

(No Model.)

2 Sheets—Sheet 1.

C. K. COLBY.  
CAR FENDER.

No. 564,006.

Patented July 14, 1896.

FIG:1.

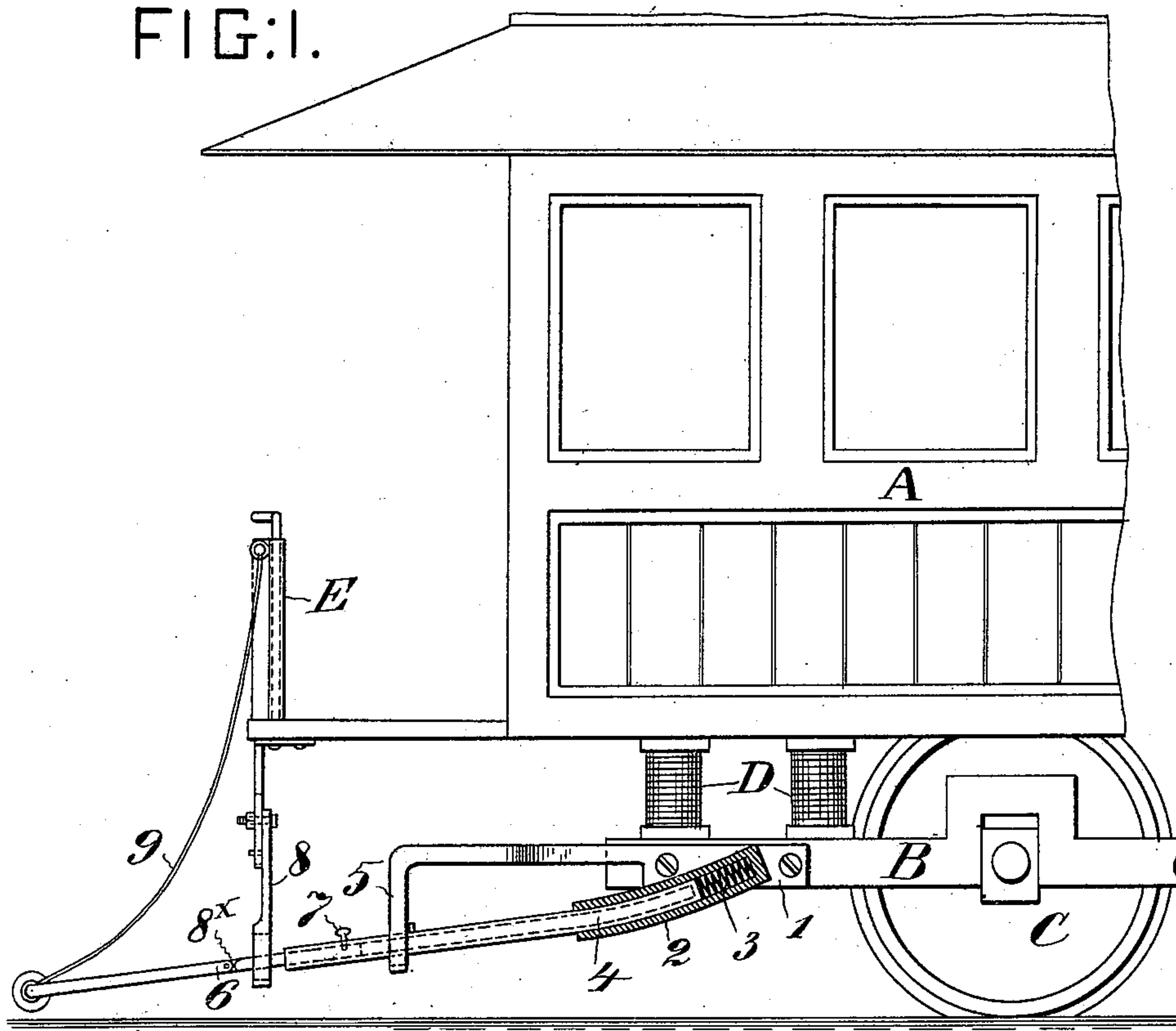
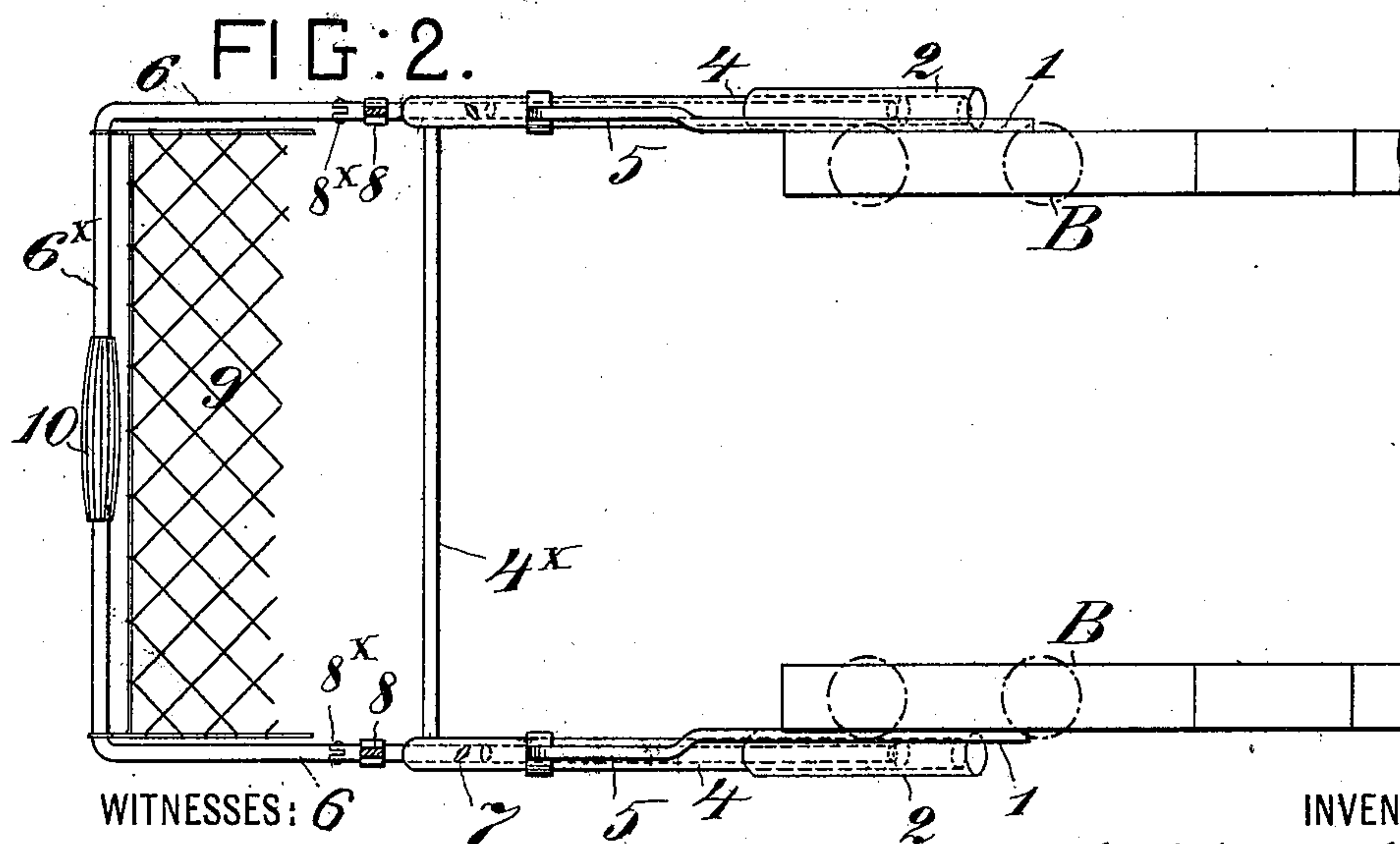


FIG: 2.



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Henry Connett  
ATTORNEY

(No Model.)

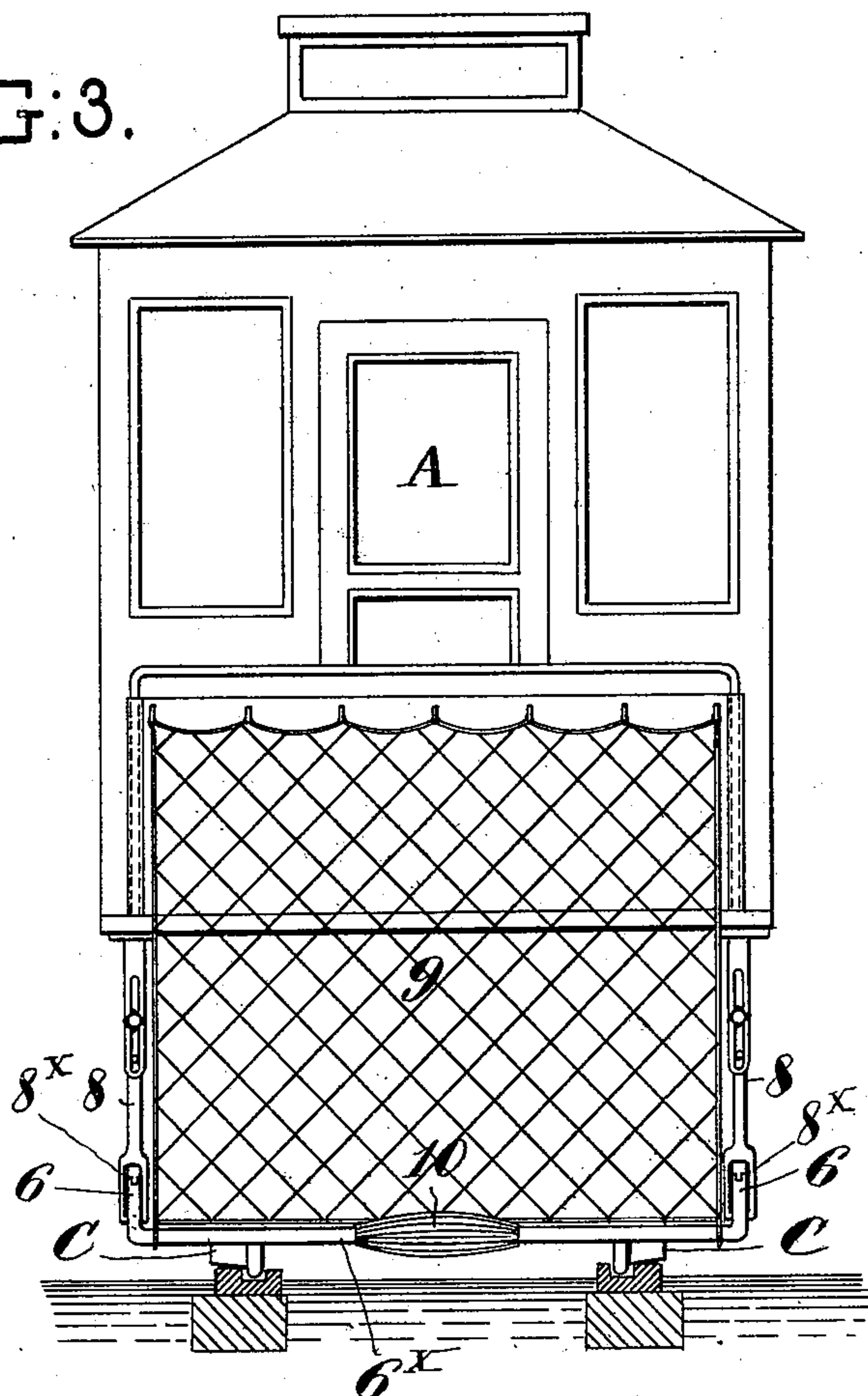
2 Sheets—Sheet 2.

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FIG:3.



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# UNITED STATES PATENT OFFICE.

CALEB K. COLBY, OF BROOKLYN, NEW YORK, ASSIGNOR TO GRACIA C. TEBO, OF SAME PLACE.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 564,006, dated July 14, 1896.

Application filed October 10, 1895. Serial No. 565,214. (No model.)

*To all whom it may concern:*

Be it known that I, CALEB K. COLBY, a citizen of the United States, residing in Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification.

My invention relates to the class of devices mounted on the front ends of trolley and other cars to catch or take up a person in front of the car; and the object is to produce a simple and inexpensive fender which may be carried close to the ground, which can be telescoped to reduce the space occupied in the car-house, which will be automatically depressed at its front end when it meets a resistance, and which will afford a soft and yielding resting place or support for a person taken up.

I have illustrated an embodiment of my invention in the accompanying drawings, wherein—

Figure 1 is a side elevation showing the fender on a car. Fig. 2 is a plan of the fender, the car-body being omitted from the view. Fig. 3 is a front elevation.

In the views I have represented the car somewhat diagrammatically, as its construction has little or nothing to do with my invention, and such cars are constructed in various ways by different makers. In order to better distinguish the parts I have used capital letters to designate the parts of the car and numerals to designate the parts of the fender.

A is the car-body; B, the truck-frame; C, the wheels; D, the springs between the frame and the body, and E the dashboard. These parts may be arranged as in any trolley or cable car, for example.

The fender is mounted on the truck-frame below the springs, so that it will run steadily close to the ground and not play up and down to any appreciable extent.

At each side of the car is mounted on the frame B a base-plate 1, carrying a curved tubular socket 2, open at the end, which is directed toward the front end of the car; and in each socket is a cushion-spring 3. In Fig. 1, one of these sockets is represented in section to disclose the spring therein. In each

of these curved sockets is fitted a plunger 4 of tubing, the rear, curved end of such plunger bearing on the cushion-spring in the socket. These plungers 4 play each through an eye in a guide 5, mounted on the truck-frame. This guide may be integral with the base-plate 1.

The frame of the fender, which may also be made from metal tubing, comprises two lateral branches 6 6 and a front transverse bar 6<sup>x</sup>. The branches 6 are inserted in the open, front ends of the respective tubular plungers 4 and telescope therewith in such a manner that the bar 6<sup>x</sup> may be pushed back close to the front end of the car or be drawn out to the position seen in the principal views. When in this last-named operative position they may be fixed with respect to the plungers by set-screws 7 or other known means.

The fender-frame is prevented from swaying laterally by means of pendent keepers 8, secured to the under side of the car-platform and provided with slots at their lower ends to receive the branches 6 of the fender-frame. These keepers may, if desired, be constructed of two overlapping sections secured together by bolts so that they can be shortened or lengthened within limits to adapt them to different cars. To add rigidity to the structure the plungers 4 may be connected together by a tie 4<sup>x</sup>, as seen in Fig. 2.

The fender-frame has attached to its transverse bar 6<sup>x</sup> a netting 9, preferably of large mesh and made from some soft fibrous material, the upper end of said netting being secured to the dashboard of the car; and on the said bar 6<sup>x</sup> is mounted, by preference, a spindle-shaped roller 10, which is designed to ease the front edge of the fender, should it strike the ground, and prevent injury to the frame from collision with stones or other obstructions.

In its operation, when the front bar of the fender, moving along close to the surface of the ground, strikes the body of a person on the track, the resistance drives back the curved plungers 4 into the curved sockets 2, and this has the effect to depress the front edge of the fender to the ground, so that in its farther advance it will take under the



body and drive it up onto the netting, which provides a ready handhold for the grasp of the person in front of the car.

5 The plungers 4 form, practically, parts of the side bars 6 of the fender-frame, the object in making the bar 6 to telescope in the plunger being only to allow the fender to be pushed in to economize space.

10 The plunger 4 is only curved for a portion of its length sufficient to permit it to move back a little in cushioning on the spring 3. It plays somewhat loosely in the eye of the support 5.

15 In lieu of telescoping the lateral branches 6 into the hollow plungers 4, or in addition to the last-named construction, the branches 6 may have each a hinge at 8, which will enable the projecting part of the fender to be turned or folded up against the front of the  
20 dashboard.

Having thus described my invention, I claim—

1. A car-fender having side bars, two curved plungers connected with and forming  
25 continuations of the respective side bars of the fender, two curved sockets mounted on the truck-frame of a car in which the respective curved plungers are inserted, and cushion-springs in the said sockets, whereby when  
30 the fender meets with resistance and the plungers are forced back into the sockets the front end of the fender will be depressed, as set forth.

2. A car-fender having side bars, two  
35 curved plungers connected with and forming continuations of the respective side bars of the fender, two curved sockets mounted on the respective sides of the truck-frame in position to receive the said plungers, cushion-  
40 springs in said sockets behind the plungers

therein, guides 5, fixed to the truck-frame and supporting the respective plungers, and slotted guides 8, fixed on the car-body through which the respective side bars of the fender extend, substantially as set forth. 45

3. The combination with the truck-frame of a car, of the curved, tubular sockets 2, mounted on the same, the cushion-springs 3, therein, the tubular plungers 4, in said sockets, the fender-frame, comprising the side  
50 bars 6, connected with the respective plungers, and the front bar 6\*, the netting on said fender, and the supports for the same, substantially as set forth.

4. The combination with the sockets  
55 mounted on the car, one at each side, and the cushion-springs, of the tubular plungers mounted in the respective sockets, the fender-frame, having its side bars 6 telescoped in the respective plungers, means for securing  
60 such bars in the plungers, and supports for the latter, substantially as set forth.

5. The combination with the truck-frame of a car, the sockets 2, mounted one on each side of said frame, the cushion-springs therein,  
65 the plungers 4, mounted in the respective sockets, the supports, 5, on the truck-frame through which the plungers play, the fender-frame, having its side bars mounted in the respective plungers, the netting, the car-  
70 body, and the supports 8, pendent from said car-body and having slots in which the said side bars play, substantially as set forth.

In witness whereof I have hereunto signed my name in the presence of two subscribing  
75 witnesses.

CALEB K. COLBY.

Witnesses:

HENRY CONNETT,  
JAS. KING DUFFY.