

J. FLYNN.  
CAR FENDER.

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942,631.

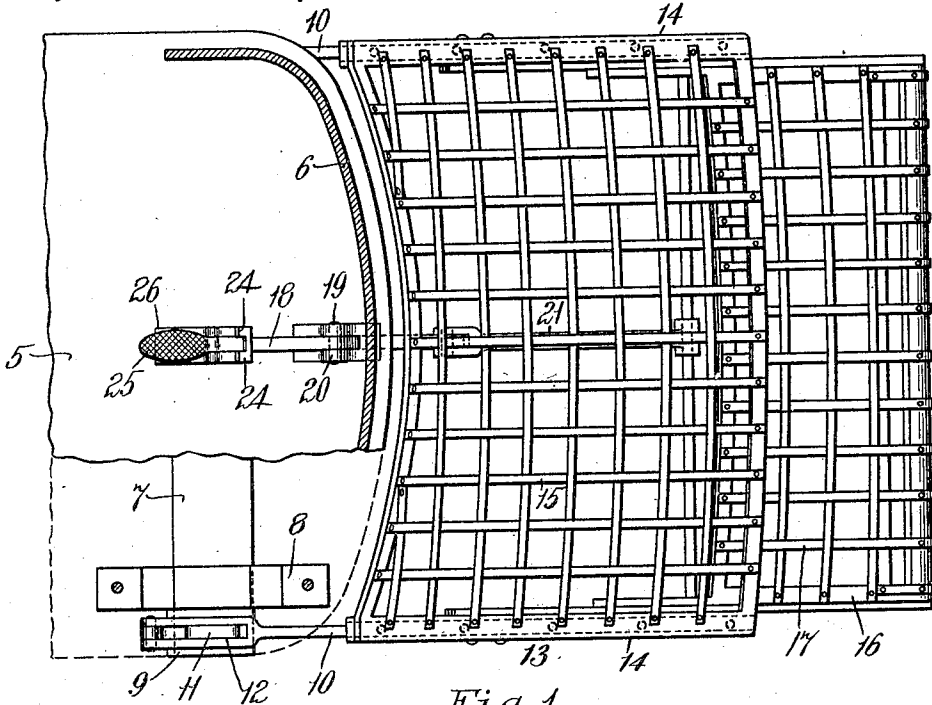


Fig. 1.

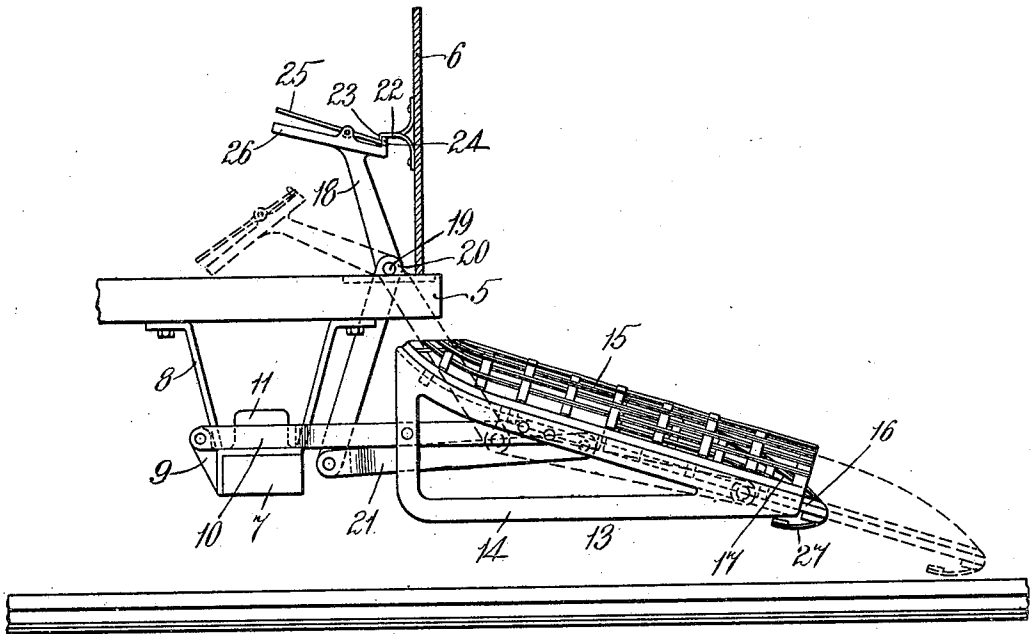


Fig. 2.

Witnesses.  
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# UNITED STATES PATENT OFFICE.

JOHN FLYNN, OF BRIDGEWATER, MASSACHUSETTS.

## CAR-FENDER.

942,631.

Specification of Letters Patent.

Patented Dec. 7, 1909.

Application filed January 2, 1909. Serial No. 470,335.

To all whom it may concern:

Be it known that I, JOHN FLYNN, a citizen of the United States, residing at Bridgewater, in the county of Plymouth and State of Massachusetts, have invented new and useful Improvements in Car-Fenders, of which the following is a specification.

This invention relates to an improved car fender, and the object is to provide a fender which shall be capable of being operated by the motorman to cause a guard member to move downwardly toward the ground so as to pick up a person struck thereby, and the object is further to provide a fender of this class which can be easily and conveniently operated by the foot of the motorman.

The invention consists in certain novel features of construction and the combination and arrangement of parts set forth in the following specification and particularly pointed out in the appended claims.

Referring to the drawings: Figure 1 is a plan of a fender embodying my invention showing the same as applied to the front of a car body, a small portion only of the car body being shown, the movable guard member of the fender being shown in its lowered and advanced position. Fig. 2 is a side elevation of the same showing the movable guard member in full lines in its retracted position and showing the same in dotted lines in its advanced lowered position.

Like numerals refer to like parts in the two figures of the drawings.

In the drawings, 5 is a platform of a car and 6 the dashboard thereof. Extending transversely of the platform 5 therebeneath is a sill 7 which is rigidly supported from the bottom of the platform by any suitable means as, for example, by brackets 8. Secured to opposite ends of the sill 7 are brackets 9, 9 to which brackets supporting members 10, 10 are secured preferably by being pivoted thereto, said brackets being provided with lugs 11, 11 which extend upwardly through slots 12, 12 formed in said supporting members, respectively.

Mounted rigidly upon the supporting members 10, 10 is a stationary guard member 13 which consists of two frames 14, 14 rigidly secured to the members 10, 10, respectively, said frames being connected to each other by any suitable netting 15, said netting being preferably transversely convexly curved upon its upper side, as shown.

Slidably mounted upon the member 13 in

suitable ways in the frames 14, 14 is a movable guard member 16, said movable guard member having a suitable netting 17 which is preferably convexly curved on its upper side, as shown. It will be understood that the movable guard member 16 is normally raised, as shown in full lines in Fig. 2, and that the same is capable of being moved from such position by the motorman into the position shown in dotted lines in Fig. 2 and in full lines in Fig. 1, this being accomplished by the following mechanism.

An operating lever 18 pivoted at 19 to a bracket 20 upon the platform 5 is connected by means of a link 21 to a cross-bar clearly shown in Fig. 1, forming a part of the movable member 16 in such a manner that when the lever 18 is moved from the position shown in full lines in Fig. 2 to the position shown in dotted lines therein, said movable member is carried thereby from the position shown in full lines in Fig. 2 to the position shown in dotted lines therein. The parts are normally held in the position shown in full lines in Fig. 2 by means of a resilient detent 22 secured to the dashboard 6 or any other suitable part of the car and provided with a downwardly extending projection 23 which engages upwardly extending projections 24, 24 formed upon the operating lever 18, thus locking the operating lever in its normal position.

Pivotaly supported upon the operating lever 18 is a second lever 25, the right hand end of which extends between the projections 24 and beneath the projection 23, the arrangement being such that when the motorman places his foot upon the left hand end of the lever 25, said lever is rocked upon its pivot and the right hand end thereof lifts the projection 23 of the detent 22 out of engagement with the projections 24, whereupon further pressure of the motorman's foot carries the left hand end of the lever 25 into contact with a projecting part 26 of the operating lever 18 and said operating lever is then rocked from the position shown in full lines in Fig. 2 to the position shown in dotted lines therein, thus carrying the movable guard member 16 forwardly and downwardly from the position shown in full lines in said figure to the position shown in dotted lines therein, thereby picking up a person who may be struck thereby. In order that the movable guard member 16 may ride along rough pavements easily without dan-

ger of being broken when it is at its lowered position, the longitudinal members of the netting 17 are preferably extended rearwardly at 27 thus constituting resilient skids for the guard member to ride upon. The stationary guard member 15 being pivotally supported upon the brackets 9, 9 is capable of being raised to some extent should some unyielding obstacle be struck, thus providing against the fender being broken by such object.

The general operation of the fender hereinbefore specifically described is as follows, it being understood that the parts normally occupy the position shown in full lines in Fig. 2. Should a person be standing or lying upon the tracks and in danger of being struck by the car the motorman places his foot upon the lever 25 and presses downwardly thereupon, such movement acting, as hereinbefore described, to release the operating lever 18 and allow the same to be moved downwardly thereby carrying the movable guard member 16 forwardly and downwardly, it being understood that the weight of said member will assist such movement. When the movable guard member is thus lowered it will, of course, pick up the person regardless of his position whether standing or lying upon the tracks. After the fender has been thus operated the parts are returned to their normal position in an obvious manner.

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

1. A car fender, having, in combination, a member movable toward and away from the ground, an operating lever arranged to be operated by the foot of the motorman, a link connecting said lever to said member, a detent adapted to engage said lever to hold said member raised, and a second lever pivoted to said operating lever and adapted to

be operated by the foot of the motorman to disengage said detent from said operating lever to allow the same to move said member toward the ground.

2. A car fender, having, in combination, a stationary guard member arranged to project permanently from the front of a car, a second member slidably mounted upon said stationary member to move forwardly and downwardly, an operating lever by which said second member is controlled, a detent adapted to normally lock said member, and means to release said detent to allow said second member to move forwardly and downwardly.

3. A car fender, having, in combination, a stationary member arranged to project forwardly and downwardly from the front of a car, a second member slidably mounted upon said stationary member to move forwardly and downwardly, an operating lever by which said second member is adapted to be moved, a detent adapted to normally lock said member, and a lever pivoted on said operating lever and adapted to be moved to release said detent to allow said operating lever to be moved to carry said second member toward the ground.

4. A car fender having, in combination, a guard member adapted to project from the front of a car, a second member slidably mounted on said guard member to move forwardly and downwardly, means to control said second member, and a support on which said guard member is pivotally supported so as to be capable of being lifted from its normal position.

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

JOHN FLYNN.

Witnesses:

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JOSEPH D. ELLERSON.