(No Model.)

F. W. KEIFEL, Jr.

FIRE PLACE FENDER.

No. 445,811. Patented Feb. 3, 1891.

Fig. 1.

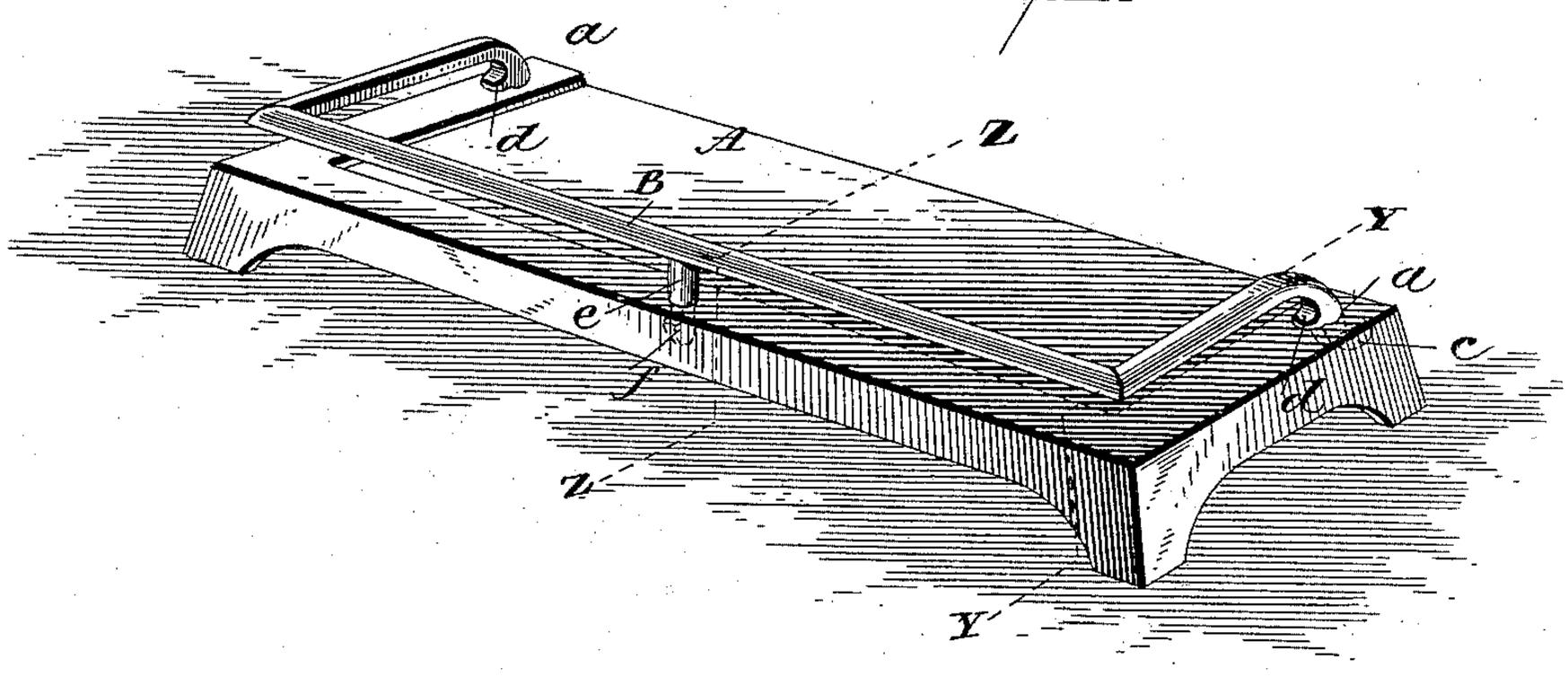


Fig. 2.

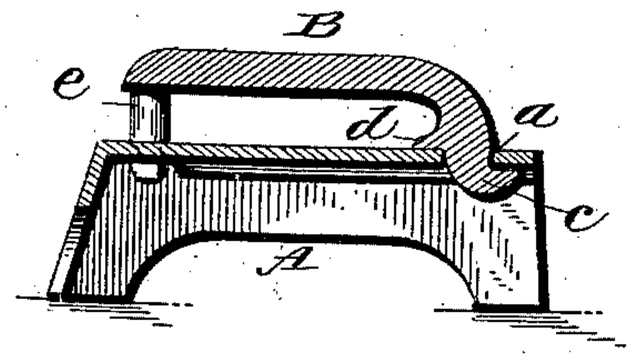
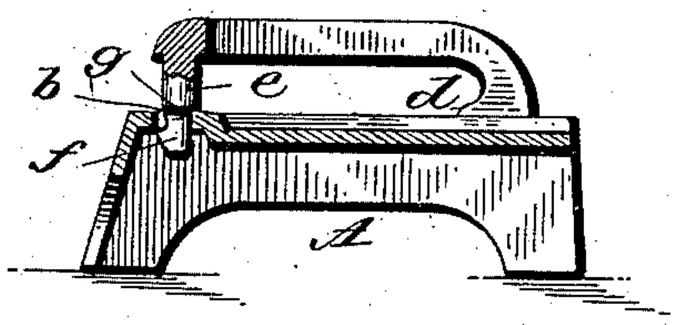


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

FRED. W. KEIFEL, JR., OF LOUISVILLE, KENTUCKY, ASSIGNOR TO EDWARD SCANLAN, OF SAME PLACE.

FIRE-PLACE FENDER.

SPECIFICATION forming part of Letters Patent No. 445,811, dated February 3, 1891.

Application filed July 24, 1890. Serial No. 359,740. (No model.)

To all whom it may concern:

Be it known that I, FRED. W. KEIFEL, JR., a citizen of the United States, residing at Louisville, in the county of Jefferson, State of Kentucky, have invented certain new and useful Improvements in Fire-Place Fenders, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in fenders or foot-rails for stoves and fire-places; and it relates more particularly to the means for detachably connecting the fender-rail in position.

I form a simple, cheap, and efficient lock which provides for the ready removal or insertion of the fender-rail, and yet which holds the same firmly in place.

Other objects and advantages of the invention will hereinafter appear, and the novel features will be specifically defined by the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view of the fender with the rail in position and locked. Fig. 2 is a vertical cross-section through the line *y y* of Fig. 1; and Fig. 3 is a similar section through the line *z z* of Fig. 1.

Like letters of reference indicate like parts throughout the different views.

Referring now to the details of the drawings by letter, A designates the fender, which is formed at its rear corners with holes *a*, and substantially centrally, near its front edge, with a hole *b*.

B is the fender-rail, the rear ends of the parallel portions of which are formed with curved portions *c*, the upper faces of which are substantially flat, as seen in Fig. 2, and have a flat firm bearing upon the under side of the fender when the rail is in its locked position, as seen in said Fig. 2. These rear ends are formed upon their under faces with extensions or lugs *d*, the under faces of which are flat and have a flat firm bearing upon the upper face of the fender, as shown in Fig. 2. The fender-rail is formed at or near its longitudinal center with a depending stud *e*, the outer face of which is formed with a notch *f*, as seen clearly in Figs. 1 and 3.

In practice the rear hooked ends are inserted in the holes therefor in the rear of the fender by raising the fender-rail into nearly a vertical position, and as it is brought to a horizontal position the upper faces of the ends of the hooks and the under faces of the lugs *d* bear upon opposite sides of the fender, as seen in Fig. 2, and the stud *e* is then inserted in its hole in the front of the fender, when by slight pressure thereon the said stud will be forced into its hole and the notch thereof will engage upon the under face of the top plate of the fender, as seen in the several views, and the fender-rail will be firmly held in its position. Slight pressure upon the fender-rail near the stud will move the same backward sufficiently to clear the notch from engagement with the fender, when the rail may be readily removed by tilting it slightly upward, so as to disengage the rear hooks, when the rail may be taken out. The stud *e* is formed with a shoulder *g*, which serves to limit its movement through the hole in the fender, and thus serve to keep the rail in a horizontal position.

What I claim as new is—

1. The combination, with a fender, of a fender bar or rail detachably connected thereto and provided with an automatically-acting securing device, said parts being designed to be secured in position by the elasticity of the rail, substantially as specified.

2. The combination, with a fender, of a fender-rail detachably connected thereto and provided with an integral unpivoted automatically-acting securing device acting in opposition to the movement of the rail necessary to remove it, said parts being designed to be secured in position by the elasticity of the rail, substantially as specified.

3. The combination, with the fender, of a fender-rail formed at its rear ends with hooks provided with flat surfaces and with a depending stud having a notch, said rail or stud having sufficient resiliency to hold the parts in operative position, substantially as specified.

4. The combination, with a fender, of a fender-rail formed at its rear ends with hooks provided with flat upper faces and with for-

wardly-extending lugs having flat under faces, and centrally at its front with a depending stud having a notch, said rail or stud having sufficient resiliency to hold the parts in operative position, substantially as and for the purpose specified.

5. As an improved article of manufacture, a fender-rail formed with central depending stud having notch and shoulder and at the rear ends of its parallel portions with hooks having flat upper faces and forwardly-extending lugs having flat under faces and adapted to serve with a fender, said rail or stud having sufficient resiliency to hold the parts in operative position, substantially as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

FRED. W. KEIFEL, JR.

Witnesses:

D. S. FRINLER,

CHARLES A. GRAHAM, Jr.