No. 734,362. PATENTED JULY 21, 1903.

J. D. PRICE.

CAR FENDER.

APPLICATION FILED AUG. 4, 1902.

NO MODEL.

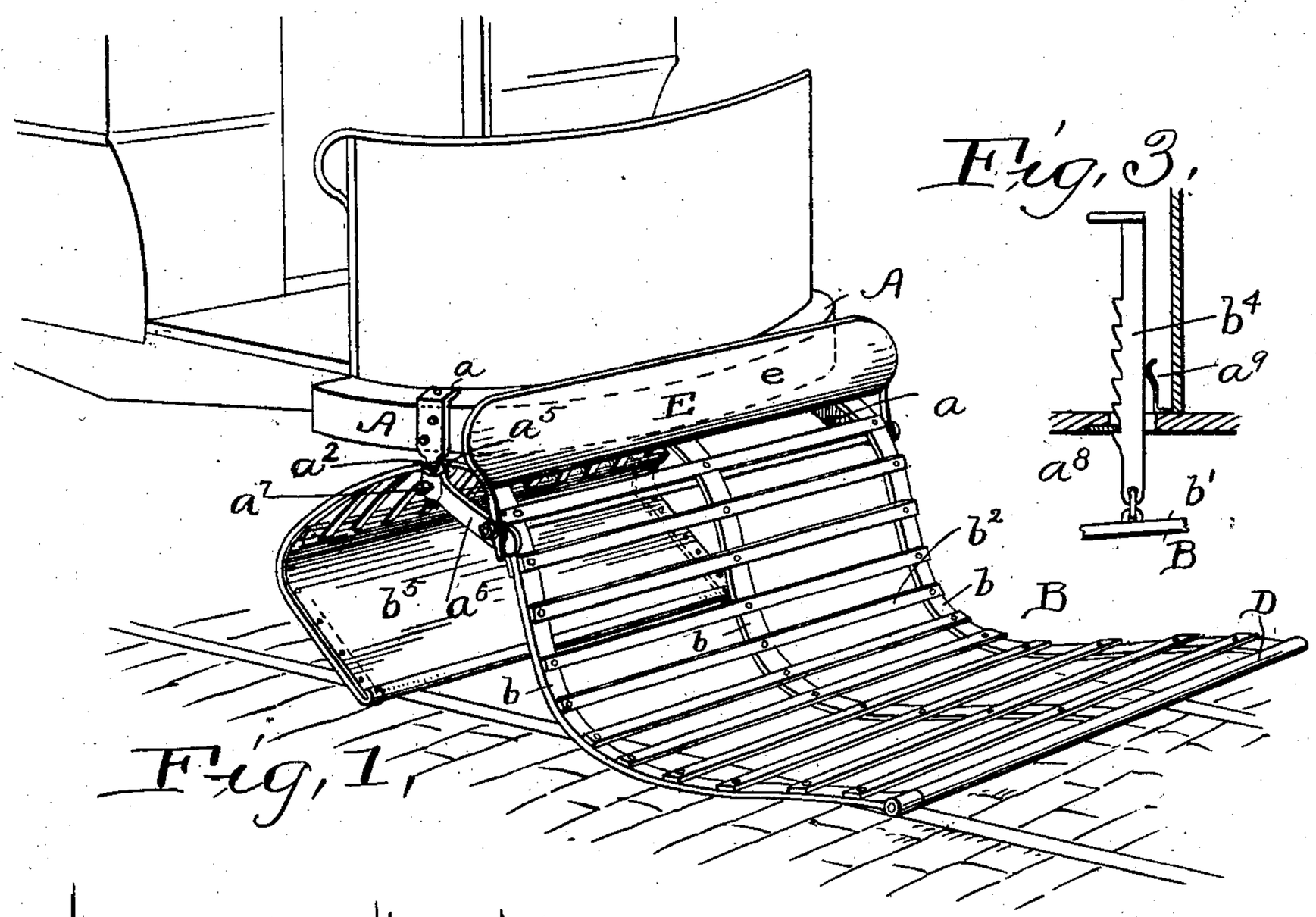

Fig. 1,

Fig. 3,

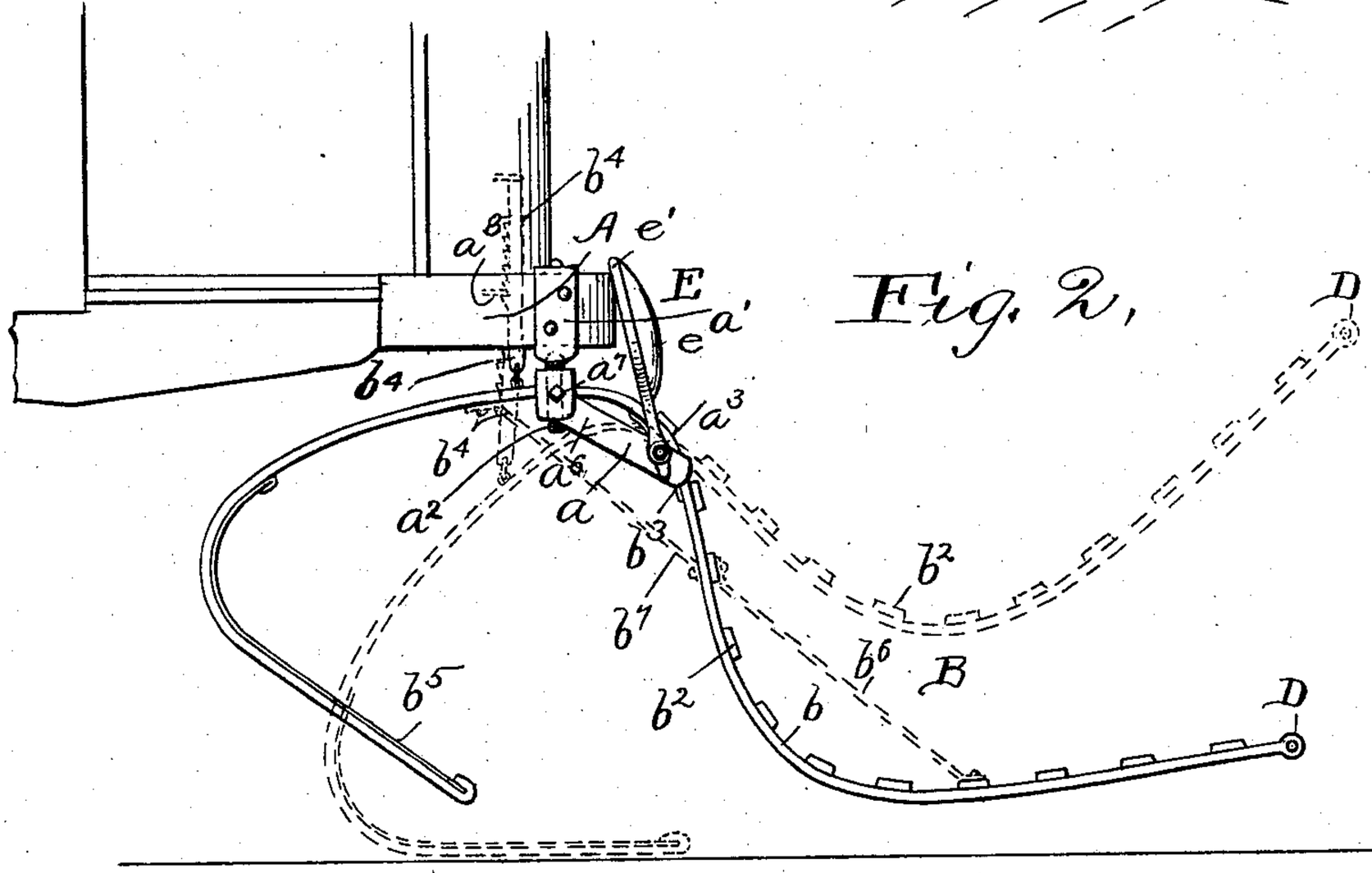

Fig. 2,

Witnesses.
E. B. Gilchrist
H. M. Wise.

Inventor.
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By his Attorneys,
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No. 734,362. Patented July 21, 1903.

UNITED STATES PATENT OFFICE.

JOHN D. PRICE, OF CLEVELAND, OHIO.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 734,362, dated July 21, 1903.

Application filed August 4, 1902. Serial No. 118,287. (No model.)

To all whom it may concern:

Be it known that I, JOHN D. PRICE, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and useful Improvement in Car-Fenders, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings.

My invention relates to improvements in car-fenders, wherein the construction is such that should a person fall or be lying on the track in a position which is too low to be caught by the forward member a rear part will be automatically thrown down into position to catch him.

The object is to make a fender which, while being very simple and cheap in construction, shall be certain in action, saving the person on the track with the least possible injury to him.

The construction and operation are fully disclosed in the following description and claims and illustrated in the drawings.

Referring to the drawings, Figure 1 is a perspective view of a car provided with my improved fender. Fig. 2 is a side elevation, and Fig. 3 is a detail, of the rack-bar.

Referring to the parts by letters, A represents the car-sill, to which are secured two supporting-brackets *a*. These brackets are substantially of the form shown, consisting of the hanger a', which has a screw-threaded shank a^2, and the connecting-link a^6, which has a screw-threaded socket a^5, adapted to engage the shank a^2. A set-screw a^7 is arranged to retain the link a^6 in any adjusted position, whereby the fender may be applied to any form of car-sill. Passing through the forward ends of these brackets is a transverse rod a^3, which supports the fender.

The frame B of the fender is made up of the long strips of metal $b\,b'$, which are bent into the configuration shown and have secured from one to the other suitable slats b^2. The forward ends of these strips terminate in a large buffer-rod D, which is suitably secured thereto, while the rear ends, which are located under the car-body, carry a flat bottom b^5, of sheet metal, as shown. The two strips *b*, which form the side bars of the frame, are provided with bearing-blocks b^3, by which they are journaled on the rod a^3.

A rack-bar b^4 is pivoted to the central part of the rear portion of the fender and extends upward through the floor of the car to a point which is convenient for the operator. The teeth on this rack-bar are arranged to take against a plate a^8 under the car and hold the fender in any position which it might assume by the raising of the forward portion. A spring a^9 is located behind this bar and forces its teeth into engagement with the plate a^8 under the car.

Pivotally carried by the projecting ends of the rod a^3 is a cushion E, which serves as a means for preventing a person falling into the fender from being bruised against the car-sill. This cushion may be of any preferred construction, consisting, preferably, of a padding *e*, carried by a frame e', having two brackets extending therefrom which are pivoted to the rod a^3.

The fender is normally in the position shown in full lines in Fig. 2, with the forward portion, which overbalances the rear portion, down near the track to catch persons standing thereon. Should a person be knocked down by the fender or should he be lying on the track, the forward part of the fender in passing over him would raise that portion, and consequently lower the rear end into the position shown in dotted lines in Fig. 2. This rear portion, since it is of the construction shown, is thus automatically brought down very close to the track, picking up the body and carrying it along in the same. When the fender is raised up in passing over the body, the rack-bar engages the plate and keeps the fender in this position. When it is desired thereafter to release the fender, the motorman presses the rack-bar forward with his foot and the parts resume their normal position.

If desired, the fender may be braced by suitable bars, as the rods $b^6\,b^7$, bridging the curves of the strips *b*, as indicated by dotted lines in Fig. 2.

Having described my invention, I claim—

1. The combination with a car-sill of a car-fender having a frame pivoted to said sill, said frame having a forwardly-extending por-

tion and a rearwardly-extending portion which is adapted to be lowered into operative position by raising the forward portion, said rearwardly-extending portion being so constructed that a broad flat part thereof will lie in a horizontal plane adjacent to the track when lowered.

2. The combination with a car-sill of a car-fender having a frame pivoted to said sill, said frame having a forwardly-extending portion and a rearwardly-extending portion which is adapted to be lowered into operative position by raising the forward portion, said rearwardly-extending portion being so constructed that a broad flat part thereof will lie in a horizontal plane adjacent to the track when lowered, and means for retaining said rear portion in its lowered position.

3. The combination with a car-sill of a car-fender having a frame pivoted to said sill, said frame having a forwardly-extending portion and a rearwardly-extending portion which is adapted to be lowered into operative position by raising the forward portion, said rearwardly-extending portion being so constructed that a broad flat part thereof will lie in a horizontal plane adjacent to the track when lowered, and a rack for holding said rearwardly-extending portion in its lowered position.

4. The combination with a car-sill, of brackets secured thereto, a frame pivoted to said brackets and having a forwardly-extending portion and a rearwardly-extending portion which is adapted to be lowered into operative position, said rearwardly-extending portion having a broad flat part lying in a horizontal plane adjacent to the track when said rear portion is lowered, a rack-bar pivoted to said rearwardly-extending portion and extending up through the car-floor, a plate for operating in connection with said rack, and a spring for moving said rack in contact with said plate.

5. The combination with a car-sill, of brackets secured to said sill, a frame composed of long strips having cross-slats secured thereto, bearings on said frame, a rod mounted in said brackets and said bearings, a cushion carried by a suitable frame pivoted to said rod, said frame having a forwardly-extending portion and a rearwardly-extending portion, said rearwardly-extending portion being adapted to be lowered into operative position by the raising of the forwardly-extending portion, substantially as described.

6. The combination with a car-sill, of brackets secured to said sill, consisting of a hanger and a link, one having a shank, and the other a socket adapted to fit into each other and a set-screw for holding said socket in position on said shank, a frame composed of long strips having cross-slats secured thereto, bearings on said frame, a rod passing through said brackets and carried in said bearings, said frame having a forwardly-extending portion and a rearwardly-extending portion, said rearwardly-extending portion being adapted to be lowered into operative position by the raising of the forwardly-extending portion, and a rack-bar provided upon said frame operating in connection with a plate, said rack-bar construction being adapted to hold the frame in different positions, substantially as described.

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

JOHN D. PRICE.

Witnesses:

ALBERT H. BATES,

H. M. WISE.