

No. 765,041.

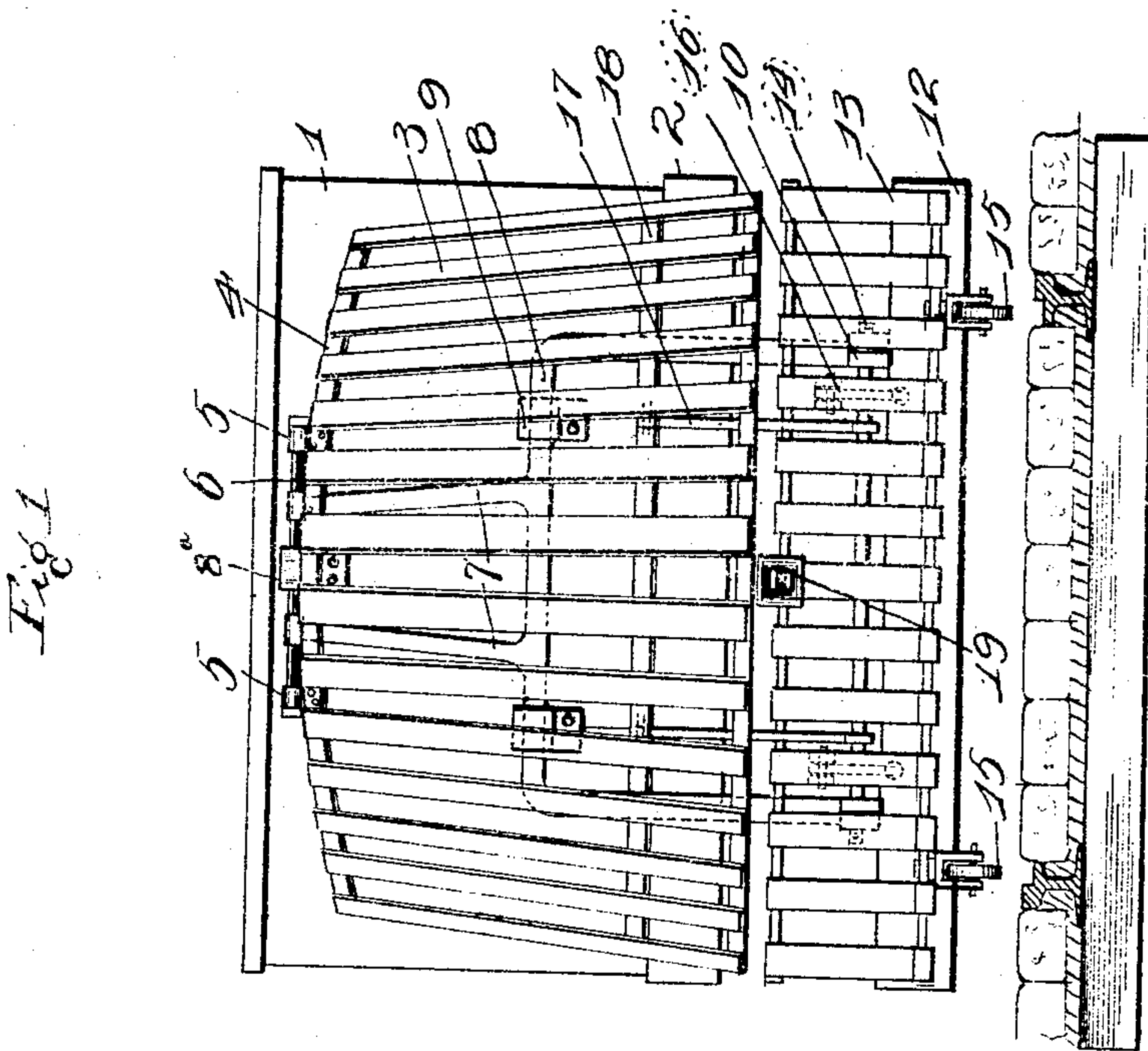
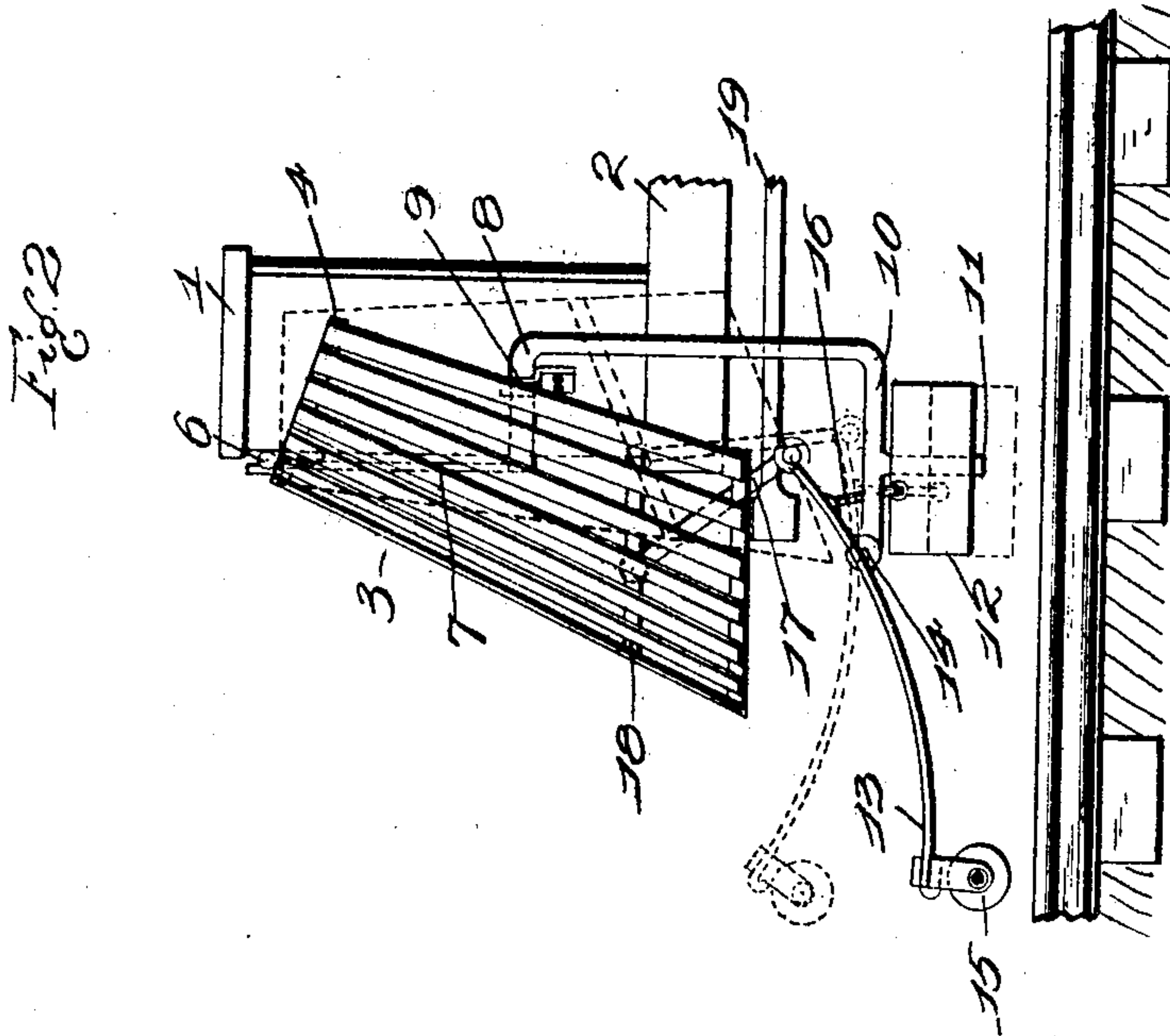
PATENTED JULY 12, 1904.

W. H. REECE.

CAR FENDER.

APPLICATION FILED DEC. 1, 1903.

NO MODEL.



ATTEST.

H. G. Hatches  
Alfred A. Cline

INVENTOR

William H. Reece

By Higdon & Longan & Hopkins Attys.



# UNITED STATES PATENT OFFICE.

WILLIAM H. REECE, OF ST. LOUIS, MISSOURI.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 765,041, dated July 12, 1904.

Application filed December 1, 1903. Serial No. 183,422. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. REECE, a citizen of the United States, residing at St. Louis, State of Missouri, have invented certain  
5 new and useful Improvements in Car-Fenders, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

10 My invention relates to improvements in car-fenders; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

The object of my invention is to provide a  
15 combined fender and cushion which shall soften the blow struck by the car and which shall also pick up the body of the person.

Most fenders heretofore in use in striking  
20 a body first throw the body to the ground and then endeavor to pick it up from the ground, and in the case of other fenders the head of the person struck is badly bruised and injured by contact with the front of the car with  
25 such force as to nearly always kill the person in collision. In such fenders a body can very seldom be picked up from the track after it has been thrown down.

In the drawings, Figure 1 is a sectional front  
30 view of a portion of a car and railway-track with my fender in position upon the car. Fig. 2 is a side elevation of the same.

1 indicates the usual car-dash supported by the car-platform 2. An important part of my invention resides in the apron 3, which acts  
35 as a cushion and is placed in front of the dash 1 to receive the impact of the body of a person in collision with the car. Said apron is preferably made, as shown, of vertical slats attached at their ends to curved transverse  
40 bars 4. Said slats may of course be composed of metal instead of wood, or they may be displaced by a sheet of woven wire secured to said bars 4. Said apron 3 is preferably, as shown, in the form of a common cow-catcher  
45 or pilot, in which the same slopes rearwardly and is rather pointed in front. Said apron is pivotally suspended at its upper end by means of ears 5, which are engaged by a hinge-pin 6, and said hinge-pin is supported by means  
50 of two arms 7 7, projecting from the top of

the fender-frame 8. The upper portion of the arms 7 is detachably secured to the dash 1 by means of a bracket 8<sup>a</sup>, which is riveted to the front of said dash, near the upper edge thereof, and behind which the said hinge-pin 6 is  
55 placed when the fender is in position for use. The said fender-frame is preferably curved transversely to correspond with the usual curvature of the dash 1 and is further supported by additional brackets 9, riveted to the said  
60 dash at a point below the plane in which the first-mentioned bracket is fixed. Said fender-frame 8 is provided at each side of the car-platform with a horizontal forwardly-projecting integral arm 10, and each arm has an  
65 integral vertical guide-arm 11 projecting beneath the same and terminating a short distance above the rails.

Mounted to slide up and down on the said  
70 guide-arms 11 is a pilot 12, which may be made of wood or metal, but which has its front curved or pointed, as pilots usually are. Said guide-arms 11 preferably project through apertures formed in some portion of the said  
75 pilot, as indicated by dotted lines in Fig. 2.

13 indicates what I term a "cradle," which is also preferably made of slats and rectangular in form, but curved upwardly so as to present a hollow or rounded upper face for the reception of the body in collision. Said  
80 cradle is pivotally mounted upon the front ends of the horizontal arms 10 of the fender-frame by means of a rod 14, extending through perforations formed in ears of the slats composing said cradle and also extending through  
85 perforations in the said arms 10. The front end of said cradle is preferably provided with wheels or rollers 15 for resting upon the rails of the track when the front edge of the cradle is lowered. When the front end of said cradle  
90 is depressed, its rear end moves upwardly a corresponding distance, and vice versa.

The pilot 12 is suspended from the rear portion of the cradle by means of links 16, so that  
95 when said cradle is rocked the said pilot will be elevated and depressed, as indicated by dotted lines in Fig. 2. There is also a pivotal connection between the apron 3 and the rear edge of the cradle, and this connection is in the form of two links 17, which connect the  
100



rear edge of said cradle with an intermediate cross-bar 18 of the said apron 3, so that when the lower end of the apron is moved inwardly or outwardly the cradle will be rocked and the pilot will be elevated a corresponding distance. It will thus be seen that the three principal parts of my device are pivotally connected and moved in unison.

19 indicates the usual draw-bar of the car and which projects forwardly into the space between the lower edge of the apron 3 and the rear edge of the cradle 13.

The operation is as follows: The normal position of the parts is that in which they are shown in full lines in Fig. 2. When the apron 3 strikes a person, the said apron will be immediately pressed rearwardly to the position indicated by dotted lines in Fig. 2, and such movement of said apron will also depress the rear end of the cradle 13 by means of the links 17, and said movement will also depress the pilot 12 by means of its links 16. Such movement will cause the front end of the cradle to be thrown upwardly, as indicated by dotted lines, and the body of the person will be thereby caught within said cradle and prevented from falling upon the rails. However, should the body accidentally pass beneath the said cradle it would be prevented from passing beneath the car-wheels by the pilot 12, which, as previously stated, will be depressed by the upward movement of the said cradle, as shown in dotted lines.

Should a person be struck while lying on the track, the front edge of the cradle will then be elevated, as described, and the pilot 12 will be dropped as before, and thus prevent the person from being run over by the car-wheels.

The fender and all of its parts can be made entirely independent of the car and can be easily slipped on or taken off whenever desired. It

does not interfere with using a coupling-rod in case one car has to pull or push another car.

My fender can of course be applied to other vehicles, such as automobiles.

I do not limit myself to the exact details of construction herein shown and described, as the same may be varied by skilled workmen without departing from the scope of my invention.

I claim—

1. The improved vehicle-fender, comprising three separate parts pivotally connected to move in unison, to wit—an apron pivoted approximately at its upper edge, a cradle pivoted beneath said apron, and a pilot mounted below said cradle, substantially as described.

2. The improved vehicle-fender, comprising three separate parts pivotally connected to move in unison, to wit—an apron pivoted approximately at its upper edge, a cradle pivoted beneath said apron, a pilot mounted below said cradle, and links connecting said movable parts, substantially as described.

3. The improved vehicle-fender, comprising three separate parts pivotally connected to move in unison, to wit—an apron pivoted approximately at its upper edge, a cradle pivoted beneath said apron, a pilot mounted below said cradle, links connecting said movable parts, a fender-frame upon which said parts are mounted, and brackets for detachably supporting said frame upon the car, substantially as described.

In testimony whereof I have signed my name to this specification in presence of two subscribing witnesses.

WILLIAM H. REECE.

Witnesses:

ALFRED A. EICKS,

M. G. IRION.