

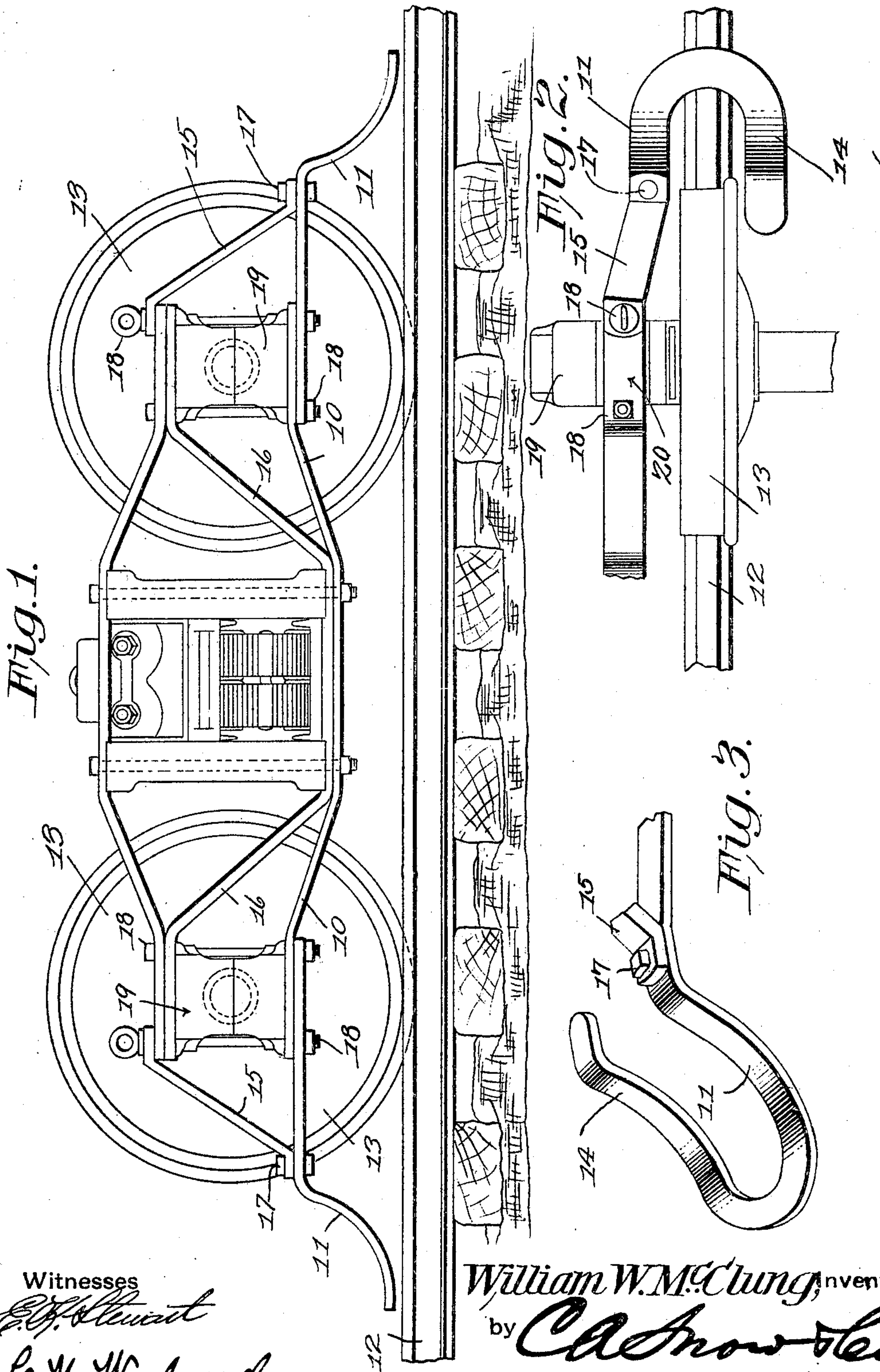
No. 798,069.

PATENTED AUG. 29, 1905.

W. W. McCLUNG.

CAR FENDER.

APPLICATION FILED APR. 29, 1905.



Witnesses  
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# UNITED STATES PATENT OFFICE.

WILLIAM W. McCLUNG, OF BUTLER, PENNSYLVANIA.

## CAR-FENDER.

No. 798,069.

Specification of Letters Patent.

Patented Aug. 29, 1905.

Application filed April 29, 1905. Serial No. 258,086.

*To all whom it may concern:*

Be it known that I, WILLIAM W. McCLUNG, a citizen of the United States, residing at Butler, in the county of Butler and State of Pennsylvania, have invented a new and useful Car-Fender, of which the following is a specification.

This invention relates to fenders for railway-cars, and has for its object to improve and simplify the construction of devices of this character.

With this and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of embodiment of the invention capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in the shape, proportions, and general assemblage of the parts may be resorted to without departing from the principle of the invention or sacrificing any of its advantages.

In the drawings thus employed, Figure 1 is a side elevation of a conventional form of car-truck with the improved fender construction embodied therein. Fig. 2 is a plan view of a portion of the same. Fig. 3 is a detail perspective view of a portion of the improved structure.

The improved device comprises a bar 11, attached at one end beneath the truck-frame, preferably beneath the pedestal tie-bar, represented at 10, and extended to a point in advance of the wheels 13, and thence downwardly to a point near the rails 12 and transversely above the rails and back again parallel to the curved portion of the bar, as at 14. The fender-bar thus projects at both sides of the flanged wheels and amply guards the same from the contact of objects or persons which may lie upon or across the rails.

The fender members are preferably connected to the truck-frame by the same bolts 18 which secure the axle-boxes 19 in place,

and as a further means of strengthening the fender members diagonal braces 15 are connected between the outer bolts 18 above the arch-bar 20 to the fender members to which they are bolted or riveted, as at 17.

By this simple means a very effective guard or fender is provided moving with the trucks and relatively close to the rails and in advance of the wheels 13 and operating to brush persons or objects from the rails and preventing them from passing beneath the wheels.

By extending the fender member upon both sides of the wheel objects or persons will be thrown away from the wheels from both sides as well as from in front of the wheels, thereby very materially increasing the efficiency and value of the device without materially increasing the weight or expense of construction.

The device may be readily adapted to all the various forms of car-trucks manufactured and without structural changes therein.

Having thus described the invention, what is claimed is—

1. A fender for car-wheels comprising a cross-sectionally flat U-shaped bar having its arms spaced apart to lie on opposite sides of the vertical plane of an interposed wheel, and means for attaching one of the arms to the car-truck, the looped portion of the bar being inclined outwardly and forwardly to dispose the transverse front portion thereof adjacent to the rail-tread.

2. A fender for cars comprising a U-shaped bar having sides of unequal length, and means for connecting the longer of said sides to the lower member of the truck-frame of a car with the looped end depending nearly to the rails and in advance of the flanged wheels and the spaced sides disposed at opposite sides of the wheel, and a diagonal brace connecting said bar with the upper member of the truck-frame.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM W. McCLUNG.

Witnesses:

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