

B. F. ROGERS.
SAFETY ATTACHMENT FOR CARS.
APPLICATION FILED DEC. 8, 1909.

963,396.

Patented July 5, 1910.

2 SHEETS—SHEET 1.

Fig. 1.

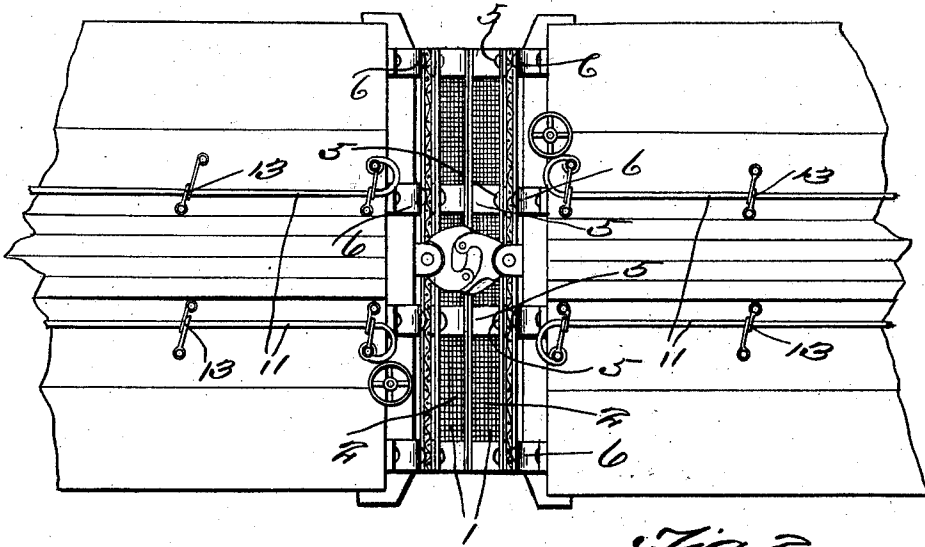
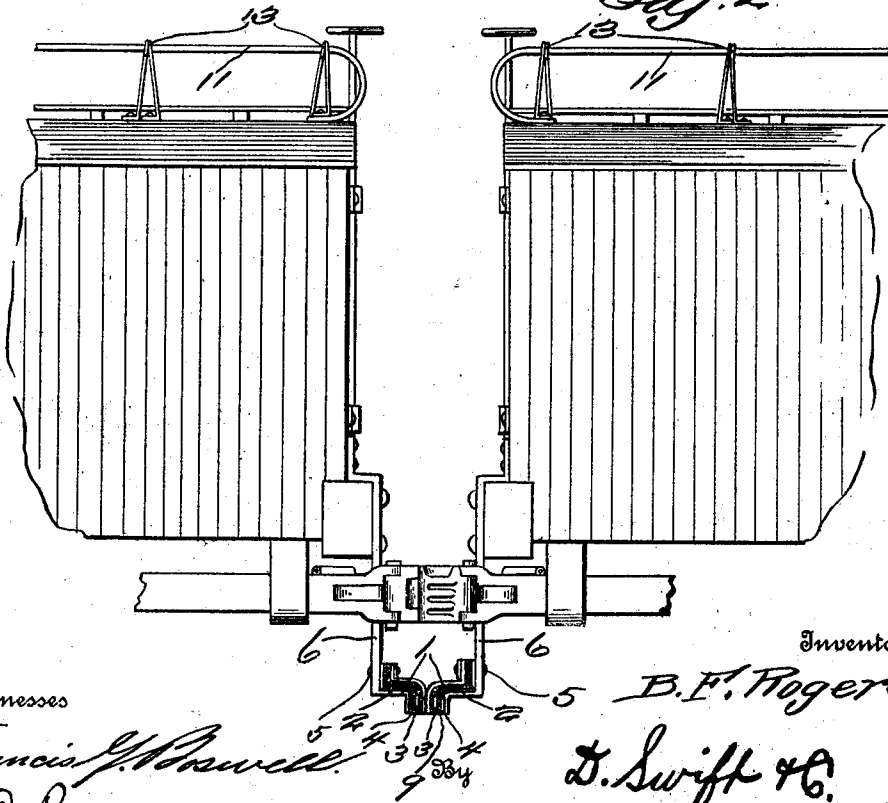


Fig. 2.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

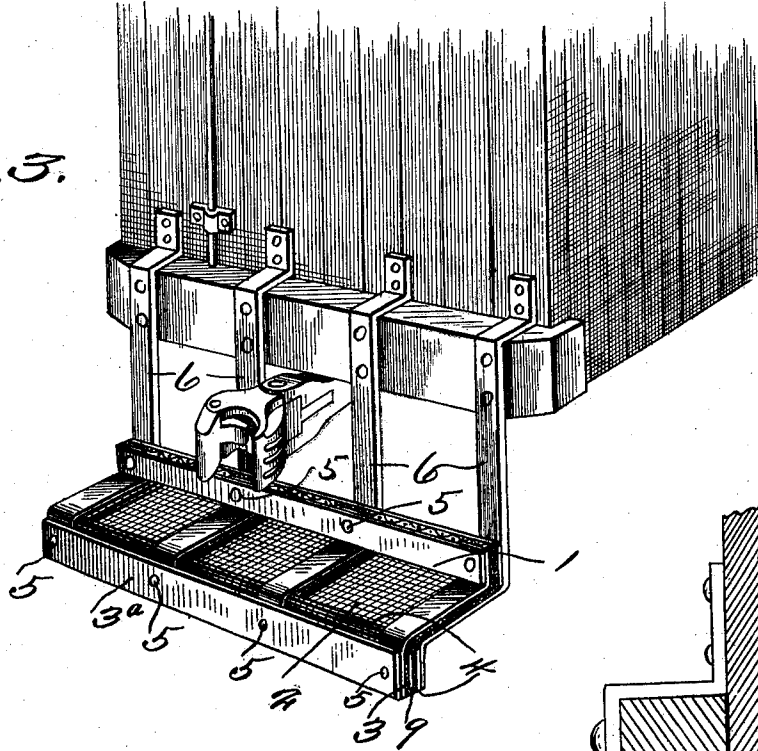


Fig. 4.

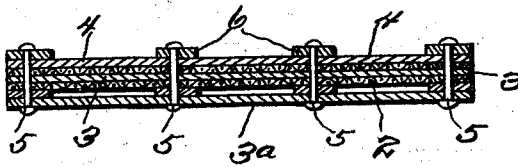
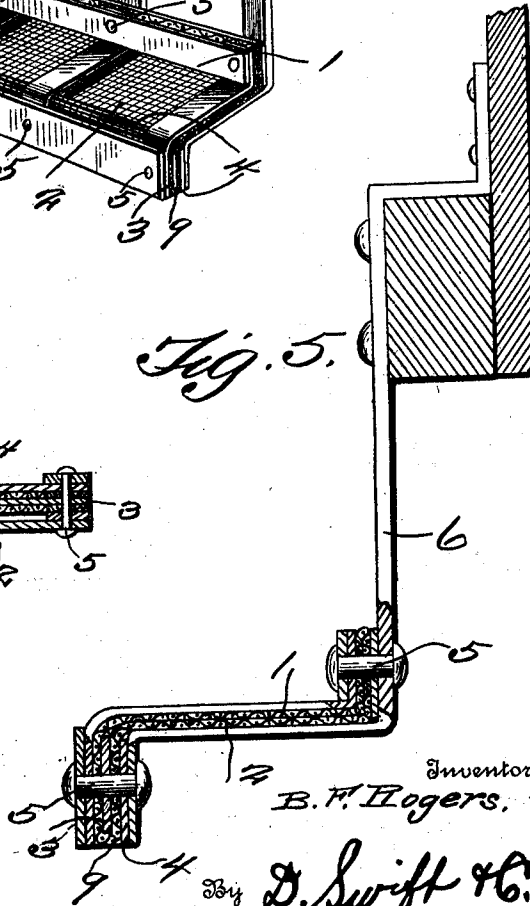


Fig. 5.



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UNITED STATES PATENT OFFICE.

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SAFETY ATTACHMENT FOR CARS.

963,396.

Specification of Letters Patent.

Patented July 5, 1910.

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To all whom it may concern:

Be it known that I, BENJAMIN F. ROGERS, a citizen of the United States, residing at Fairmont, in the county of Marion and State of West Virginia, have invented a new and useful Safety Attachment for Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to a safety device for cars, and has for its object to provide a simple, efficient and durable fender, designed to be secured to each end of a freight car or the like, and so disposed as to catch a man should he accidentally fall between the cars, as has frequently been the case.

Another object of the invention is to provide an improved railing for the top of a car to protect the crew from falling off the same.

With these and other objects in view, the invention consists in the novel construction and arrangement of parts hereinafter described and shown and particularly pointed out in the appended claims.

In the drawings:—Figure 1 is a plan view of the adjoining ends of two cars, showing the invention applied thereto. Fig. 2 is a side elevation of the cars shown in Fig. 1. Fig. 3 is an enlarged perspective view of the fender shown applied to one end of the car. Fig. 4 is a longitudinal sectional view through the downturned portion of the fender. Fig. 5 is a vertical sectional view through the fender.

Referring to the drawings, 1 designates a platform or fender, which is shown connected with the end of a car, and so arranged that when two cars are coupled together, the space between said cars is closed, so that when one of the crew accidentally falls between the cars, he is caught and saved from harm by said fenders.

The fender 1 comprises a wire meshing 2, which is looped over a downwardly projecting longitudinal member 3, and is reinforced by a similar member 3^a, which is disposed on the outside thereof. The inner side of the fender is also provided with a longitudinal member 4, arranged on the side opposite from the member 3^a, and is rigidly connected thereto by rivets 5 which, it will be

seen, causes a strong and firm structure. The fender is provided with upwardly extending arms 6, each of which is provided with a longitudinal shoulder on the upper portion thereof, thus preventing the same from accidentally becoming displaced from the car. The arm 6 is also provided with a lower horizontal portion and a short vertical portion at its terminus. It is to be understood, however, that the upper portion of the arm 6 will be perfectly straight when the car on which it is placed is provided with a smooth end.

The platform 1 or fender extends entirely across the car, thus covering both rails over which the car is passing.

The downwardly projecting portion 9 of the platform is designed to prevent the ends of the fender from injuring each other when they accidentally strike, and for this purpose the arm 6 is made yieldable or resilient.

The top of the cars is provided with improved railings, consisting of a pair of longitudinal rods or members 11, supported by a pair of rods secured to the top of said car by forming loops 13 around said rods 11.

It will be seen by means of the members 11 and the fender that the likelihood of accident will be reduced to a minimum.

What is claimed is:—

1. In a safety device for cars, a top wire meshing, having a downwardly extending projection, said meshing being looped over a transverse member in the downwardly projecting portion, an inner and outer longitudinal member arranged parallel with the member disposed in said loop, arms connected with said fender and extending vertically, said arms being resilient, shoulders at the upper portion of said arms for preventing the accidental displacement of the same.

2. In a safety device for cars, a wire meshing, having plates arranged longitudinally thereof on the inner and outer sides, arms connected with each end of said meshing and extending vertically above the same, means for connecting said arms with the end of a car, substantially as and for the purpose described.

3. In a safety device for cars, a fender composed of wire meshing substantially Z-shaped in cross section, the downwardly projecting portion of said fender being pro-

vided with plates arranged on either side thereof, arms connected with each end of said fender and with said plates, and means for connecting said arms with the end of a
5 car, substantially as and for the purpose described.

In testimony whereof I have signed my

name to this specification in the presence of two subscribing witnesses.

BENJAMIN F. ROGERS.

Witnesses:

J. FRANK TICKNEL,
GEO. LEWIS DONHAM.