

(No Model.)

G. W. SMITH.
Cinder Fender for Car Window.
No. 233,883.
Patented Nov. 2, 1880.

Fig:1.

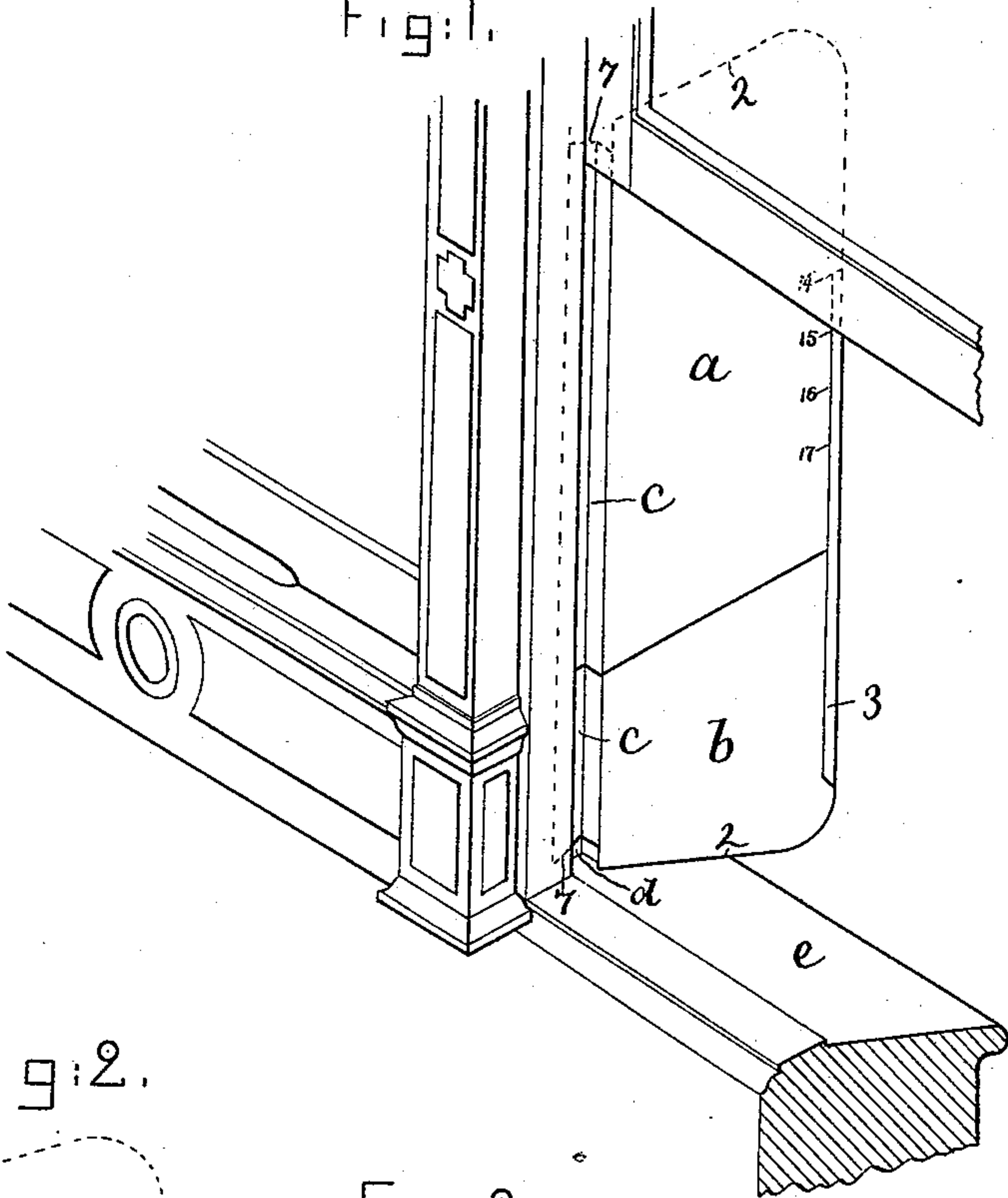


Fig:6.

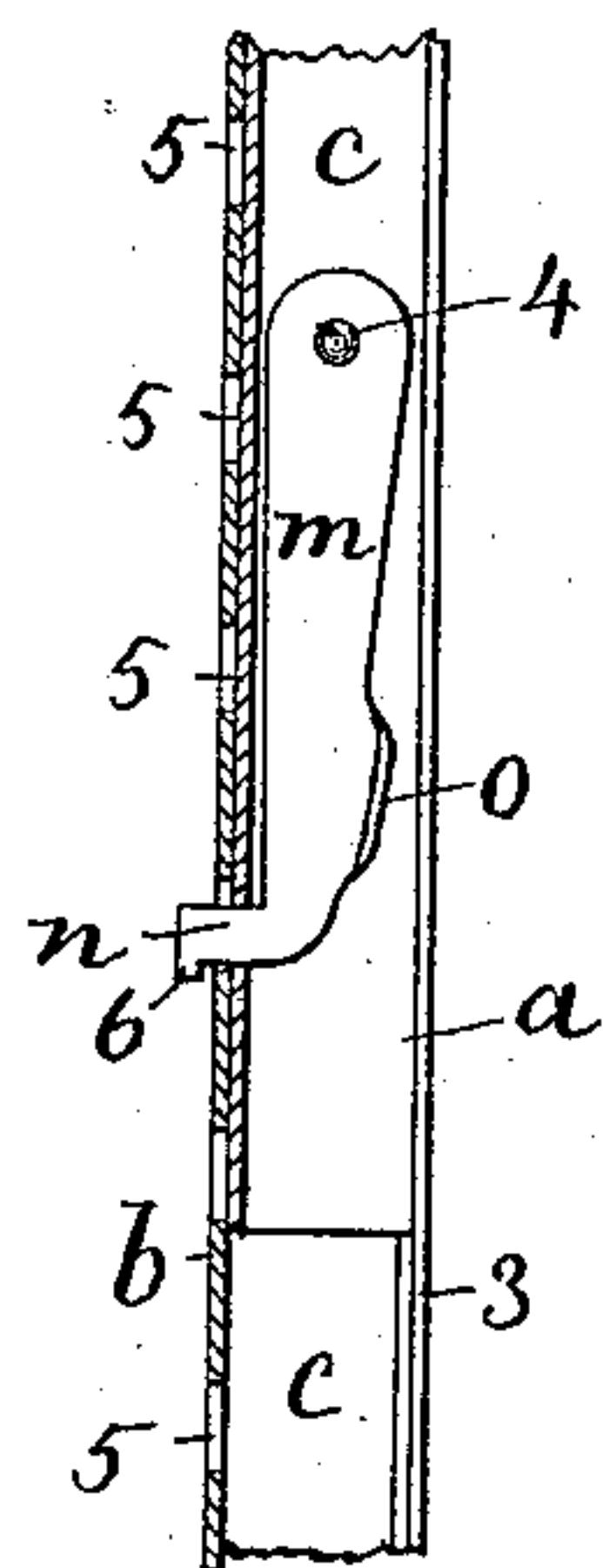


Fig:2.

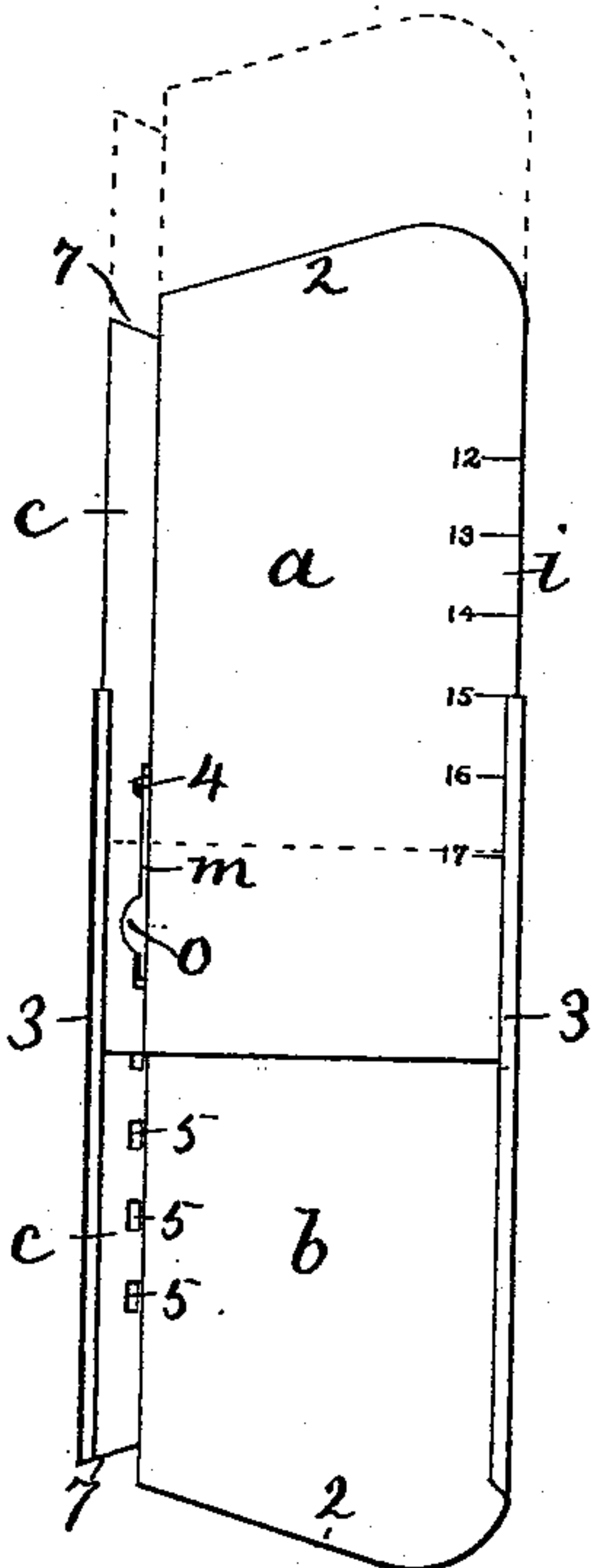


Fig:3.

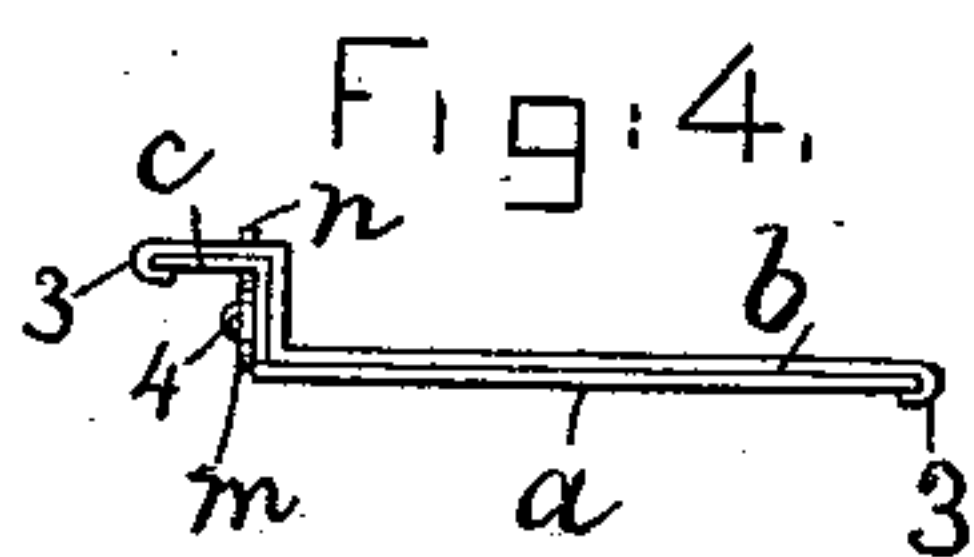
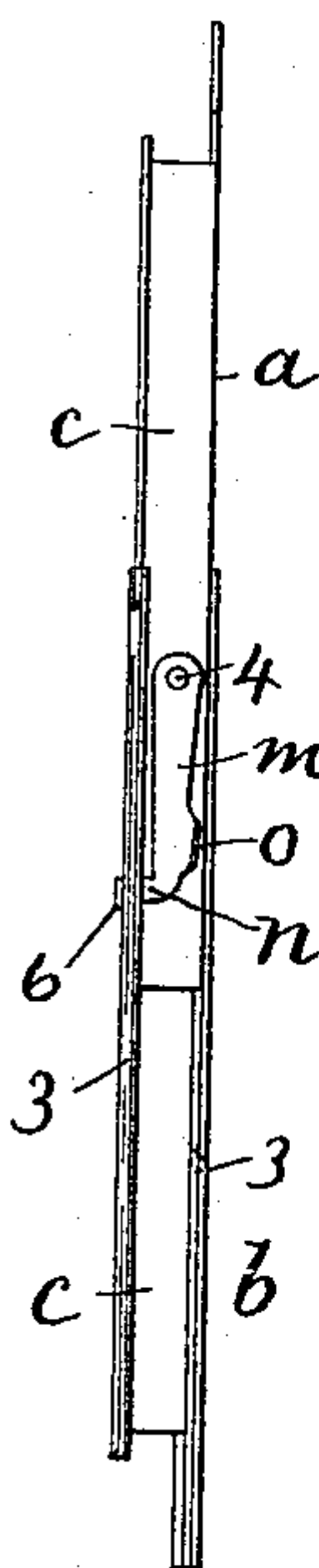


Fig:5.

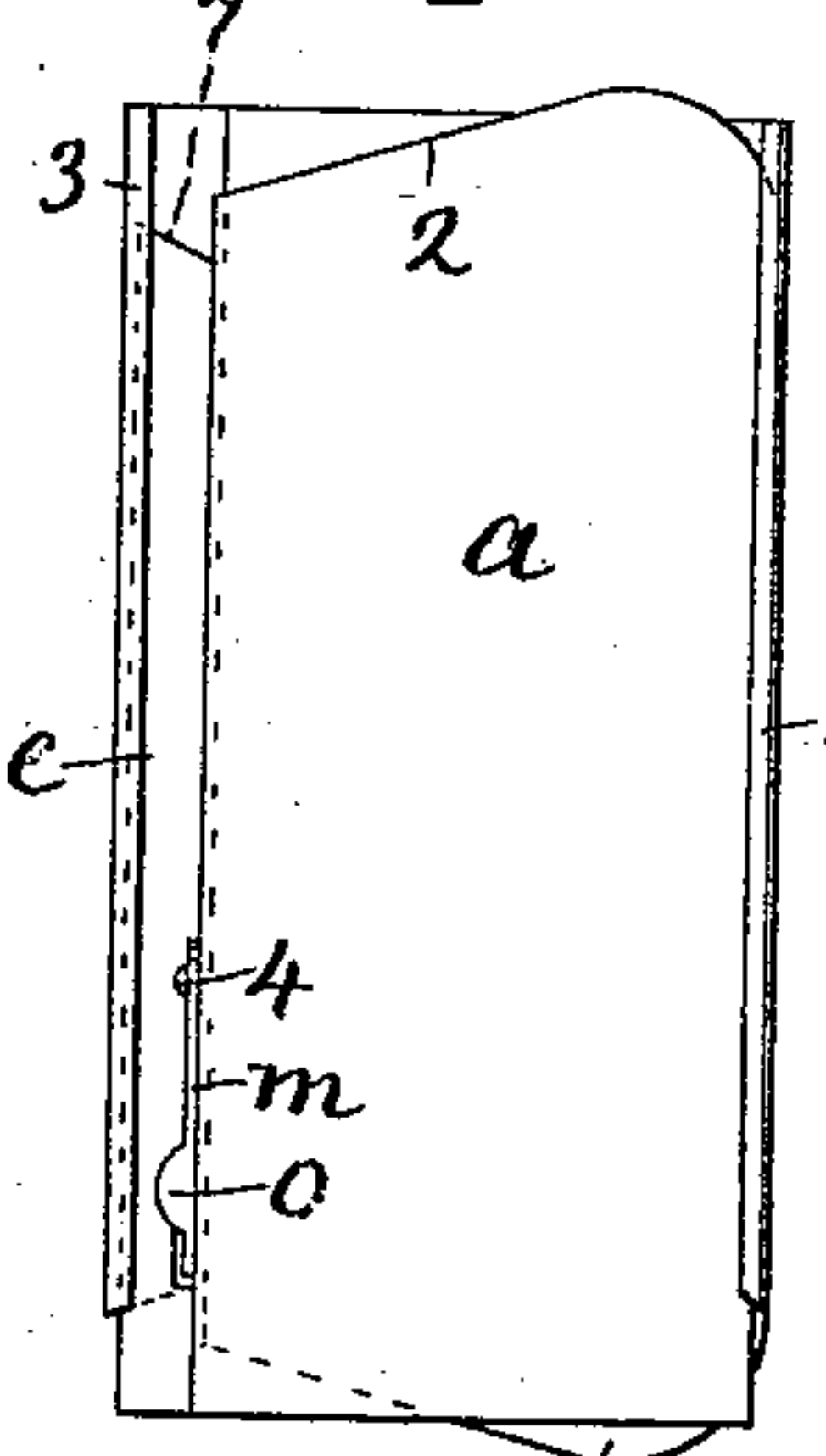


Fig:7.

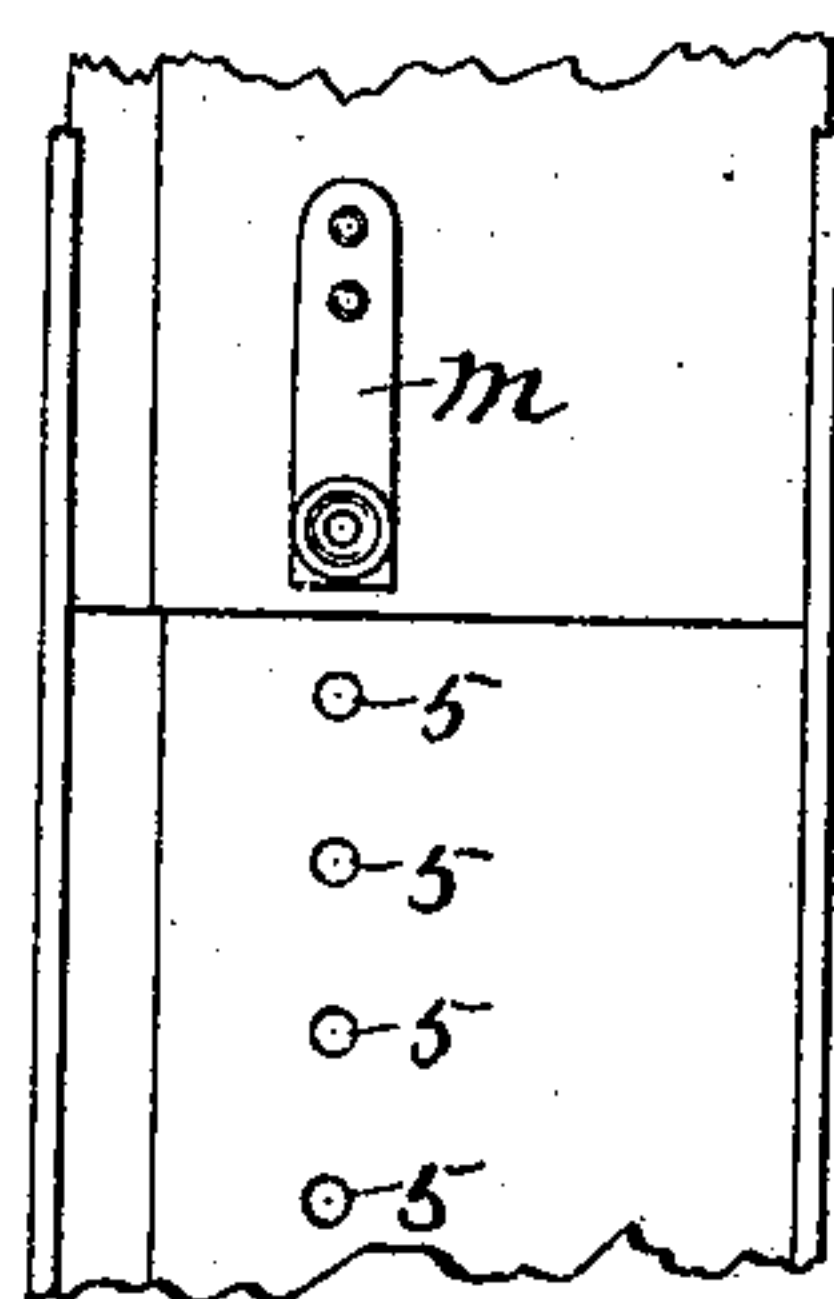
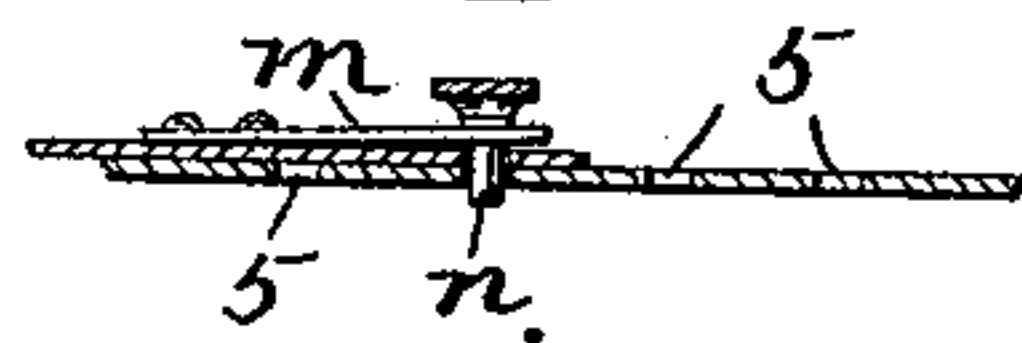


Fig:8.



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UNITED STATES PATENT OFFICE.

GEORGE W. SMITH, OF JACKSONVILLE, FLORIDA.

CINDER-FENDER FOR CAR-WINDOWS.

SPECIFICATION forming part of Letters Patent No. 233,883, dated November 2, 1880.

Application filed September 4, 1880. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. SMITH, of Jacksonville, Duval county, Florida, have invented a new and useful Improvement in Cinder-Fenders for Car-Windows, of which the following description, in connection with the accompanying drawings, is a specification.

My invention relates to cinder-fenders for car-windows, and has for its object to produce a fender of simple and cheap construction, which may be adjustable in length to be used with windows opened at different heights, and which can be closed together to occupy small space for convenient transportation when not in use.

This improved fender consists, essentially, of two plates of sheet metal struck up or offset at one edge to form an angular projection adapted to fit within the sash-groove of the window-frame, one of the said plates being preferably turned over at its edges to form grooves to embrace the corresponding edges of the other plate, which may slide in the said grooves. The said plates are each beveled or inclined at one end to correspond with the bevel of the window-sill, and when the two portions are placed together the ends that are beveled form the extremities of the whole fender and incline in opposite directions, so that one end may be placed on the sill when used upon one side of the window, and the other end when used on the other side, the fender being inverted.

When the two portions are closed together so as to wholly overlap one another they occupy scarcely more space than either alone, and can readily be carried in a valise or in the pocket.

The invention further consists in the combination, with two sliding portions, of a fastening device adapted to fasten the said portions together when drawn out past one another different amounts, so as to make the whole fender of different lengths to enable it to be fitted in a window opened at any desired distance; also, in the combination, with two portions, adapted to slide on one another and provided with fastening devices, of a scale upon one of the said portions to indicate the entire extent of the fender or the amount of opening of the window to correspond therewith; also,

in details of construction of the fastening device.

Figure 1 is a perspective view of the interior of the car and a car-fender constructed in accordance with my invention in the window thereof; Fig. 2, a front elevation of a fender when fastened in position for use; Fig. 3, a side elevation thereof, showing the offset portion to fit the groove of the window-jamb; Fig. 4, an end view thereof; Fig. 5, a front elevation of the fender when folded up for transportation; Fig. 6, a detail, showing the fastening device enlarged; and Figs. 7 and 8, front and sectional views of a modification, showing a different kind of fastening device.

The fender is composed mainly of two portions, *a b*, of sheet metal struck up to form an offset, *c*, of proper shape to fit the sash-groove *d* in the window-jamb. The portions or plates *a b* are beveled or inclined at their ends 2 to correspond to the usual incline of the window-sill *e*, as shown in Fig. 1, where the portion *b* rests upon the said sill.

If the fender were to be used upon the other side of the window, as when the train is going in the opposite direction, the said fender would be inverted, and the inclined edge 2 of the portion *a* would rest on the sill *e*, the offset portion *c* then being in proper position to rest within the sash-groove.

One of the two plates, as the one *b*, is preferably turned over at its edges, 3, to embrace the edges of the other plate, *a*, to thus hold the two portions firmly together, giving them rigidity, but admitting of free longitudinal or sliding movement of one upon the other. When slid past one another or closed together, as shown in Fig. 5, the two plates occupy a slightly greater space than either alone, and may be readily carried by travelers.

When desired to put them in use in the car, the two portions are drawn over one another until the entire length of the fender along the edge *c* is as great as the height to which it is desired to open the window, and which is indicated by the scale *i*. (Shown in Fig. 2.) This scale is marked on the edge of the portion *a*, and the number opposite which the edge of the plate *b* is placed indicates, for example, the number of inches that the window is to be opened.

When extended to the desired distance the two plates are fastened together by the fastening device *m*, shown as an arm pivoted at 4 on the edge of plate *a*, and provided with a tongue, *n*, adapted to pass through an opening in the plate *a*, into one of a series of openings, 5, in line therewith in the plate *b*, and thus lock the two plates together and prevent all further longitudinal movement of one plate upon the other.

A small projection, 6, (see Fig. 6,) prevents the tongue *n* from being accidentally withdrawn from the hole 5, a slight movement of the plates toward one another bringing the edge of the plate *b* under the said projection. The scale *i*, besides indicating the extent of the fender, also indicates when the holes 5 of the plate *b* are in proper position to receive the tongue *n* of the fastener *m*.

When desired to unfasten the plates to change the extent of the fender, or to close it up for transportation, the two plates are drawn apart a slight distance to disengage the projection 6, after which the tongue *n* of the fastener *m* is withdrawn from the holes by turning the fastener on its pivot 4, when the plates are free to slide. A projection, *o*, on the fastener *m*, enables it to be easily moved by the operator.

In a modification shown in Fig. 7 the fastener *m* is made as a spring-arm, tending, by its elasticity, to throw the tongue *n* into the holes 5, and in this instance the projection 6 is not needed, but it is necessary to hold the tongue *n* out of engagement with the holes 5 while sliding the plates.

When the fender is extended to the desired distance and the plates are fastened together by the fastener *m*, the offset *c* is placed in the sash-groove *d* and the window shut down upon it, the ends of the offsets *c* being inclined, as shown at 7, to correspond with the bevel of the under edge of the sash. When in this position the fender will be securely held by the pressure of the window thereon, and will prevent the ingress of any sparks or dirt to the car, it causing an outward current of air from the car.

If desired, the groove 3 at the edge of the plate *b* might be dispensed with, and the two plates fastened together with a thumb-screw,

passing through a slot in one plate and screwing into the other.

I do not broadly claim a fender to be held in the sash-groove beneath the window to prevent the ingress of cinders, nor do I claim making such a fender in two portions, to enable them to be stored in a small space.

I claim—

1. In a cinder-fender for car-windows, two main portions arranged to slide past one another to extend the length of the fender, and a fastening device to prevent further sliding movement to give the fender the desired length, the said fender thus extended being adapted to be held by the weight of the window-sash in place between the said sash and window-sill, substantially as described.

2. In a cinder-fender, two main portions arranged to slide past one another, and a fastening device to hold them when overlapped any desired amount, and a scale on one of the said portions to indicate, in co-operation with the edge of the other portion, the effective length of the fender, or the amount of opening of the window in which it is held, substantially as described.

3. In a cinder-fender for car-windows, the two portions arranged to slide past one another, and the fastening device pivoted to one of the said portions, and provided with a tongue to pass into and engage one of a series of openings in the other portion, and a projection on the said tongue to prevent it from being accidentally withdrawn from the said opening, substantially as described.

4. As a new article of manufacture, a cinder-fender for car-windows, composed of two pieces of sheet metal adapted to slide past one another, each piece being struck up or offset at its edge to fit within the sash-groove of the window-jamb, and beveled at one end to correspond with the slope of the window-sill, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE W. SMITH.

Witnesses:

JOS. P. LIVERMORE,
L. F. CONNOR.