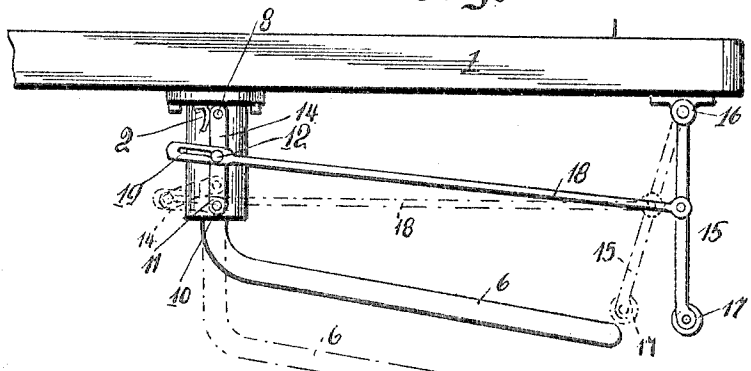
No. 804,587. PATENTED NOV. 14, 1905.

S. EBENSCHWELLER.

CAR FENDER.

APPLICATION FILED AUG. 3, 1905.

Fig. 1.



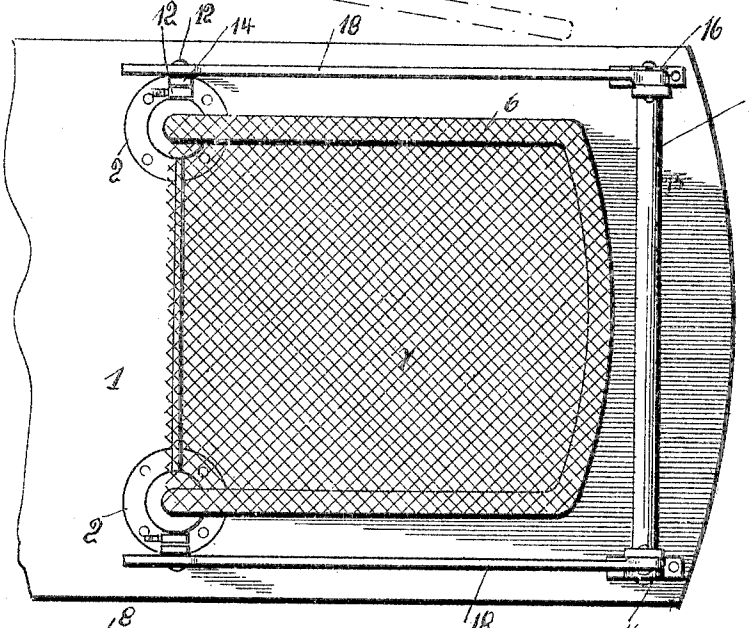




Fig. 2.

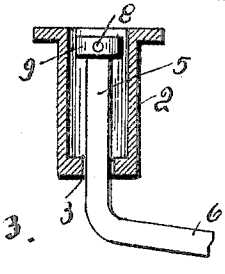



Fig. 3.

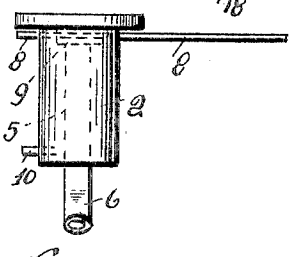



Fig. 4.

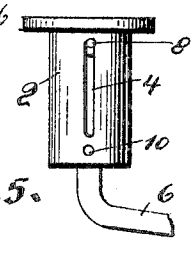



Fig. 5.

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# UNITED STATES PATENT OFFICE.

STEFAN EBENSCHWELLER, OF ALLEGHENY, PENNSYLVANIA.

## CAR-FENDER.

No. 804,587. Specification of Letters Patent. Patented Nov. 14, 1905.

Application filed August 3, 1905. Serial No. 272,535.

*To all whom it may concern:*

Be it known that I, STEFAN EBENSCHWELLER, a subject of the Emperor of Austria-Hungary, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in car-fenders; and the invention has for its object to provide a novel form of fender adapted to be automatically actuated by a person or object striking the same, the fender being so constructed that it can be easily and quickly applied to a car and operated to prevent an object or person from contacting with the working mechanism or wheels of the car.

Briefly described, my improved fender consists of a frame of network which is supported underneath a car-body by two depending cylinders, and in connection with these cylinders I employ toggle-levers, which are actuated by links connected to a depending guard-frame pivotally connected to the body of the car. Upon a person or object striking the guard-frame the frame of network is released within the cylinders and is permitted to fall to form a shield for the person or object being run down by the car.

The construction entering into my improved fender is extremely simple, strong, and durable, and comparatively inexpensive to manufacture.

The above construction, together with the minor details of the same, will be hereinafter more fully described and then specifically pointed out in the claims, and, referring to the drawings accompanying this application, like numerals of reference designate corresponding parts throughout the several views, in which—

Figure 1 is a side elevation of my improved car-fender as applied to a car-body. Fig. 2 is a bottom plan view of the same. Fig. 3 is a vertical sectional view of one of the cylinders. Fig. 4 is a front elevation of the same, and Fig. 5 is a side elevation of the same.

In the accompanying drawings the reference-numeral 1 designates a portion of a car-body beneath which is suspended my improved car-fender. At each side of the car-body 1 I provide a depending cylinder 2, having an opening 3 formed in its lower end. The sides of the cylinders 2 2 are slotted, as at 4, and into each cylinder protrudes the upwardly-extending ends 5 5 of a substantially U-shaped fender-frame 6. This frame is provided with a suitable network 7, of rope or wire, capable of sustaining a considerable weight. The upper ends 5 of the fender-frame are connected together by a transversely-disposed rod 8, which protrudes through the slots 4 4 of the cylinders 2 2, the outer ends of the rod 8 extending slightly beyond the outer sides of the cylinders. The upper ends 5 5 of the fender-frame 6 are provided with heads 9 9, through which the ends of the rod 8 extend, and these heads are employed for preventing the ends 5 of the fender-frame from passing through the openings 3 3 formed in the bottom of the cylinders.

The lower end of each cylinder is provided with an outwardly-extending stationary pin 10, upon which is pivotally mounted a link 11, which is connected by a pin 12 to a link 14, which is pivotally mounted upon the ends of the rod 8. These links form toggle-levers for supporting the rear end of the fender-frame 6 when the links aline with one another in the vertical position, as shown in Fig. 1 of the drawings.

A substantially U-shaped guard-frame 15 is suspended from the car-body 1, as at 16, and the transverse rail of this frame is covered with a suitable resilient material 17, as rubber. The guard-frame 15 is pivotally connected by rods 18 18 to the links 11 and 14. The one end of the rods 18 18 are slotted, as at 19, to receive the pins 12 12 of the links 11 and 14.

The normal position of the car-fender is illustrated in Fig. 1 of the drawings, and when in this position the ends 5 5 of the fender-frame 6 are elevated within the cylinders 2 2 and retained in this position by the links 11 and 14 upon the outer sides of the cylinders. During the travel of the car should the guard-frame 15 strike a person or object the rods 18 18 will be forced rearwardly, and the joint of the links 11 and 14, figuratively speaking, will be broken, the links assuming the position illustrated in dotted lines, Fig. 1, of the drawings. The position assumed by these links permits of the ends 5 5 of the fender-frame 6 descending within the cylinders, consequently lowering the entire fender-frame, as illustrated in Fig. 1 of the drawings in dotted lines. This position of the fender-frame prevents the object or person struck by the guard-frame 15 from contacting with or

being mangled by the wheels of the car or the working mechanism thereof. The fender-frame will serve functionally as a scoop and will carry the person or object upon the network 7 until the car has been stopped, at which time the object or person can be readily removed and the fender-frame returned to its normal position.

The fender-frame and its appurtenant parts are preferably constructed of strong and durable metal, and it is thought from the foregoing that the construction, operation, and advantages of the herein-described car-fender will be apparent without further description, and various changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit of the invention or sacrificing any of the advantages thereof.

What I claim, and desire to secure by Letters Patent, is—

1. In a car-fender, the combination with the body of a car, depending cylinders carried by said car, a fender-frame having its ends extending into said cylinders, heads carried by the ends of said fender-frame, a rod connecting said heads and having its ends extending outside of said cylinders, links connected to the ends of said rod and to said cylinders and adapted to support the ends of said fender-frame, a guard-frame suspended from said car, resilient material carried by said frame, rods connecting said links and said guard-frame whereby when said guard-frame is moved said links will be moved to lower said fender, substantially as described.

2. In a car-fender, the combination with the body of a car, of depending cylinders carried by said car, a fender-frame supported from said cylinders and having its ends extending within said cylinders, links supporting the ends of said frame within said cylinders, a guard-frame suspended from said car-body, rods connecting said guard-frame and said links, substantially as described.

3. In a car-fender, the combination with a car-body, of depending cylinders carried by said car-body, a fender-frame carried by said cylinders, links adapted to support said frame within said cylinders, a guard-frame suspended beneath said car-body, resilient material carried by said guard-frame, means actuated by said guard-frame to move said links to permit said fender-frame to descend, substantially as described.

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

STEFAN EBENSCHWELLER.

Witnesses:
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M. E. LAWSON.