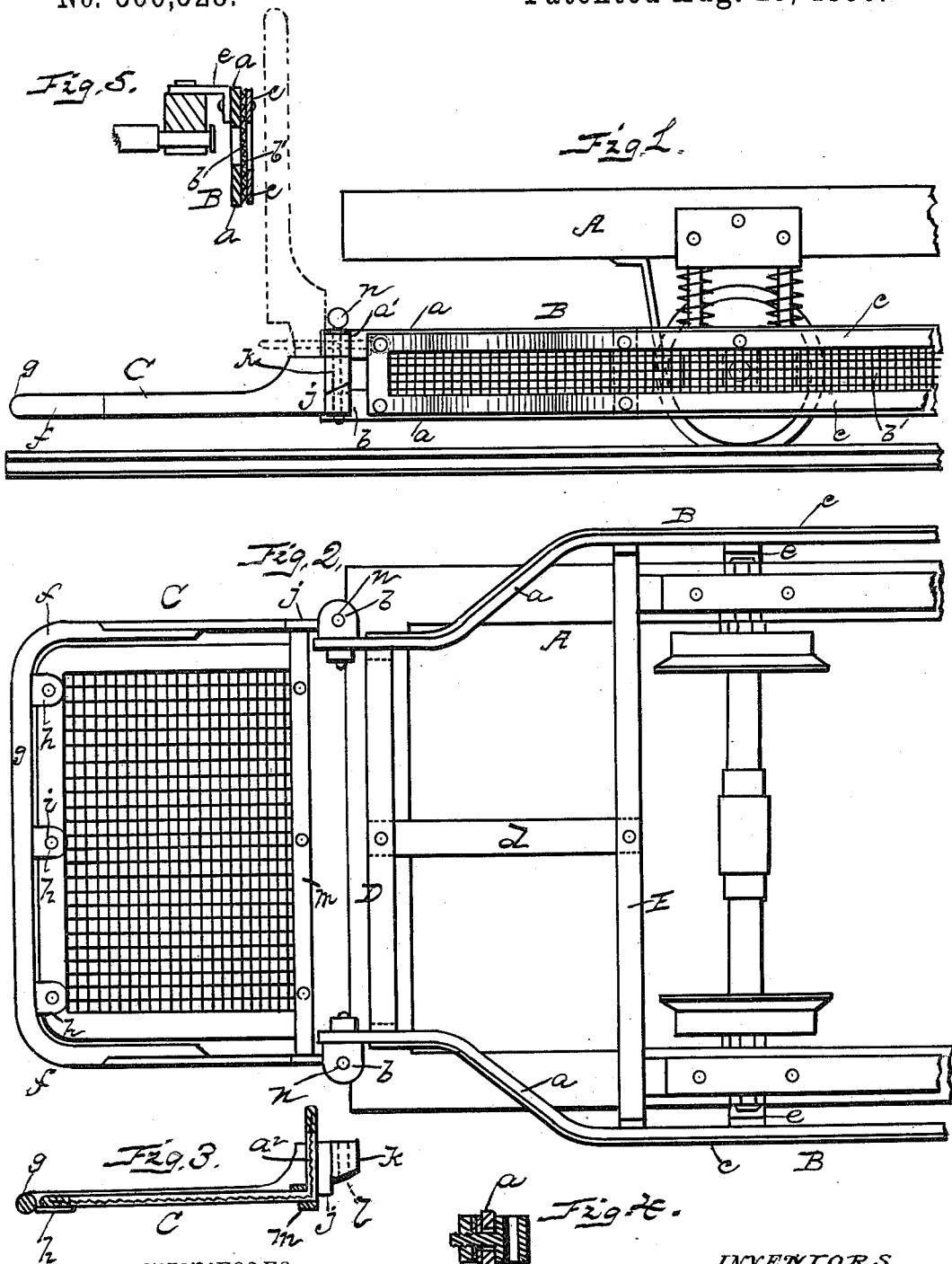


(No Model.)

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CAR FENDER.

No. 566,328.

Patented Aug. 25, 1896.



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CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 566,328, dated August 25, 1896.

Application filed July 18, 1895. Serial No. 556,315. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM A. LYON, SAMUEL E. DUNHAM, HENRY M. SPROUL, and WILLIAM E. SPROUL, citizens of the United States, residing at Danbury, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Car-Fenders; and we do hereby 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.

This invention has relation to improvements in car-fenders; and it consists in the novel construction, combination, and arrangement of the same, all as will be herein-after more fully described.

The annexed drawings, to which reference is made, fully illustrate our invention, in which—

Figure 1 represents a side view of our device. Fig. 2 is a bottom view of the same. Fig. 3 is a sectional view of the front fender detached from the truck. Fig. 4 is a detail view of the lugs in section; and Fig. 5 is a detail view, in section, of the side fenders.

Referring by letter to the accompanying drawings, A designates a car-truck to which our device is applied.

B indicates the side fenders, and C the front fender.

The side fenders comprise two parallel bars *a a*, which extend from one end of the truck to the other end thereof, the front portions of which curve inwardly, and the extreme ends are provided with eye-lugs *a'*, that are pivoted to the upper side bar on each side of the truck. The eye-lugs *b* on the ends of the lower side bars are designed to remain fixed. Said lugs *b* have their upper surfaces beveled to correspond with the lower surfaces of the lugs on the front fender, hereinafter mentioned. These parallel sides are provided with a wire-netting *b'*, and the same is held in place by metal strips *c*, which extend from one end of the bars to the other end thereof.

D and E represent angle irons or bars, which extend transversely across the truck and connect the side fenders to one another,

while an inclined brace-bar *d* connects the angle-bars aforesaid.

To the upper side bar on each side of the truck are secured angle-irons *e e*, the inner ends of which are secured to the axle boxes or bearings.

The front fender or "pick-up" comprises an outer frame *f*, the front transverse bar *g* of which is provided with inwardly-extended lugs *h*, having eyes *i*, and the rearwardly-extended ends *j* are provided with lugs *k*, having eyes *l*, adapted to receive pins, presently explained.

The inner frame of the front fender is secured to the lugs *h* by bolts or rivets and to a transverse bar *m*, which connects the two rear ends of the outer frame to one another. This inner frame is bent at right angles at its rear portion, as at *a'*, which serves as a stop or back to the front fender and prevents a person from getting beneath the truck or wheels of the car, while the side fenders serve a like purpose.

The eye-lugs *k* are placed between the upper and lower eye-lugs *a' b*, and a pin *n* passes down through these eyes in said lugs and serves to connect the front fender to the side fenders. Thus it will be seen that the front fender can be readily swung to one side, if desired, by the operator withdrawing one of the pins sufficiently to permit the lug on that side of the fender to escape, when the front fender can then be thrown to one side of the track or truck, and the front fender can be thrown up in front of the car simply by withdrawing the pins from the lower lugs on each lower side bar of the fenders, the front fender raised, the upper lugs of the side bars turning on their pivots, and by removing both pins the front fender can be removed and replaced at the opposite end of the car; and by our construction the fender remains in one position, as the motion of the car does not affect it, as the side bars or fenders to which the front fender is attached are secured to the axle-boxes.

What we claim, and desire to secure by Letters Patent, is—

In a car-fender, the combination with the

side fender having bars, arranged one above
the other, and removably secured on each
side on the boxes of the truck, the forward
portions of these bars being bent inwardly
5 and horizontally, and the ends of the upper
bars having pivoted eye-lugs and the lower
bars provided with beveled eye-lugs, of the
front fender provided with side bars having
beveled lugs on their rear surfaces which are
10 adapted to be interposed between the lugs of
the upper and lower bars of the rear fender,
and the pin *n* passing down through said eyes

and adapted to removably secure the front
side fenders together, substantially as and
for the purposes specified.

In testimony whereof we affix our signa-
tures in presence of two witnesses.

WILLIAM A. LYON.
SAMUEL E. DUNHAM.
HENRY M. SPROUL.
WILLIAM E. SPROUL.

Witnesses:

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F. C. BENJAMIN.