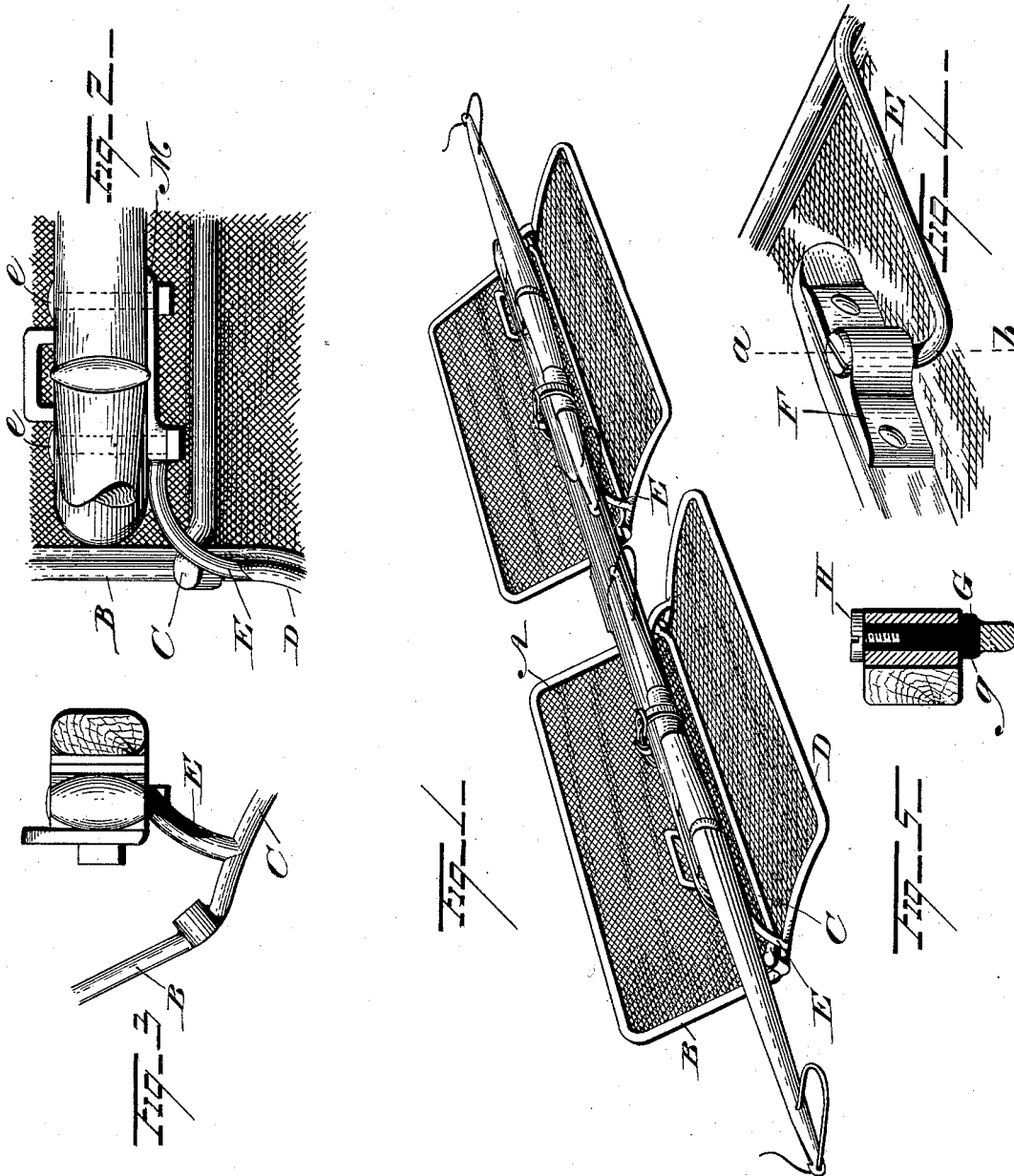


(No Model.)

C. S. CAFFREY.
CARRIAGE FENDER.

No. 423,024.

Patented Mar. 11, 1890.



WITNESSES:
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CHARLES S. CAFFREY, OF CAMDEN, NEW JERSEY.

CARRIAGE-FENDER.

SPECIFICATION forming part of Letters Patent No. 423,024, dated March 11, 1890.

Application filed November 4, 1889. Serial No. 329,175. (No model.)

To all whom it may concern:

Be it known that I, CHARLES S. CAFFREY, a citizen of the United States, residing at Camden, in the State of New Jersey, have invented certain new and useful Improvements in Carriage-Fenders, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

My invention relates to fenders to be attached to the front of carriages by the shaft-bar or the whiffletree, respectively, for shielding the carriage and its occupants from dirt thrown up by the hoofs of the horses; and it consists, exclusively, in devices applied to the usual form of fender for supporting the same adjustably or otherwise from the shaft-bar for shaft-wagons or the whiffletree for pole-wagons.

In the accompanying drawings, Figure 1 is a front elevation of my improved fender as applied to a pole-wagon, showing the arrangement of two fenders on each side of the pole, supported on the whiffletree by means of arms proceeding from a part of the stiffening-ring. Fig. 2 is a detached view from the rear of one end of the stiffening and supporting rim, the arm arising therefrom, and the end of the whiffletree to which it is attached. Fig. 3 is a side view of the parts shown in Fig. 2. Fig. 4 is a detached view of a section of the device, showing the modification of the mode of securing the supporting-arm to the whiffletree in such manner as to make it detachable therefrom at pleasure. Fig. 5 is a vertical sectional view of the line *a b* of Fig. 4.

Various means have heretofore been employed for preserving the carriage and its occupants from dirt thrown up in the manner mentioned, all of which are unnecessary to be described or referred to, excepting only that of which use is made in connection with my invention, viz: A screen of wire *A* is stretched upon a metallic frame *B D* of about rectangular form, and across the lateral center thereof is placed a stiffening-bar *C*, welded to the metallic frame *B D*.

The frame *B* in that portion of it marked *D*, which is intended to be below the shaft-bar or the whiffletree, is bent at an angle with the portion *B* above the shaft-bar or the

whiffletree, the angle beginning at or about the point at which the stiffening-bar *C* is located, as shown in the drawings, and which is about the lateral center of the whole fender, and this rear portion *D* is preferably made with a slight curvature. The difficulty heretofore has been to support such a fender on the carriage-body, or rather on the whiffletree thereof, in such a manner that it would not become loose or shaky by the constant jarring of the wagon; nor have such devices been successfully applied in any manner to shaft-wagons; and my invention applies to and consists of means to support a fender of the character described and to overcome the difficulties mentioned. This I accomplish by welding or otherwise permanently securing on opposite sides, and from either the encircling rim *B D*, preferably in that part of it in the rear of the stiffening-bar *C*, or from the stiffening-bar *C* itself, a pair of supporting-arms *E E*, the extended end of each of which is flattened to accommodate itself to the shape of the whiffletree, and having one or more slots, through which and through the said whiffletree pass bolts *e e*, securely fastening the same together.

Thus it will be seen that the fender is held in proper location relative to the carriage, and so firmly supported and secured that it cannot jar or vibrate independent of the carriage itself. Instances may arise in which it is desirable to adjustably secure a supporting-arm *E* to the shaft-bar or the whiffletree, and to that end I have constructed a modification, (shown in Figs. 4 and 5,) which consists of a plate *F*, secured to the whiffletree and having a raised central portion, which is recessed to admit the passage therethrough of an extension *G* of the arm *E*. This extension-piece is provided with a stop-knob *g*, and a forward portion thereof passes through the recess of the plate *F*, and is internally recessed and screw-threaded to admit into such recess the end of set-screw *H*, by means of which the parts are held firmly together and may be detached at pleasure.

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

1. A carriage-fender consisting of a sheet of stiffened wire *A*, a supporting-frame *B D*,

constructed as described, and provided with a lateral central stiffening-bar C and a pair of supporting-arms E E, secured on opposite sides of said frame, the extended ends thereof of being bolted or otherwise fastened to the shaft-bar or whiffletree of the carriage, substantially as described.

2. A carriage-fender consisting of a sheet of stiffened wire A, supported on a metallic frame B D, constructed as described, and provided with a central lateral stiffening-bar C, a pair of supporting-arms E, a plate F, secured to the shaft-bar or whiffletree, provided with

a recessed central portion, said supporting-arms E passing through said central raised portion of the plate F, and having a stop-knob *g* and an internally screw-threaded recessed end, and a set-screw H, adapted to fit therein, substantially as described.

In testimony whereof I have hereunto affixed my signature this 28th day of October, A. D. 1889.

CHAS. S. CAFFREY.

Witnesses:

FRED JOHNSON,
JAMES M. CASSADY.