

N. H. TURNER.

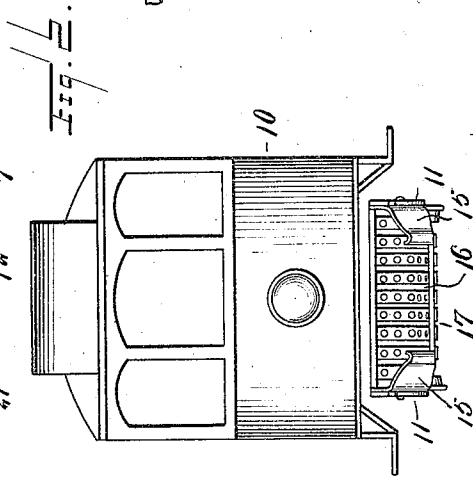
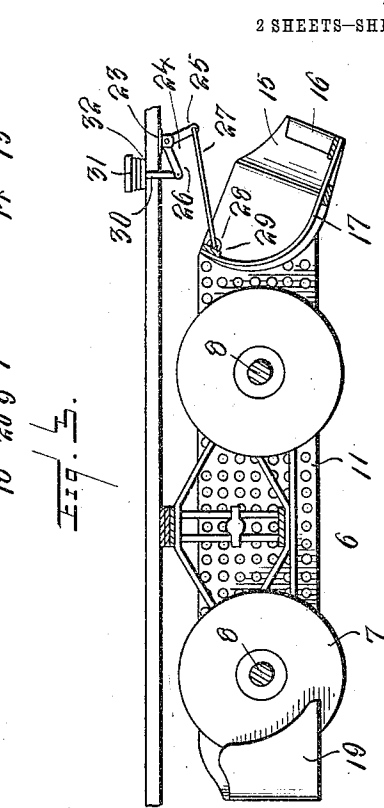
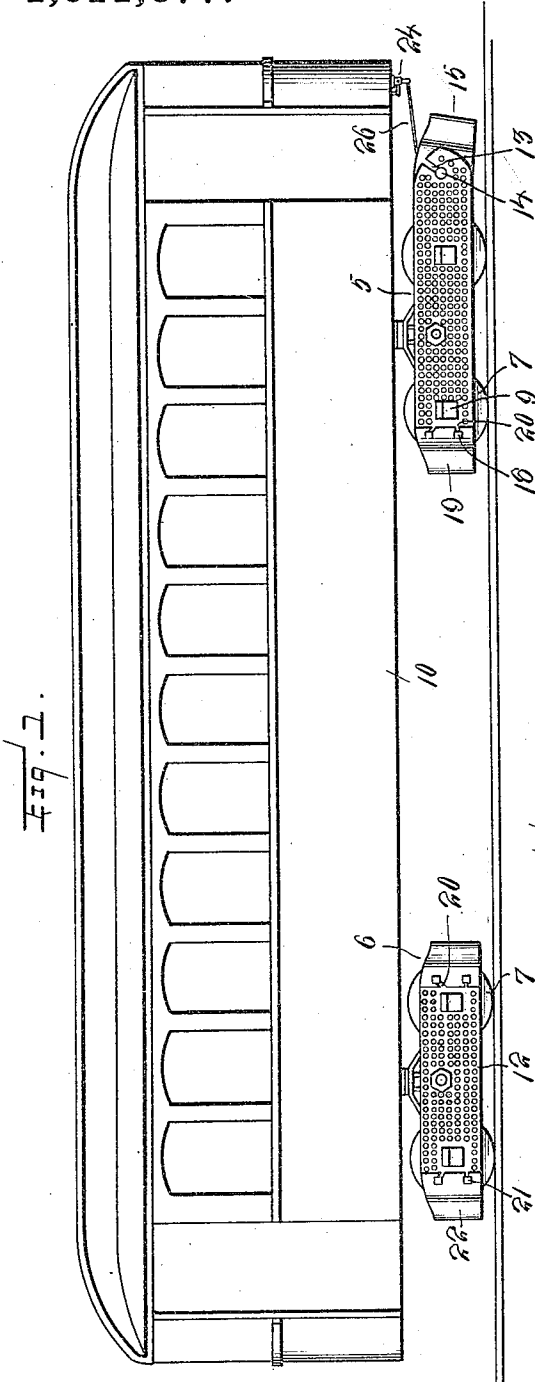
CAR FENDER.

APPLICATION FILED AUG. 23, 1911.

Patented Dec. 12, 1911.

2 SHEETS-SHEET 1.

1,011,677.



Witnesses

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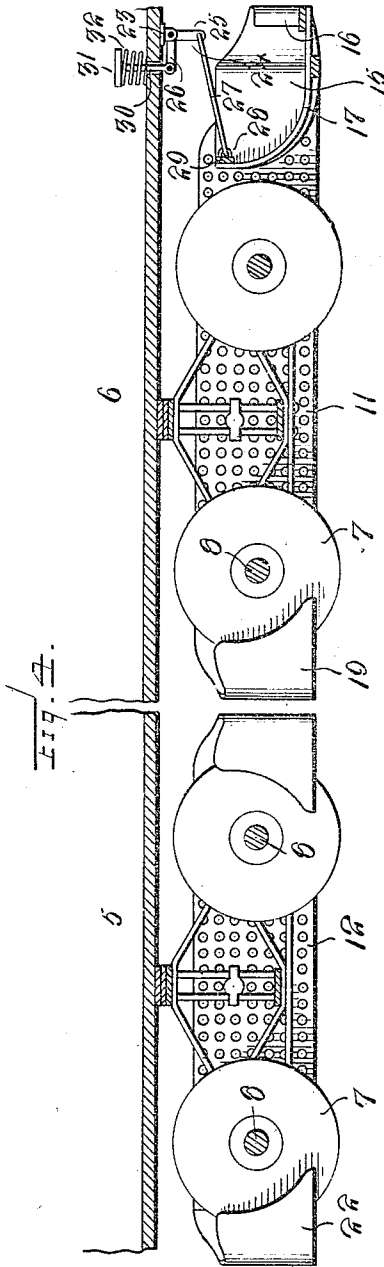


Fig. 4.

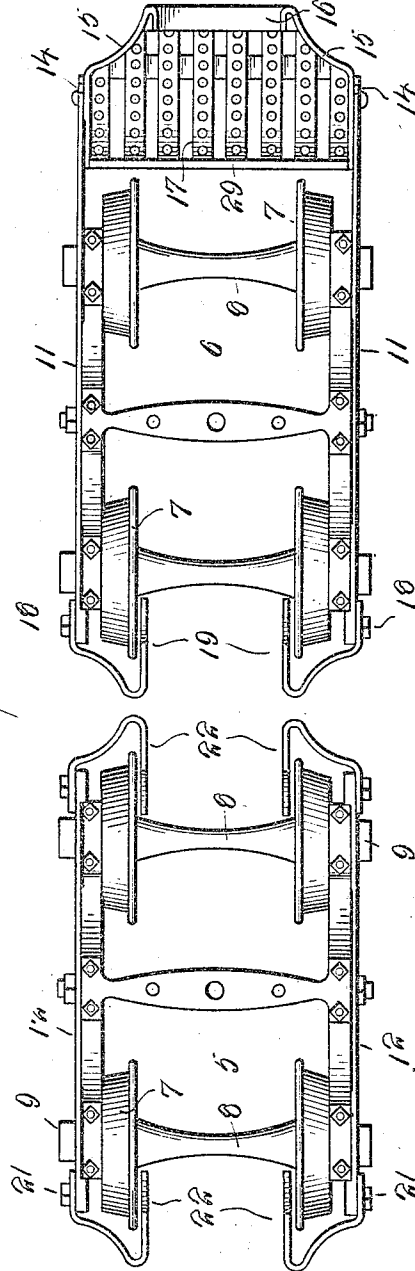


Fig. 5.

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UNITED STATES PATENT OFFICE.

NEWTON H. TURNER, OF ROYERSFORD, PENNSYLVANIA.

CAR-FENDER.

1,011,677.

Specification of Letters Patent.

Patented Dec. 12, 1911.

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To all whom it may concern:

Be it known that I, NEWTON H. TURNER, a citizen of the United States, residing at Royersford, in the county of Montgomery and State of Pennsylvania, have invented new and useful Improvements in Car-Fenders, of which the following is a specification.

The invention relates to a car safety appliance, and more particularly to the class of safety guards for railway cars.

The primary object of the invention is the provision of a safety guard for a railway car in which the wheels thereof will be shielded, so as to avoid the possibility of injury to the life of pedestrians or objects when upon the track, or at opposite sides thereof.

Another object of the invention is the provision of a guard of this character in which the wheels will be shielded by means of combined front, rear and side guards or fenders, so that it will be practically impossible for the wheels to pass over a person in the path of movement of the car, or while standing at either side thereof while the same is in motion, or should such person accidentally fall while alighting from or stepping upon the car.

A further object of the invention is the provision of a guard of this character in which the front fender or section is under perfect control of the operator of the car, so that the same may be readily and quickly lowered into or approximately into contact with the rails when necessary, thereby obviating the possibility of a person struck by the car falling beneath the wheels thereof, and in this manner avoiding injury to the body of such person, or the taking of life.

A still further object of the invention is the provision of guard which is simple in construction, readily and easily operated, and that may be mounted upon the trucks of railway cars, without altering the construction thereof, and also that is thoroughly reliable and efficient in operation, and inexpensive in manufacture.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawings, and pointed out in the claims hereunto appended.

In the drawings: Figure 1 is a side eleva-

tion of a car, showing the safety guard appliance connected upon its wheel trucks. Fig. 2 is a front elevation of the car, showing the front fender or section in raised position. Fig. 3 is a similar view, showing the front section or fender lowered. Fig. 4 is a fragmentary vertical sectional view through the car wheel truck and body, only the front portion of the latter being shown. Fig. 5 is a top plan view of the car trucks, showing the fenders mounted thereon, the body of the car being removed.

Similar reference characters indicate corresponding parts throughout the several views of the drawings.

Referring to the drawings by numerals, 5 and 6 designate the front and rear trucks, respectively, of an ordinary motor car, in which are mounted the car wheels 7, the same being fixed to axles 8 which extend into journal or axle boxes 9 in the usual well-known manner for lubricating the same, the axle boxes being fixed exteriorly of the truck frame. Upon the truck frame is supported the car body 10 which may be of any desirable style and construction.

The safety appliance comprises side guards or fenders 11 and 12, respectively, the fenders or guards 11 being bolted or otherwise secured to the front truck 5, and likewise the guards or fenders 12 are mounted upon the rear truck 6, so as to be disposed at the outer sides of the car wheels 7. Each guard or fender is formed from a metallic body, the same being reticulated, so as to minimize the weight thereof, without disturbing the strength of the same, the forward ends of the fenders or guards 11 being outwardly tapered, and are provided with angle-shaped slots 13 forming bearings for receiving the trunnions 14 projecting laterally from a front scoop-like fender, comprising a body having forwardly converging side walls 15, an open front, and a downwardly and forwardly curved combined back and bottom 17, the said front fender being controlled by the motorman or operator of the car for the raising and lowering of the said fender, in a manner presently described.

Threaded in the rear ends of the side fenders or guards 11 are bolt members 18 which are adapted to secure end deflector guards or plates 19 to the said side fenders, the said guards 19 being inwardly directed, so as to extend in rear of the wheels 7 at

the rear of the front truck, while the front fender is carried by and disposed forwardly of the front wheels of said front truck. These deflector guards or plates 19 are provided with slots 20 for receiving the said bolt members 19, which, when worked home, will secure the said guards or plates upon the side fenders 11, and the same are designed to prevent persons from striking the wheels at the center of the car, and also for deflecting such persons out of the path of movement of the wheels of said car while in motion.

Mounted in opposite ends of the side fenders or guards 12 upon the rear truck of the car are bolt members 21 which are adapted to secure end wheel deflector guards or plates 22 to the said side guards 12, these guards or plates 22 being in construction identical with the plates or guards 19, and are adapted to extend inwardly beyond the front and rear wheels of the rear truck, so as to prevent a person from falling in the path of the wheels, during the travel of the car.

It will be evident that the guards or plates 19 and 22 may be readily and easily detached from the side guards or fenders, if desired.

Secured beneath the platform of the car, near the forward end thereof, is a bracket 23, upon which is pivotally mounted a bell-crank lever 24 having the arms 25 and 26. Pivotally connected to the arm 25 and extending forwardly therefrom is a connecting rod 27, the forward end of which is pivotally connected to an ear 28 formed on the cross bar 29 of the front fender. Extending upwardly from the arm 26 is a rod 30 which projects through a suitable aperture in the platform terminating at its upper end in a head 31. Interposed between said head and the platform is a spring 32 which normally tends to raise the rod and maintain the fender in raised position. When the motorman or operator of the car sees a person on the track and in danger of being struck by the car, he depresses the rod 30 with his foot, thereby moving the rod 27 forwardly and lowering the forward end of

the fender into contact or approximately into contact with the rails, so that the person will be caught in the front fender and protected from injury.

From the foregoing, taken in connection with the accompanying drawings, it is thought that the construction and operation of the invention will be readily understood, without requiring a more extended explanation.

What is claimed is:

1. A safety appliance for railway cars, comprising front and rear side guards adapted to be bolted to opposite sides of the front and rear trucks of a car, wheel guards detachably fixed to the rear end of the front side guard and also the opposite ends of the rear side guard, and a manually controlled front fender pivotally connected to the forward ends of the front side guard.

2. A safety appliance for railway cars, comprising front and rear side guards adapted to be bolted to opposite sides of the front and rear trucks of a car, wheel guards detachably fixed to the rear end of the front side guard and also the opposite ends of the rear side guard, a manually controlled front fender pivotally connected to the forward ends of the front side guard, and means under the control of an operator for lowering the said front fender.

3. A safety appliance for railway cars, comprising front and rear side guards adapted to be bolted to opposite sides of the front and rear trucks of a car, wheel guards detachably fixed to the rear end of the front side guard and also the opposite ends of the rear side guard, a manually controlled front fender pivotally connected to the forward ends of the front side guard, means under the control of an operator for lowering the said front fender, and means normally holding the front fender elevated.

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

NEWTON H. TURNER.

Witnesses:

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