J. A. HORNE.

CAR FENDER.

APPLICATION FILED JAN. 13, 1909.

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942,727.

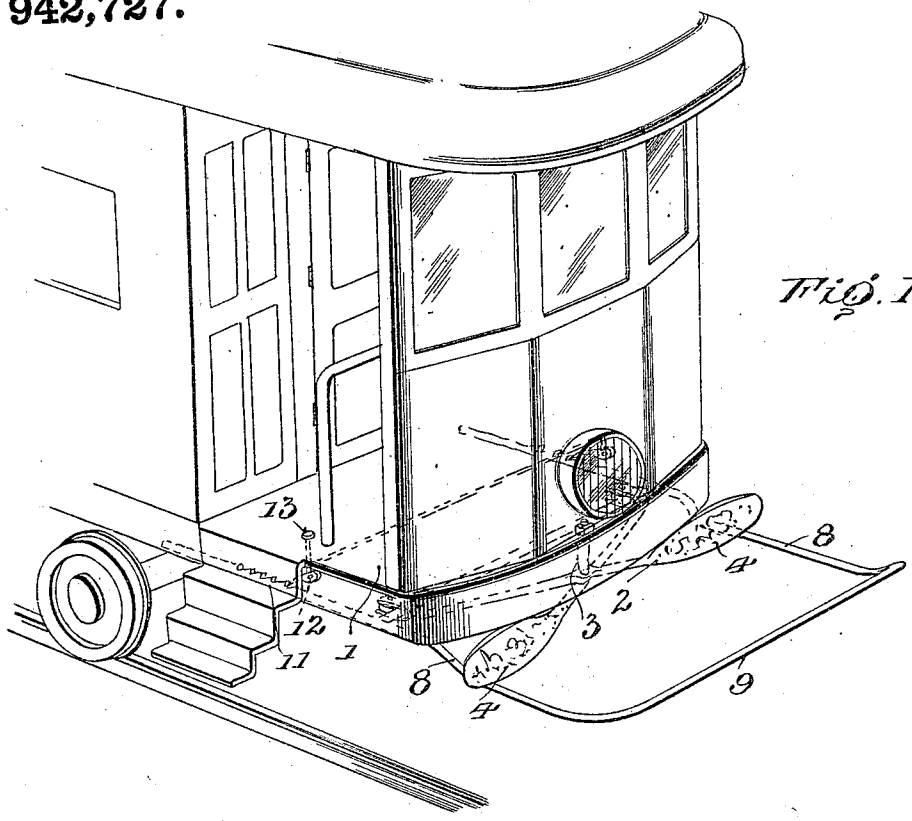

Fig. 1.

Fig. 2.

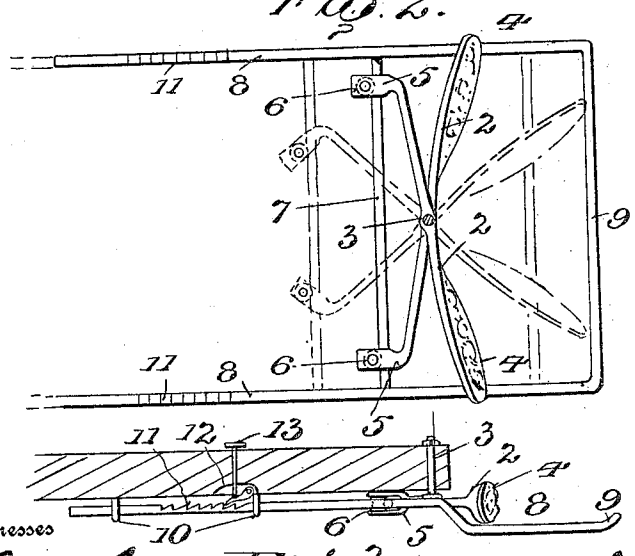

Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JAMES A. HORNE, OF OREGON CITY, OREGON, ASSIGNOR OF ONE-THIRD TO GEORGE C. BROWNELL, OF OREGON CITY, OREGON.

CAR-FENDER.

942,727. Specification of Letters Patent. Patented Dec. 7, 1909.

Application filed January 13, 1909. Serial No. 472,109.

To all whom it may concern:

Be it known that I, JAMES A. HORNE, a citizen of the United States, residing at Oregon City, in the county of Clackamas and State of Oregon, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

The object of this invention is an improved construction of car fender arranged to operate efficiently and prevent persons run down by the car from being passed under the wheels thereof, or otherwise injured.

The invention consists in certain constructions, arrangements and combinations of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawings in which:

Figure 1 is a perspective view illustrating my improved car fender; Fig. 2 is a top plan view of the fender detached, the supporting bolt being shown in section; and, Fig. 3 is a longitudinal sectional view through the front platform of a car, showing the fender in side elevation.

Corresponding and like parts are referred to in the following description and indicated in all the views of the accompanying drawings by the same reference characters.

Referring to the drawing, the numeral 1 designates the front platform of a street railway or other car, and 2 designates a pair of toggle arms that are pivotally connected together by means of a bolt 3 or equivalent element secured in the platform so that the arms will occupy a position underneath the same or swing forwardly therefrom. The toggle arms 2 are preferably cushioned on their front operative faces, as indicated at 4. The rear ends of the toggle arms 2 are angularly disposed as indicated at 5 and rollers 6 are journaled in the respective ends, the rollers being held in forked brackets as best seen in Fig. 3.

A cross bar 7 extends through the brackets in front of the rollers 6 the ends of said cross bar being connected to a frame, which embodies, in the present instance, a front cross rod 9 and side rods 8, the front cross rod 9 being designed to extend in front of the car at any desired distance therefrom and at the requisite distance in front of the toggle arms 2. The rear ends of the side rods 8 are preferably formed with teeth 11 designed to be engaged by pawls 12 the teeth being forwardly beveled so as to permit the free movement of the frame in a rearward direction, and to prevent a subsequent forward movement thereof until the pawls are reciprocated or released, as by the action of pull rods 13 or similar accessories extending up through the platform.

In the practical operation of the car fender as hereinbefore described, the parts are shown in normal position in Fig. 1 and by the full lines of Fig. 2. Whenever a person is struck by the cross rod 9, it is obvious that the consequent rearward movement thereof must therefore push the rod rearwardly and thereby close the toggle arms, the person being embraced by said arms and being held from serious injury.

From the foregoing description, in connection with the accompanying drawing, it will be seen that I have provided a very simple construction of car fender, the parts of which may be cheaply constructed and easily assembled, and which will operate efficiently and save persons from being passed under the wheels or from being knocked down when struck by a car.

Having thus described the invention, what is claimed as new is:

1. A car fender comprising a pair of toggle arms, a cross bar connected to the rear ends of said arms and arranged upon a rearward movement to close the arms together, and means connected to said cross-bar for moving the same rearwardly upon the impact of an obstruction with the fender.

2. A car fender comprising a pair of toggle arms, a cross bar connected to the rear end of said arms and arranged upon a rearward movement to close the arms together and a frame connected to said cross bar and embodying a cross rod designed to occupy a position in front of the arms.

3. A car fender comprising a pair of tog-

gle arms, rollers journaled in the rear ends of said arms, a cross bar passing through said rear ends and engaging the front sides of said rollers, and a frame the side rods of which are connected to the cross bar, the frame embodying a front cross rod designed to occupy a position in front of said arms.

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

JAMES A. HORNE. [L. S.]

Witnesses:
W. N. WOODSON,
FREDERICK S. STITT.