(No Model.)

J. M. STALEY.

CAR FENDER.

No. 570,571. Patented Nov. 3, 1896.

Fig. 1.

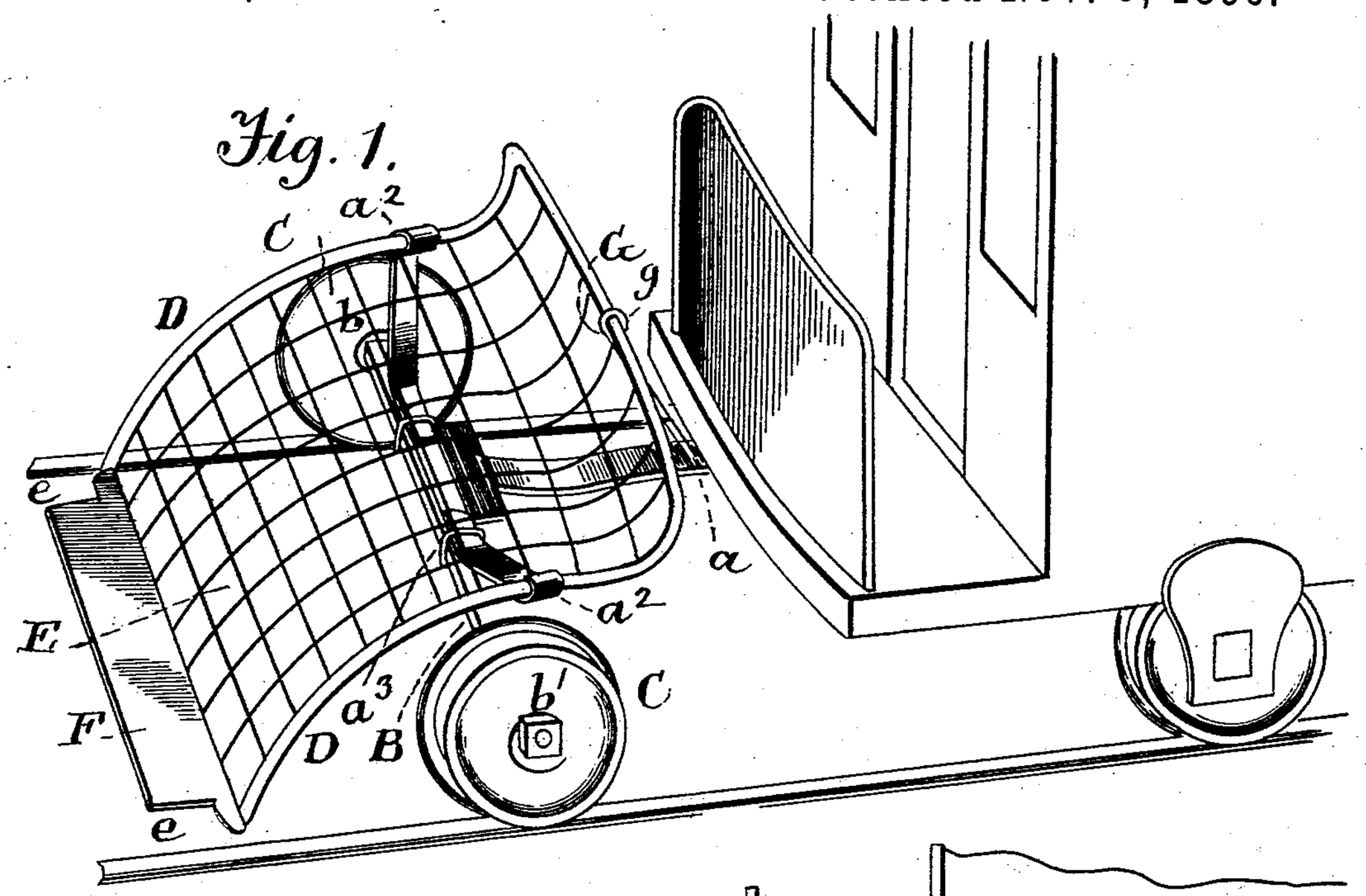


Fig. 2.

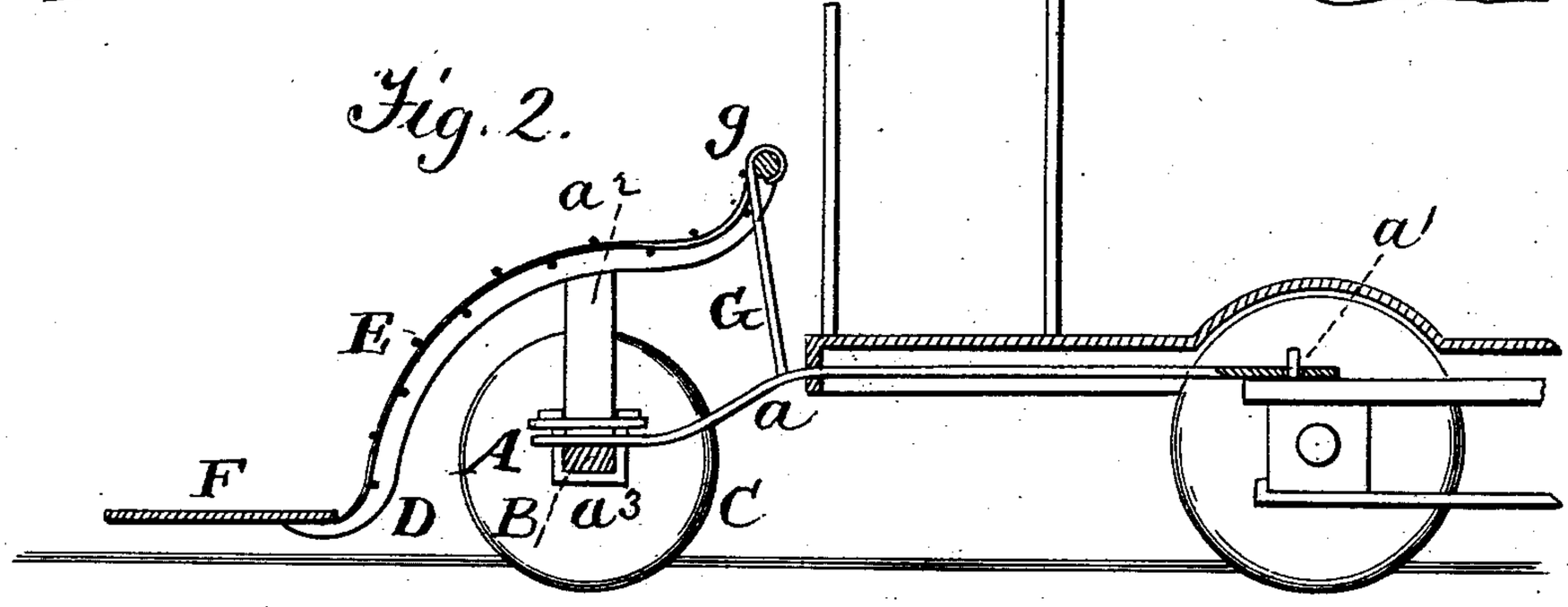
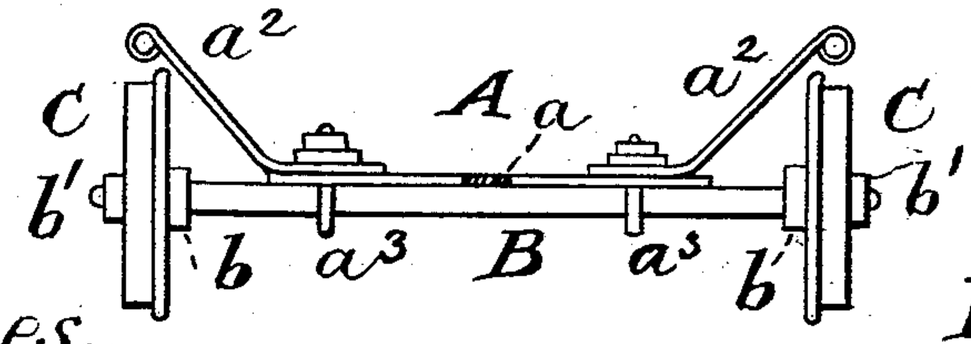


Fig. 3.



Witnesses.
A. Ruppert.
H. A. Daniel

Inventor.
James M. Staley
By Thomas P. Simpson
Atty

UNITED STATES PATENT OFFICE.

JAMES M. STALEY, OF READING, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 570,571, dated November 3, 1896.

Application filed March 17, 1896. Serial No. 583,607. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. STALEY, a citizen of the United States, residing at Reading, in the county of Berks and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The special object of the invention is to make a car-fender which will project laterally over the track, so as to pick up anything as large as a broom-handle and pass it off to one side of the track, which will preserve its position over the track on all curves and adjust itself to different elevations of the rails, and which will throw intruders on the track back upon an open mesh of wire, to which they can cling until the car stops.

Figure 1 of the drawings is a perspective view showing my invention applied; Fig. 2, a detail view of the metallic frame which carries the open-work wire, and Fig. 3 a detail view of the running-gear.

In the drawings, A represents the running-gear, which consists of the flat metallic reach *a*, with the hole *a'* near its end, so as to be pivoted to center of truck-frame at the front end of car. This allows the fender to follow the track when the car turns into a street at right angles to the one on which it has been traveling, thus enabling it always to cover the space between the tracks and on the tracks. Integral with the reach *a* and at right angles thereto are the upwardly-curved spring-arms a^2 a^2, which are held by the clips a^3 to the axle B. This axle is fixed, while its wheels C C turn freely upon its ends between a collar *b* and a nut *b'*. The upper ends of the spring-arms a^2 a^2 are fastened to the sides of the metallic frame D, which is thus supported elastically, so as to take up the jar when a person has been thrown back upon the wire frame E. The latter is made of open-mesh work and securely fastened at the edges to the metallic frame D, which is preferably turned up at the rear and otherwise made outwardly convex. On the front end of the frame D is a projecting plate F, which runs between the track, while the sides *e e* run just above the rails. The wheels are shaped so as to run on the tracks like a car-wheel and follow all of its turns independently of the car.

G is a standard rising up vertically from the reach and on its upper edge to form a hook *g*, which engages the front side of the metallic frame C, at the middle thereof, and prevents the front of the fender from being carried down too far by a weight thrown upon it.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent, is—

In a car-fender, a reach pivoted to the center of front truck-frame and having spring-arms secured to axle at the lower ends, a frame D attached to the upper ends of said springs and supported elastically, a wire frame E, the projecting plate F attached to the front of frame D and the vertical standard G attached rigidly at its lower end to the reach and curved at its upper end to form the hook *g*, said hook being adapted to engage the frame D as and for the purpose set forth.

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

JAMES M. STALEY.

Witnesses:

J. BENTON WHITMAN,

SAMUEL F. FISHER.