No. 854,162. PATENTED MAY 21, 1907.

B. F. HART, Jr.

AUTOMOBILE LIFE GUARD OR FENDER.

APPLICATION FILED OCT. 8, 1906.

Fig. 1.

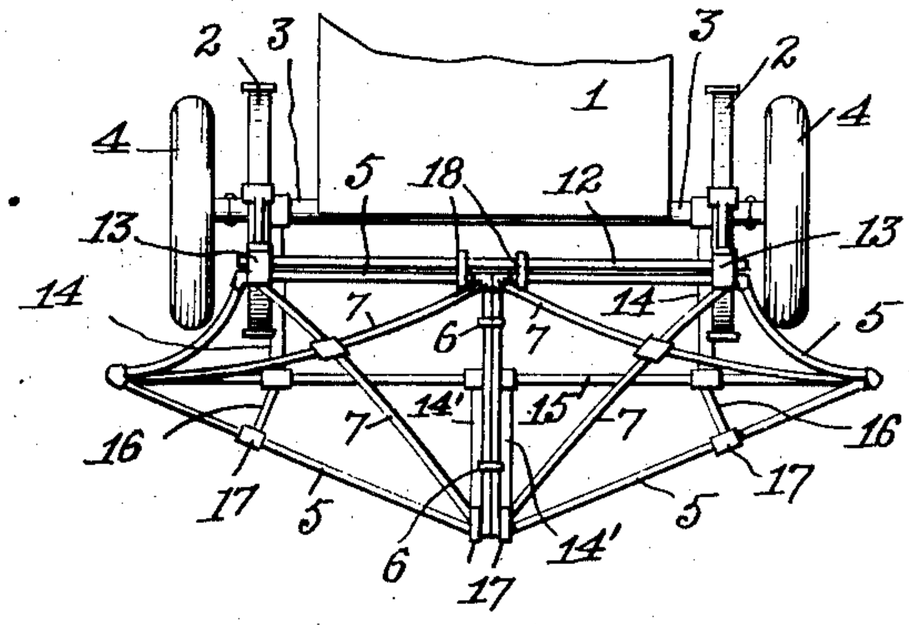


Fig. 2.

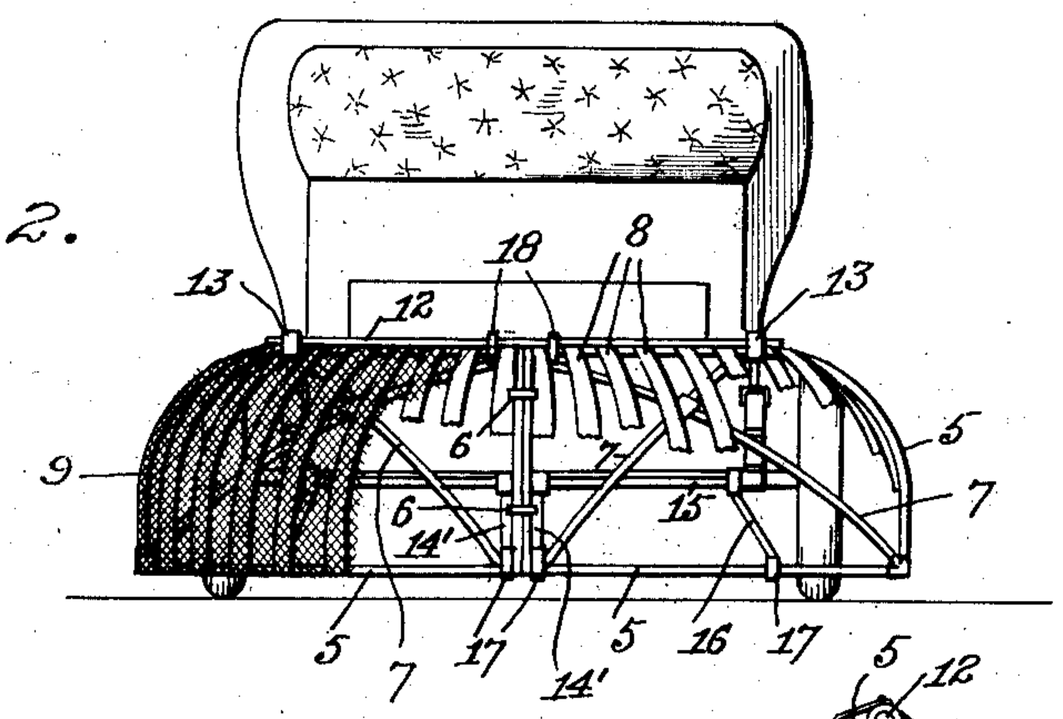


Fig. 3.

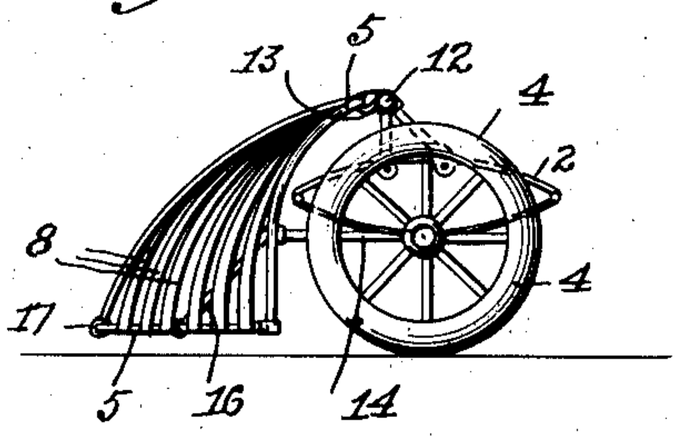


Fig. 4.

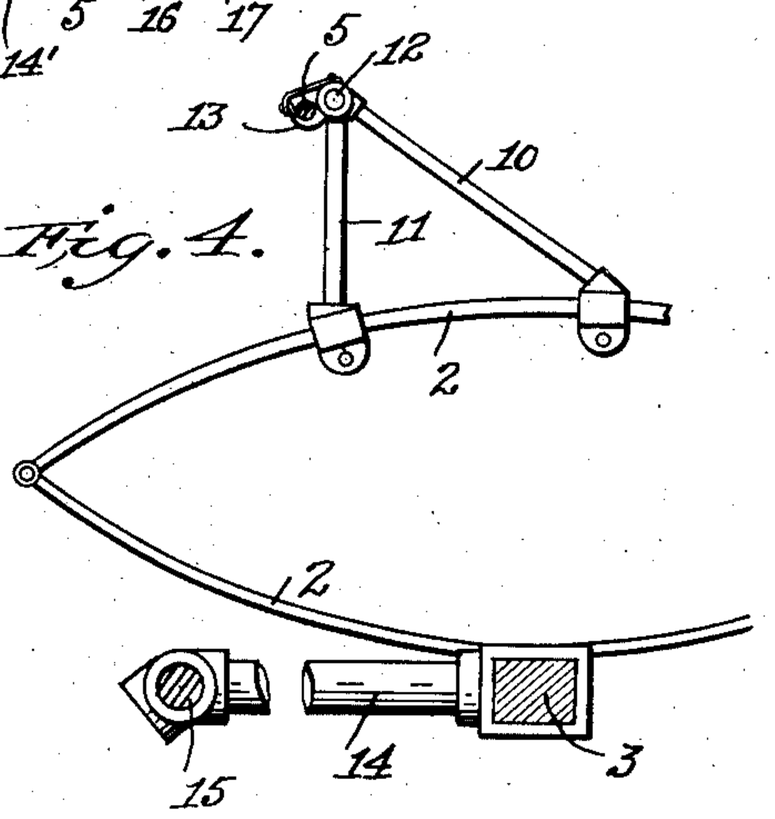
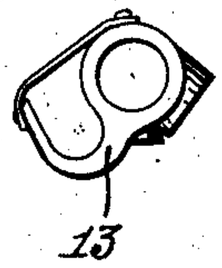


Fig. 5.



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BENJAMIN F. HART, JR., OF HOBOKEN, NEW JERSEY.

AUTOMOBILE LIFE-GUARD OR FENDER.

No. 854,162. Specification of Letters Patent. Patented May 21, 1907.

Application filed October 8, 1906. Serial No. 337,942.

To all whom it may concern:

Be it known that I, BENJAMIN F. HART, Jr., a citizen of the United States, residing at Hoboken, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Automobile Life-Guards or Fenders, of which the following is a specification.

My invention relates to life guards or fenders for wheeled vehicles and more particularly adapted for attachment and use in connection with motor cars or automobiles.

The object of my invention is to provide a life guard or fender which will be simple and durable in construction which can be readily attached or detached from the motor car and at the same time be resilient or yielding to such an extent that when the fender comes in contact with a person the shock will not be such as to maim the person or injure the fender and also cast aside any obstruction and thereby prevent the same coming in contact with the wheels of the motor car.

To this end my invention consists of structural features and relative arrangements of the details making up the life guard as will be hereinafter more fully described and particularly pointed out in the appended claims.

Referring to the drawings in which like reference characters indicate the same parts in the several figures, Figure 1 is a top plan view of the life guard and showing only the forward section of the motor car with the bowed strips and netting removed. Fig. 2 is a front view of the life guard or fender attached to the car with the bowed strips and wire netting broken away. Fig. 3 is a side view of a forward section of a motor car with the life guard attached. Fig. 4 is an enlarged view showing the manner of securing the supporting braces to the forward springs and axle. Fig. 5 is an enlarged view of the swivel or socket clips for holding the framework of the life guard to the motor car.

In the drawings 1 represents the forward section of the body of a car which is supported by means of the springs 2, 2 to the forward axle 3 provided with the usual steering or pivoted wheels 4, 4.

The life guard preferably comprises two similar sections 5, 5, each of which consists of a four sided frame preferably made of steel tubes. The inner sides of these frames are fastened together by any suitable fastenings 6, 6, while the outer sides of the frame are so curved as to be free of the wheels 4, when turned in, during the steering of the car.

Suitably attached to the corners of the four sided frames or sections 5, 5 and crossing each other near the center portion of each of the frames are outwardly bowed springs 7, 7 which form in coöperation with the outwardly bowed strips or lattices 8, 8 secured to and extending from the top to the bottom frame pieces of the sections 5, 5, and the wire netting 9, spread over and on the outside of the strips 8, 8, the essential and important features of my improved life guard.

In order not to confuse and hide the construction of the guard, have only shown a section of the wire netting at one of the corners, but in the practical operation of my invention the wire netting covers the center two frames of sections 5, 5.

10 and 11 are brace rods attached as indicated in Fig. 4 to each of the springs 2, 2, and are connected at their upper and joined ends with a horizontal tube or rod 12 which extends across the front of the car and is capable of being secured to the upper frame pieces of the sections 5, 5 by means of any form of socket clips 13, 13, as shown, for example, on an enlarged scale in Fig. 5.

14, 14 are lower horizontal brace rods connected with the axle, the outer ends of which support a rod or tube 15 from which may extend at the middle section central brace rods 14′ 14′ suitably connected to and supporting the inner lower corners of the sections 5, 5, while outside brace rods 16, 16 are connected to the rod 15 at each of its outer ends and to the lower frame pieces of each of the sections 5, 5, as indicated in Fig. 1, in order to properly support the parts of the life guard thereby yieldingly receive the impact of the body and throw the same clear of the motor car without injury.

To the outer ends of the brace rods extending from the lower rod or tube 15 are also attached suitable and similar socket clips 17, 17 which engage and removably support the lower frame pieces of the sections 5, 5.

18, 18 are similar socket clips fastened near the center of the upper rod 12 for the purpose of removably supporting and engaging the contiguous inner and upper corners of the sections 5, 5.

If it is desired to remove the life guard or

fender from the motor car one simply unlatches the socket clips 13, 13 and 18, 18 on the upper horizontal tube or rod 12 and also the lower socket clips 17, on the outer ends of each of the middle brace rods 14′, 14′ and the outer rods 16, when the fender can be readily lifted from the supporting sockets of the different clips. Should the mechanism for cranking to start the motor be located in the front of the car, one only unlatches the clips 17 which engage the lower frame pieces of the sections 5, 5 when the same can be turned up with the upper socket clips 13 and 18 acting as hinges, thus permitting the chauffeur to obtain access to the starting crank.

On examination of the construction of the sections 5, 5 with their outwardly bowed springs 7, 7, it will be seen that I have devised a fender or life guard in which the middle of the sections project beyond or are higher than the sides of the frames, and therefore will readily absorb the shock when an object is struck and cause the same to bound off to either side of the car with the recoil and thus be entirely clear of the wheels or body of the car. It will be also understood while I have shown one way of securing and supporting the life guard or fender to the front part or body of a motor car any other means for securing the same can be substituted, as would be readily suggested to those skilled in the art without departing from my invention.

Having now fully described my invention, what I claim as new and desire to secure by Letters Patent is as follows:—

1. A life guard or fender for automobiles comprising two separate and substantially rectangular frames suitably secured together at one of their sides, outwardly bowed springs crossing each other in each of the frames and having their ends secured to diagonally opposite corners of their rectangular frame, bowed slats or lattices on the outside of the bowed springs and secured to the frames, and means for securing and holding said frames on the front of an automobile.

2. A life guard or fender for automobiles comprising two separate and substantially rectangular frames suitably secured together at one of their sides, outwardly bowed springs crossing each other in each of the frames and having their ends secured to diagonally opposite corners of their rectangular frame, bowed slats or lattices on the outside of the bowed springs and secured to the frames, wire netting supported on the outside of the slats or lattices, and means for securing and holding said frames on the front of an automobile.

3. A life guard or fender for automobiles comprising a substantially rectangular frame, outwardly bowed springs crossing each other and having their ends secured to diagonally opposite corners of the frame, bowed slats or lattices on the outside of the bowed springs and secured to the frame, and means for securing and holding said frame on the front of an automobile.

4. A life guard or fender for automobiles comprising a substantially rectangular frame, outwardly bowed springs crossing each other and having their ends secured to diagonally opposite corners of the frame, bowed slats or lattices on the outside of the bowed springs and secured to the frame, a wire netting supported on the outside of the slats or lattices, and means for securing and holding said frame on the front of an automobile.

5. A life guard or fender for automobiles comprising two separate and substantially rectangular frames suitably secured together at one of their sides, outwardly bowed springs crossing each other in each of the frames and having their ends secured to diagonally opposite corners of their rectangular frame, bowed slats or lattices on the outside of the bowed springs and secured to the frames, means for supporting the upper sides of the rectangular frames from the front supporting springs of the car body, and means for bracing the lower sides of the rectangular frames against the front axle of the car.

6. A life guard or fender for automobiles comprising two separate and substantially rectangular frames suitably secured together at one of their sides, outwardly bowed springs crossing each other in each of the frames and having their ends secured to diagonally opposite corners of their rectangular frame, bowed slats or lattices on the outside of the bowed springs and secured to the frames, wire netting supported on the outside of the slats or lattices, means for supporting the upper sides of the rectangular frames from the front supporting springs of the car body, and means for bracing the lower sides of the rectangular frames against the front axle of the car.

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

BENJAMIN F. HART, Jr.

Witnesses:
MAURICE J. BREEN,
JOHN H. LINDSTROM.