

(No Model.)

2 Sheets—Sheet 1.

J. GIBBONS.  
CAR GUARD OR FENDER.

No. 552,639.

Patented Jan. 7, 1896.

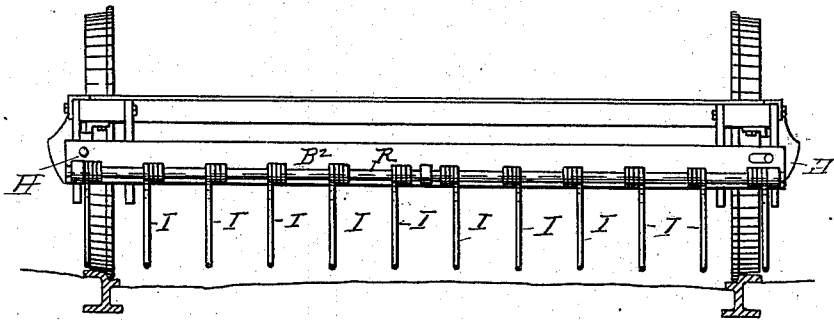


FIG 2

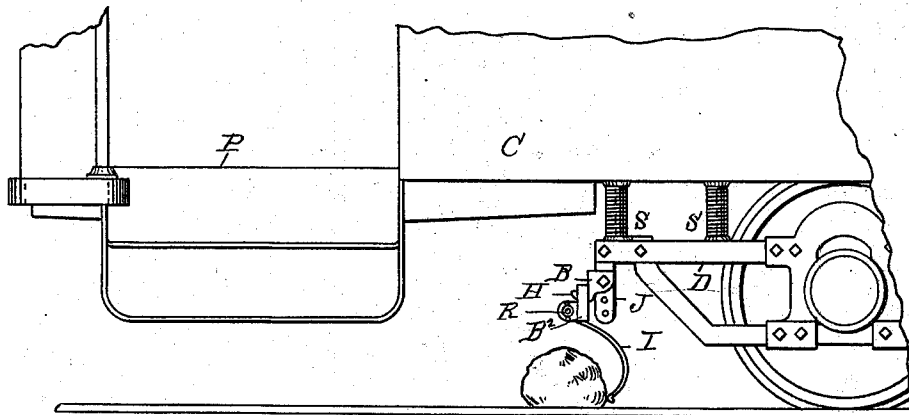


FIG 1

WITNESSES

*William A. Sweet*

*Charles S. Brintnell*

INVENTOR

*John Gibbons*  
*by W. H. Hagan*  
*att'y*

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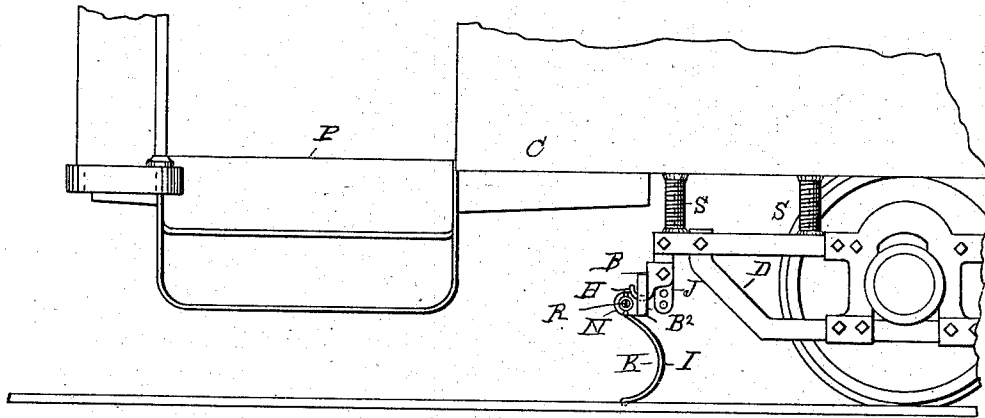
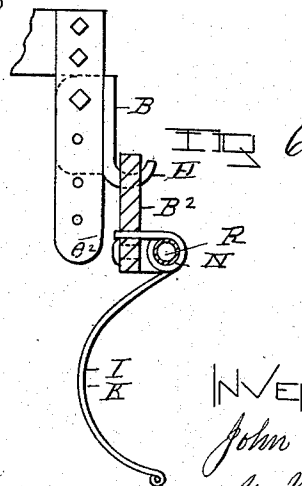
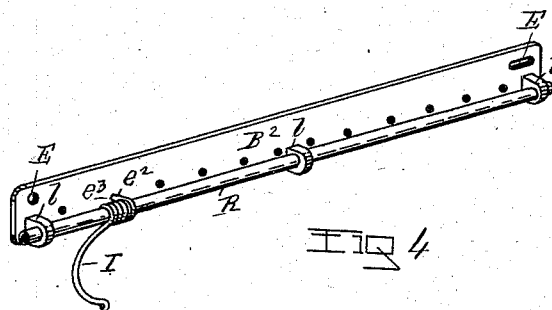
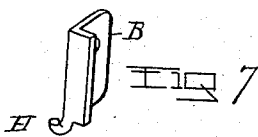
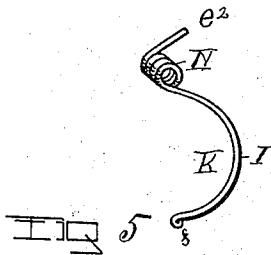


FIG 3



WITNESSES

William A. Sweet

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# UNITED STATES PATENT OFFICE.

JOHN GIBBONS, OF WEST TROY, NEW YORK, ASSIGNOR OF TWO-THIRDS  
TO FAYETTE B. DURANT AND LUHR EGGERS, JR., OF SAME PLACE.

## CAR GUARD OR FENDER.

SPECIFICATION forming part of Letters Patent No. 552,639, dated January 7, 1896.

Application filed May 16, 1895. Serial No. 549,475. (No model.)

*To all whom it may concern:*

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

My invention relates to car fenders or guards and certain improvements in their construction, having for their object the better adaptation of this class of devices to the uses for which they are designed.

My improvements consist (as will be more fully detailed hereinafter in connection with their illustration) in constructing the fender to have a series of independently-acting spring-bars, each provided at its upper end with a spring connecting tangentially with a beam, and having its depending part at its upper end tangentially connecting with the other end of the spring, and the beam to which the springs of the bars are connected being adjustably hung upon hooks.

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

Of the illustrations, Figure 1 is a side elevation of a part of a car with my improved guard applied thereto, and with its fender-bars shown as engaged with an object. Fig. 2 is a view of the apparatus shown as applied to the end of a car. Fig. 3 is another side elevation of a part of a car with my improved fender or guard shown as applied thereto. Fig. 4 is a perspective of the fender-beam with one of the spring-arms shown as applied thereto. Fig. 5 shows one of the spring-bars illustrated as detached. Fig. 6 is an end view of the truck-beam to which the fender-beam connects by means of a bracket attached to the truck-beam, with the fender-beam shown in cross-section and the other parts in elevation, and Fig. 7 shows in perspective, as detached from the truck-beam, one of the brackets by which the fender-beam is connected thereto.

The several parts of the apparatus thus illustrated are designated by letter reference, and the function of the parts is described as follows:

The letters C designate a part of a street-car, and P its end platform.

The letters D designate the side bars of the pedestal-frame, and S S springs arranged between the car bottom and truck.

The letter J designates a leg depending from the truck at each side, and B a bracket adapted to attach to the depending leg J, said brackets preferably having each a rectangular side and end face, by which it will attach to the depending leg J, there being one of these brackets at each side of the car at its ends.

The letter H designate a hook formed on the outer face of each of the brackets.

The letters B<sup>2</sup> designate the fender-beam, having at each of its ends an eye E, whereby it may hook onto the hook H of each of the brackets B.

The letters I designate the spring-bars of the fender, each of which has formed integrally at its upper end the coil-spring N, with its tangent-form end e<sup>2</sup>, adapted to connect at e<sup>3</sup> with the fender-beam B<sup>2</sup>.

The letters R designate a rod, around which the coil-springs of each of the fender-bars I are coiled. This rod connects with the fender-beam B<sup>2</sup> by means of lugs l outwardly projected from the latter, through which lugs the rod R passes so as to position the springs far enough away from the fender-beam to have them operate with a recoil action around the rod. Each of these fender-bars I is curved rearwardly and then forwardly and extended downwardly, as indicated at K, until their lower ends are each of them nearly vertically in line with their upper ends, and at their lower depending ends they are each bent rearwardly to form a foot f.

As thus constructed and arranged the fender can be removed from the car by unhooking the beam B<sup>2</sup> from off the hook H. Each of the fender depending bars I acts independently of the others, and in engaging with an object or the body of a person in front of the car, elastically, they do so with their united engagement adapting itself to the form of the body with which they come in contact, and by this construction their engagement with the body of a person who has fallen in front of the car, when moving, is not only an

elastic engagement, but the bars in their contact adapt their engagement to the form of the body, so as to pick up the latter. When

- 5 the fender as the rear end of a car is passing over the ground and some obstruction intervenes, caused by any irregularity of the pavement or ground, then the fender-bar by its hinged connection on the hook H, admits of  
10 the passage of the fender over the irregularity by swinging enough rearwardly to ride over it.

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

1. In a car-guard or fender, the combination  
15 with a fender-beam making a hooked connection with a bar depending from the car truck, at each side of the latter, said fender-beam being provided with a rod projecting therefrom, and connected thereto by lugs, of  
20 downwardly and frontwardly curved fender-bars, each provided with and connected at its upper end tangentially to a coil-spring, with the inner end of the latter connecting

tangentially with said fender-bar, substantially in the manner as and for the purposes set forth.

2. The combination with the fender-beam B<sup>2</sup>, provided with the rod R, and having an eye E, at each of its ends, of the brackets B, B, each connected to a bar depending from the car truck at each side of the car, and each provided with a hook H; the depending bars I, each made with the curve K, and integrally made with a coil-spring N, arranged on said rod R, and connected to said fender-bar, constructed and arranged to operate substantially in the manner as and for the purposes set forth.

Signed at Troy, New York, this 23d day of April, 1895, and in the presence of the two witnesses whose names are hereto written.

JOHN GIBBONS.

Witnesses:

GEO. M. PAYFER,  
W. E. HAGAN.