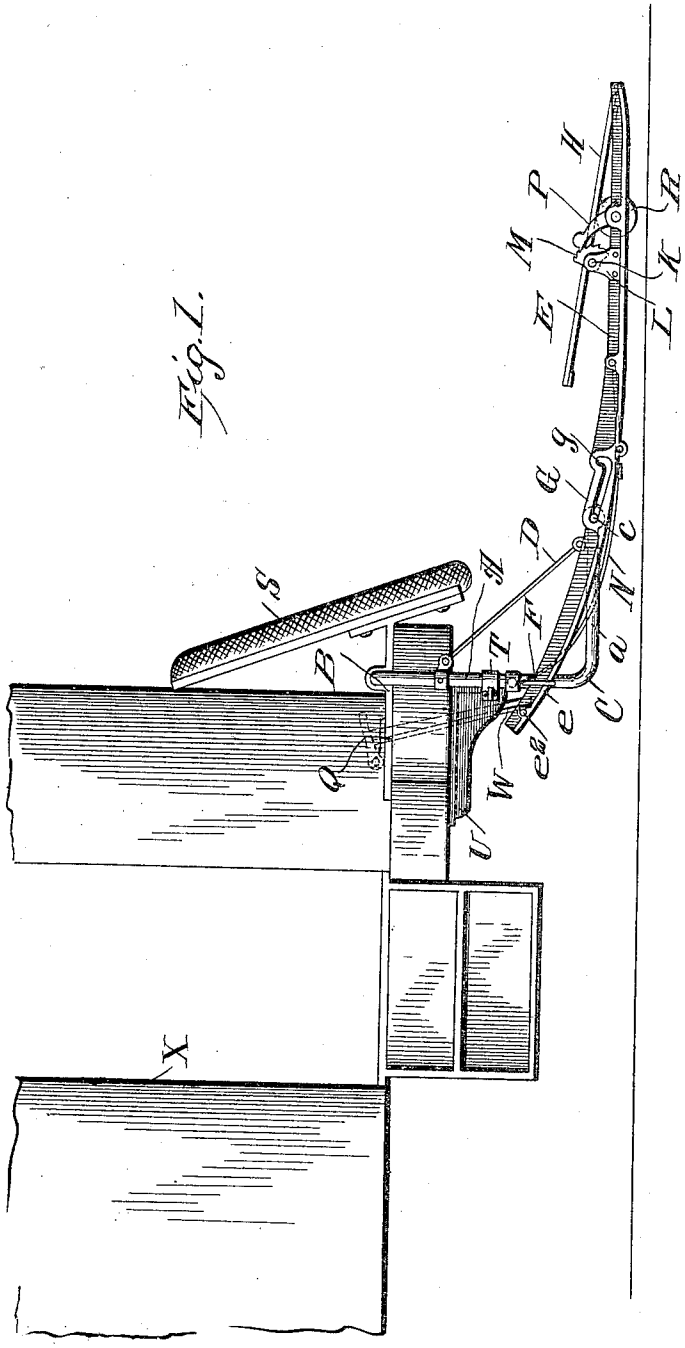
APPLICATION FILED APR. 21, 1909.

951,775.

Patented Mar. 8, 1910.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES

E. M. Callaghan

L. A. Stanley

INVENTOR

JAMES T. CARRAHER

BY Munn & Co.

ATTORNEYS

J. T. CARRAHER.

CAR FENDER.

APPLICATION FILED APR. 21, 1909.

951,775.

Patented Mar. 8, 1910.

3 SHEETS—SHEET 2.

Fig. 2.

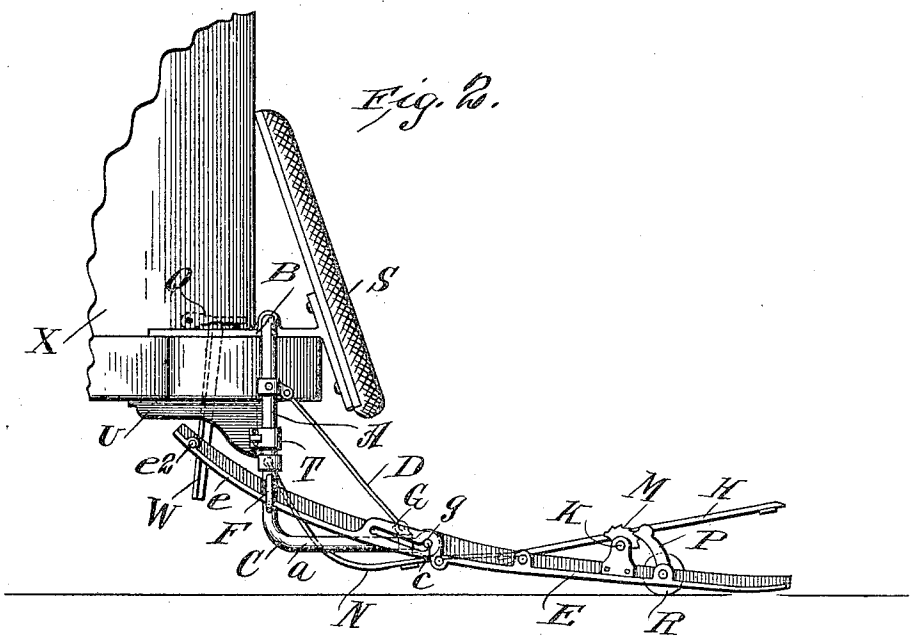
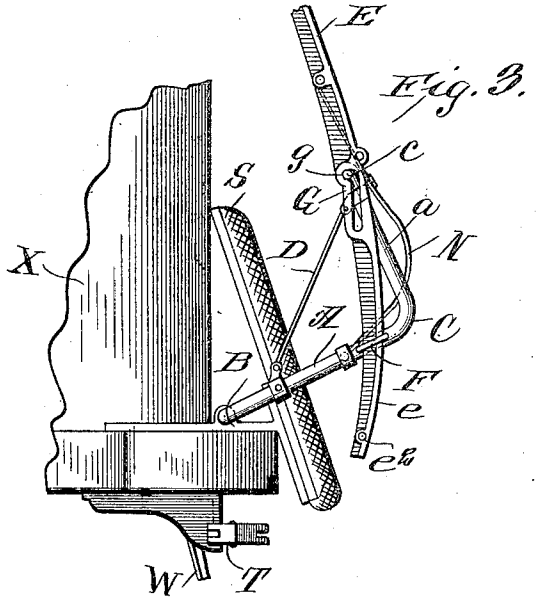


Fig. 3.



WITNESSES

E. M. Callaghan

L. A. Stanley

INVENTOR

JAMES T. CARRAHER

BY Munn & Co.

ATTORNEYS

J. T. CARRAHER.

CAR FENDER.

APPLICATION FILED APR. 21, 1909.

951,775.

Patented Mar. 8, 1910.

3 SHEETS—SHEET 3.

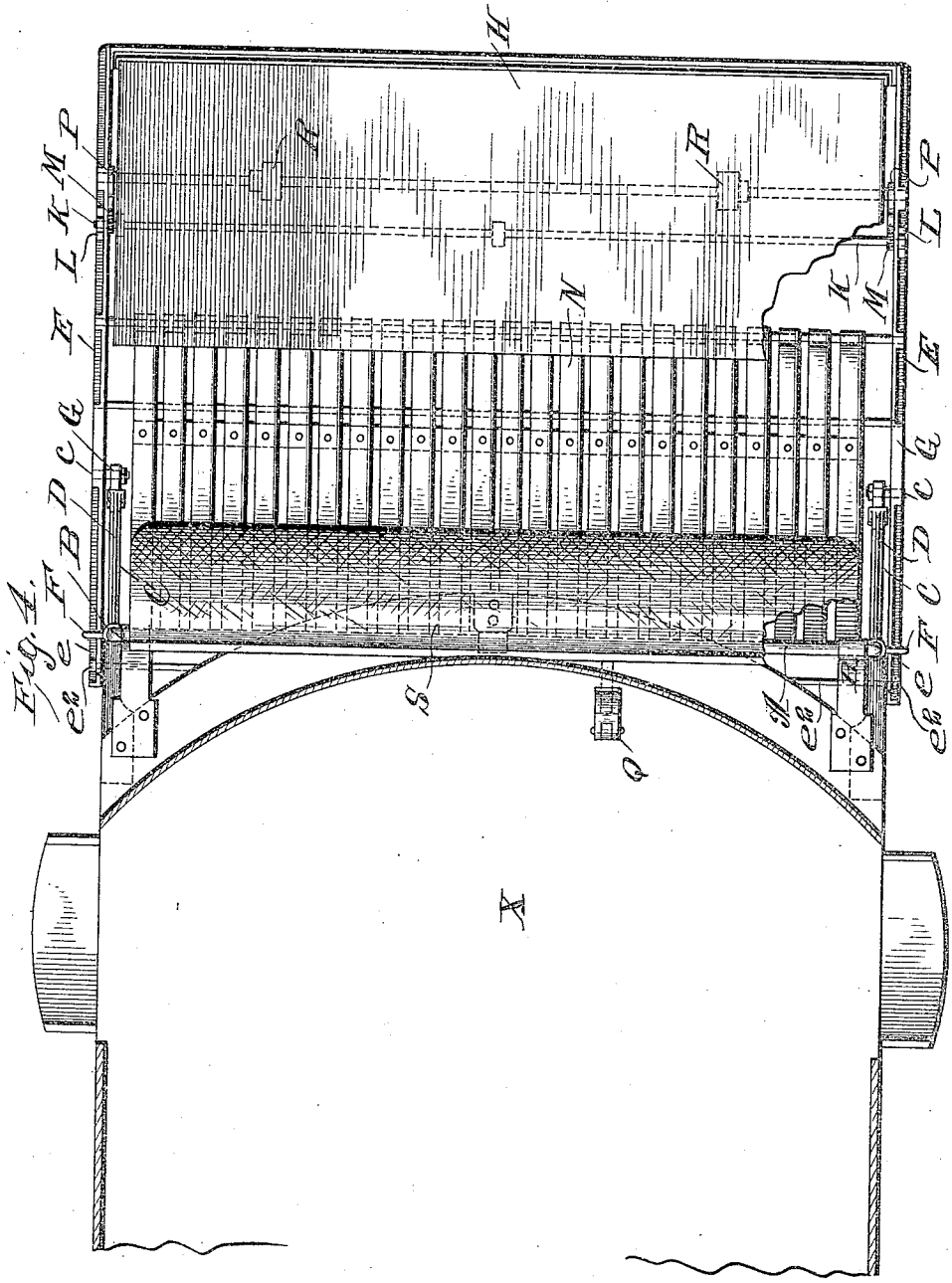


Fig. 4.

WITNESSES

E. M. Callaghan

D. A. Stanley

INVENTOR

JAMES T. CARRAHER

BY Munn & Co.

ATTORNEYS

UNITED STATES PATENT OFFICE.

JAMES THOMAS CARRAHER, OF HEATH, MASSACHUSETTS.

CAR-FENDER.

951,775. Specification of Letters Patent. Patented Mar. 8, 1910.

Application filed April 21, 1909. Serial No. 491,256.

To all whom it may concern:

Be it known that I, JAMES THOMAS CARRAHER, a citizen of the United States, and a resident of Heath, in the county of Franklin and State of Massachusetts, have made certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to car fenders and it consists in the constructions, combinations and arrangements herein described and claimed.

An object of my invention is to provide a car fender of comparatively simple construction which will pick up a person in its path and deposit him therein without endangering the life of the person.

A further object of my invention is to provide a car fender having a movable portion, so that when a person is struck by the fender, the movable part will operate to close the space between the ground and the normal position of the fender, thereby preventing the fender from riding over the person and also serving as a protection to the wheels.

Other objects and advantages will appear in the following specification and the novel features of the device will be particularly pointed out in the appended claims.

My invention is illustrated in the accompanying drawings in which—

Figure 1 shows a side view of my improved fender in its normal position. Fig. 2 shows a side view of my fender after it has struck a person or an object in its path; Fig. 3 is a side view of the fender in its closed position and Fig. 4 is a plan view of the fender.

In carrying out my invention I provide a hanger A which is pivotally secured at B to the front of a car. The hanger A is bent forwardly at C and the arm *a* thus formed is provided with a pin *c* as shown in the drawings. The arm *a* is braced to the main hanger A by means of the rod D. Since both sides are similar in construction, a description of one side will suffice for both.

Secured to the hanger is the fender frame which comprises the side rods E, the rear ends of the latter being curved as shown at *e* and being arranged to pass through an eye F on the hanger A. The rod E is provided with a slot G having a smaller lateral slot *g* at one end thereof. Toward the front part of the bar E I arrange an apron H, which is pivoted at K upon a support L carried by the bar E, and which normally is in the position shown in Fig. 1, but may be tilted into the position shown in Fig. 2. The pivot K of the apron H has an integral ratchet M which is adapted to be engaged by a weighted pawl P to hold the apron H in its shifted position. The rollers R are for the purpose of easing the fender over projections, such as raised pavements or the like.

Secured to the front part of the car is a padded board or cushion S, which is for the purpose of providing a shock resisting means when a person is caught by the fender of a rapidly moving car.

As heretofore stated the fender may be swung out of the way as shown in Fig. 3 or it may be lowered and locked into position by means of a hinged locking collar T which is secured to the bracket U underneath the car body X. On the inside of the car there is a pivoted foot lever Q to which is rigidly attached an arm W arranged to contact with a laterally extending cross bar e^2 which is secured to the rod E, to move the latter into the position shown in Fig. 2, thereby throwing the outer end of the fender down into its lowest position. A net N which is intended to receive the bodies of persons struck by the fender is suspended between the two side rods E in the manner best shown in Fig. 4.

From the foregoing description of the various parts of the device, the operation thereof may be readily understood. Fig. 1 shows the normal position of the fender, which is locked to the car by means of the locking collar T. It will be noticed that in this position the forward part of the fender is raised from the ground. Now if the car should strike a person the fender frame would be moved backward, and while the blow would be enough to throw the person on to the apron H it would not be as great as if the fender were rigidly attached to the car. The curved sides E of the fender are forced backwardly through the eyes F, the slots G permitting the pins *c* to ride into the lateral slots *g*, whereupon the lower part of the fender will drop downwardly into the position shown in Fig. 2. This prevents the accidental riding of the fender over the top of a person, since it will be seen by Fig. 2 that the fender lies close to the ground and thereby closes the space between the ground and the lower part of the fender when in

its ordinary position. After the person is struck, he falls forward upon the apron H which tilts in the manner shown in Fig. 2, and deposits the person within the net N. If the car is running rapidly, the person may be thrown against the cushion S which protects him from the body of the car. The weighted dog P keeps the apron in its tilted position, thereby preventing the person in the net from being again thrown out.

If at any time the motorman wishes to lower the fender into the position shown in Fig. 2, he presses downwardly on the foot lever Q thereby throwing the end *e* backward and bringing the pin *c* into the slot *g* of the side bars E and permitting the fender proper to assume its lowest position.

I am aware that other forms of the device based upon the same general idea might be made, but I consider as my own all such modifications as fairly fall within the spirit and the scope of the invention.

I claim:

1. In a fender for vehicles, a pivoted hanger having forwardly extended arms, guide members having openings secured to said hanger, a slotted fender frame having extended ends arranged to slide through the openings in said guide members and pins carried by the arms of said hanger and arranged to project through the slots in said fender frame.

2. In a fender for vehicles, a pivoted hanger provided with forwardly extending arms, guides secured to said fender, a slotted fender frame movably secured to said arms and arranged to be guided by said guides, a tilting apron carried by said fender frame and means for locking said tilting apron in its tilted position.

3. In a fender for vehicles, a pivoted hanger, guide members secured thereto, a fender frame movable with respect to said hanger and adapted when in one position to lie near the ground and when in another position to be raised from the ground and a tiltable apron carried by the forward end of said fender frame for receiving the body of a person struck by said fender.

4. In a fender for vehicles, a pivoted hanger provided with forwardly extending arms, guide members having openings secured to said hanger, and a fender frame having L shaped slots in its sides, and extended ends arranged to slide through the openings in said guide members, pins carried by the arms of said hanger and arranged to project through one portion of the L shaped slots and to be brought into registration with the other portion of the L shaped slots by a backward movement of the frame, thereby permitting the frame to drop downwardly.

5. In a fender for vehicles, a pivoted hanger, guide members secured thereto, a fender frame movable with respect to said hanger, and adapted when in one position to lie near the ground and when in another position to be raised from the ground, a tiltable apron carried by the forward end of said fender frame, for receiving the body of a person struck by said fender, said apron having a ratchet, a weighted pawl arranged to engage said ratchet for locking said tilting apron in its tilted position, and means operable by the occupant of the car for lowering said fender.

JAMES THOMAS CARRAHER.

Witnesses:
CHAS. W. HAWKS,
TRACY C. POPE.