

(No Model.)

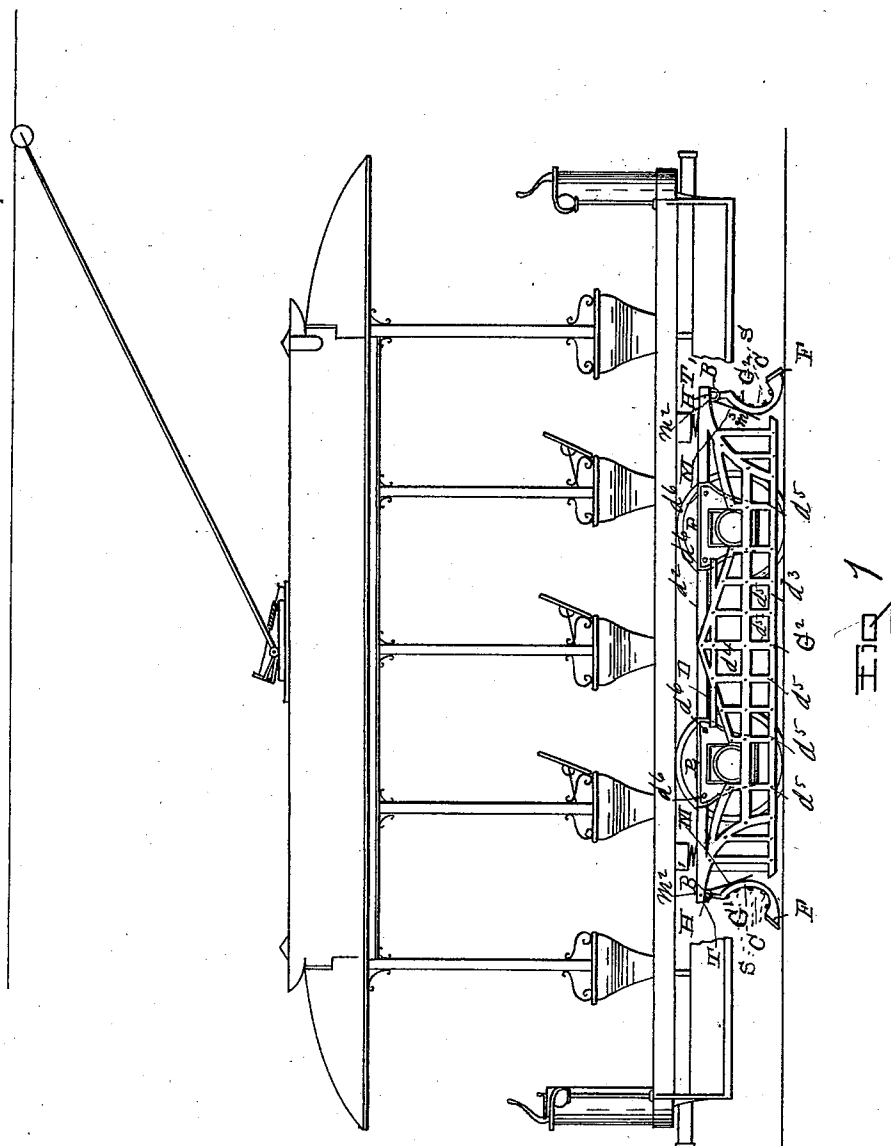
2 Sheets—Sheet 1.

W. E. MOULTON.

CAR FENDER.

No. 542,774.

Patented July 16, 1895.



WITNESSES

William A. Lusk

Charles S. Brintnell

INVENTOR

William E. Moulton

by W. E. Hagan atty

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2 Sheets—Sheet 2.

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FIG 2

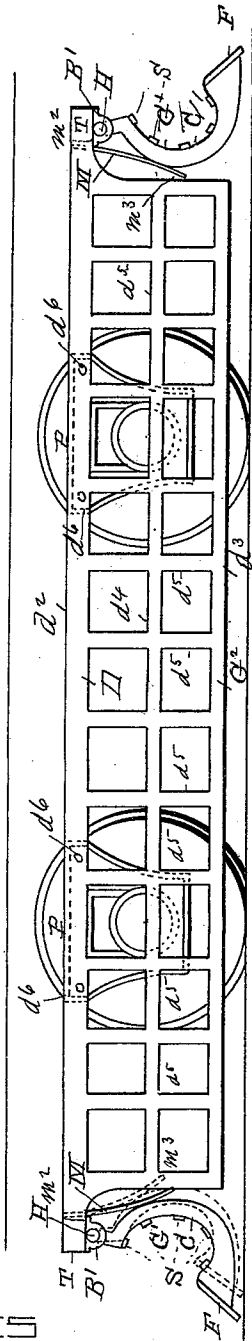
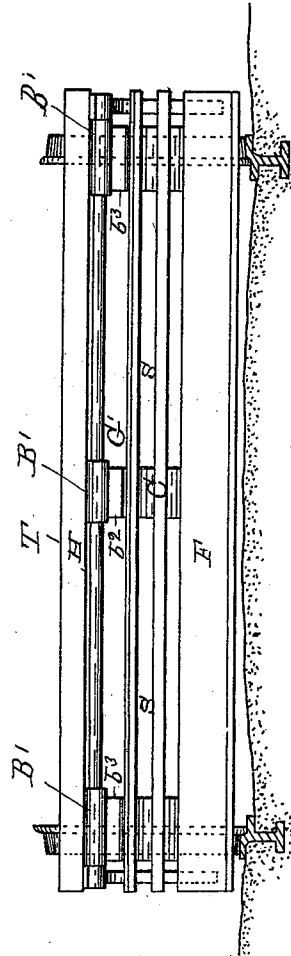


FIG 3



WITNESSES

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UNITED STATES PATENT OFFICE.

WILLIAM E. MOULTON, OF WEST TROY, NEW YORK, ASSIGNOR OF ONE-HALF
TO JOSHUA MORS AND GEORGE CASWELL, OF SAME PLACE.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 542,774, dated July 16, 1895.

Application filed October 6, 1894. Serial No. 525,070. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. MOULTON, of the village of West Troy, county of Albany, and State of New York, have invented a new and useful Improvement in Car-Guards, of which the following is a specification.

My invention relates to that class of devices which are attached to the front ends of motor-cars, and are employed to protect persons falling in front of or being run down by the cars from bodily injury; and the object and purpose of my invention are to better adapt this class of devices to the uses for which they are designed.

Accompanying this specification, to form a part of it, there are two plates of drawings containing three figures illustrating my invention, with the same designation of parts by letter-reference used in all of them.

In the illustrations, Figure 1 shows a side view of an open motor-car with my improved car-guards applied thereto and with part of the side step shown as cut away. Fig. 2 shows in a side elevation a close-car truck with my improved car-guards applied thereto and with the parts shown larger than in Fig. 1. Fig. 3 shows an end view of the truck with my improved car-guards shown as applied thereto.

The several parts of the apparatus thus illustrated as well as those containing my invention are designated by letter-reference, and the function of the parts is described as follows:

The letters G' designate the swinging guards, of which there is one at each end of the car, and the letters G^2 designate the side guards, of which there is one at each side of the car. The end guards G' have a gutter form or rounded-out concave outer surface C , and they are each provided with a fender F , the outer face of which inclines downwardly on an angle as projected frontwardly and extends along the lower edge of the guard from end to end, having an outer face of leather or rubber b^2 . The upper edge of each of these end guards G' is provided with a hinging shaft H , which extends from end to end of the guard and is constructed with bearings $B' B' B'$, attached to the end beam T of the truck, in which said guard may swing. Each of these guards G' is made with braces $b^3 b^2$

b^3 that are concave on their outer surface, and these braces are connected by means of slats S and the fender F , before described.

The letter M designates a leaf-spring, which at its upper end m^2 is attached to the truck, and at its lower free end m^3 is arranged to bear against the inner surface of each of the concave end braces $b^2 b^3$, and as thus bearing to keep the fender F off the ground, and which guards G' , when either of them by the position of the car is at the front, comes in contact with the body of a person who has fallen in front of the moving car, the car-guard G' will be instantly depressed on its fender end by such contact and against the force of the spring M , and as thus depressed will engage with the ground so as to underrun or scoop up the fallen body thus placed, and thus the guard will automatically be placed between the body of the fallen person and the car-wheels.

The side guards G^2 , of which there is one at each side of the car, consist of a frame D , having a longitudinally-arranged top bar d^2 , a longitudinally-placed central bar d^4 , and bottom bar d^3 with vertical bars d^5 , and with the top bar d^2 made to extend beyond the middle and bottom bars at its ends. This frame is at d^6 attached to the pedestal P , in which the axle-bearings of wheels journal, and as thus attached and constructed it prevents persons attempting to board the car and falling when trying to do so from being drawn under the wheels.

The end guards G' may be used without the side guards G^2 , or they may be used together. The end guards and side guards when coming together at the corners of the trucks co-operate by their construction to prevent the body of a falling person from being drawn in under the wheels.

The principal feature of my invention is a car-guard that is scoop form in construction, which at its upper end is hinged to the car-truck, and by a spring or springs is kept off the ground at the front of a moving car, and which by coming in contact with a falling body is forced to underrun and scoop up the latter. I do not limit my invention to the precise manner of constructing the same which I illustrate and describe. Thus, instead of the

slats used to produce the concave surface of the guard, it may be made of wire-cloth or canvas.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination with the truck T, of the car-guard G', having a concave or scoop-form C, in cross section made with a fender F, on its lower edge and provided with the concave cross braces b^1 , b^2 , b^3 , and the laterally arranged slats S and having its upper edge hinged or journaled on to said car truck in

front of the wheels; and the spring M, downwardly projected from said truck and arranged back of said guard so as to engage with the latter, all constructed and arranged to operate substantially in the manner as and for the purposes set forth.

Signed at Troy, New York, this 19th day of September, 1894, in the presence of the two witnesses whose names are hereto written.

WM. E. MOULTON.

Witnesses:

W. E. HAGAN,

CHARLES S. BRINTNALL.