No. 663,482. Patented Dec. 11, 1900.

C. L. BELL.

DUST AND CINDER FENDER.

(Application filed May 22, 1900.)

(No Model.)

Fig. 5.

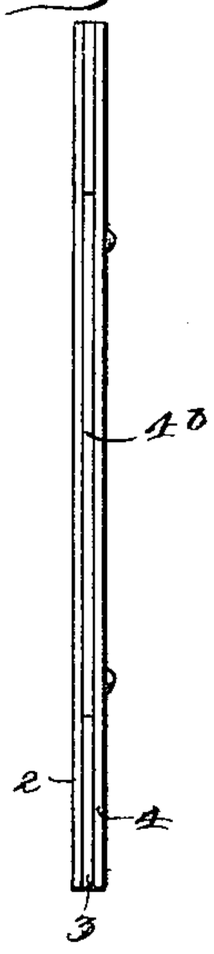


Fig. 6.

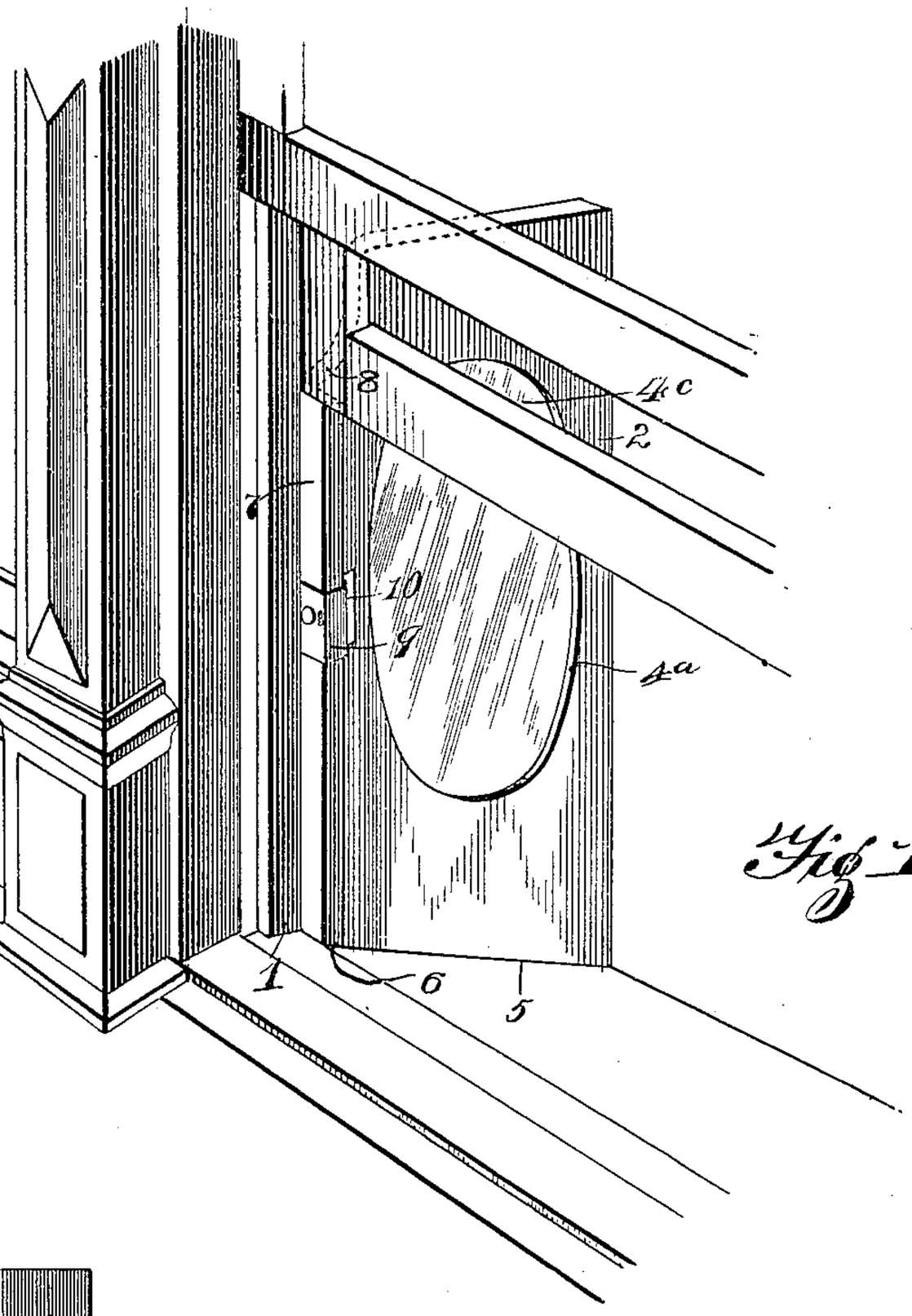
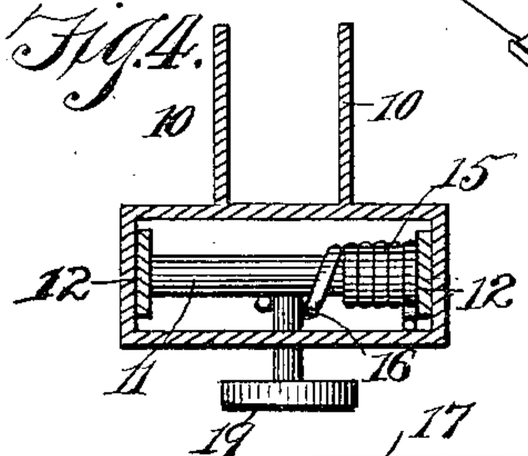


Fig. 1.

Fig. 4.



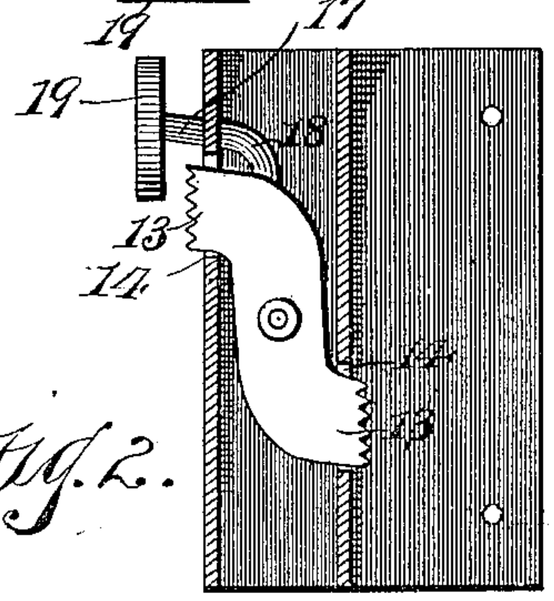
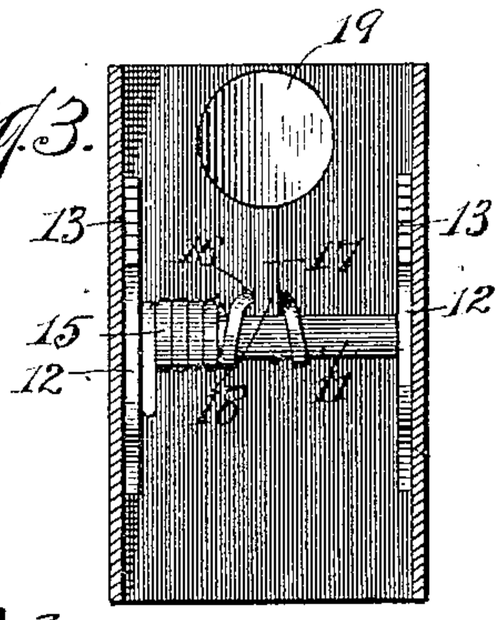


Fig. 2.

Fig. 3.



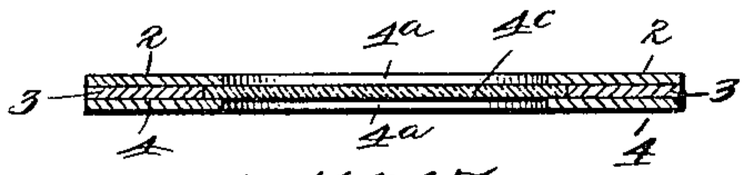


Fig. 7.

Witnesses
J. F. Pattison
Chas. S. Hoyer.

Chester L. Bell Inventor
by Church & Church.
Attorneys

UNITED STATES PATENT OFFICE.

CHESTER L. BELL, OF EL PASO, TEXAS.

DUST AND CINDER FENDER.

SPECIFICATION forming part of Letters Patent No. 663,482, dated December 11, 1900.

Application filed May 22, 1900. Serial No. 17,587. (No model.)

To all whom it may concern:

Be it known that I, CHESTER L. BELL, a citizen of the United States, residing at El Paso, in the county of El Paso and State of Texas, have invented a new and useful Dust and Cinder Fender, of which the following is a specification.

This invention relates to dust and cinder fenders for car-windows; and the object of the same is to provide a simple and effective device of this character which can be applied to either side of the window-frame or car without rearranging or adjusting the parts and having a transparent panel therein to permit passengers to have freedom in looking ahead without liability of being struck with cinders or sparks, the entire device being light, strong, and durable and easily applied or disconnected and adapted to remain fixed in its applied position.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a portion of a car-window shown open and the improved device applied thereto in operative position. Fig. 2 is a longitudinal section through the catch for the improved device. Fig. 3 is a sectional elevation of the catch looking at it from a different position. Fig. 4 is a horizontal section of the catch above the plane of the dogs thereof. Fig. 5 is an outer edge elevation of the improved fender. Fig. 6 is a transverse vertical section of the fender. Fig. 7 is a horizontal section of the fender.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numeral 1 designates a car-window frame which is provided, as usual, with outside stops for holding the upper sash.

The improved fender comprises a body made up of a series of three plies or thicknesses of wood, (indicated by 2, 3, and 4,) the outer plies 2 and 4 having the grain running at an angle to that of the inner or inclosed ply 3. The outer plies 2 and 4 are also provided with centrally-located oval openings 4^a, and the inner ply is also constructed with an opening 3^a, which is cut through at the outer side edge and is closed by a removable strip 4^b to permit the insertion and withdrawal of glass panel 4^c without separating the parts of the fender-body, and thereby provide means for replacement of a broken panel with ease and convenience. The strip 4^b has its outer edge flush with the outer edges of the plies 2 and 4 when in closing position, and its inner edge abuts against the outer edge of the glass panel to hold the latter firmly in place, and by having the grain of the several plies arranged in different directions it will be understood that a strong and durable structure results to resist fracture or warping. The lower end of the body of the fender, as at 5, is inclined downwardly and outwardly from the inner corner 6 to correspond to and fit closely on the outer sill of the car-window, and said body is fixed to an inner vertical rail 7, which is thicker than the said body and has its opposite side edges extending outward beyond the planes of the opposite faces of said body to provide means for entering the groove between the said stops of the window-frame. The upper inner corner of the entire device is cut out, as at 8, to form a seat for the lower portion of the sash, and the latter bears directly on the upper end of the rail 7 to closely hold and confine the fender in applied position without strain on or injury to the thinner body.

At an intermediate point on the rail 7 a metallic catch-casing 9 is let into a suitable mortise or recess to produce a flush fitting of the parts, the said casing also being secured to the body by outwardly-projecting flanges 10. Within the said casing a horizontally-disposed transversely-extending rock-shaft 11 is mounted, and fixed to the opposite extremities thereof, close to the ends of the casing, are double dogs 12. Each of the dogs has upper and lower reversely-directed outwardly-projecting ends 13, which are roughened or serrated and freely movable through slots 14 in the upper and lower portions of the outer and inner sides of the casing, respectively. The ends of the dogs are normally held projected through the sides of the casing by a spring 15, surrounding a portion of the shaft and fast at one end to the one end of the casing. The inner portion of the spring is arranged in the form of a loop 16, which sur-

rounds or bears upon the lower portion of an upwardly-extending shank 17 for operating the said shaft and having an upper inturned end 18, with a button or head 19 thereon within easy reaching distance of a passenger or occupant of a car-seat, using the fender for convenience in applying or removing the improved device. The two dogs are employed to adapt the improved fender for application to either side of the car-window frame and to windows on opposite sides of the car, and it will be understood that the upper and lower ends of each dog engage the inner opposing portions of the stops, respectively, above and below the plane of the shaft of the catch, and thereby give a more stable support to the entire device.

The glass panel 4 provides means for looking ahead without incurring the danger and annoyance of having cinders or sparks striking the face or entering the eyes, and in addition the cinders and other dirt and dust will be prevented from entering the car-window, as the portion of the fender which projects above the bottom of the raised sash will materially obstruct the influence of a down current.

To accommodate different uses, changes in the form, size, propotions, and minor details may be resorted to without departing from the principle of the invention.

Having thus described the invention, what is claimed as new is—

1. A car-window fender having a body made up of a series of plies of thin material having the grain in alternation at a different angle, the outer plies having regularly-defined openings with the surrounding wall of each alined with that of the other and the inner ply formed with a larger opening which continues through the outer edge, a transparent panel removably fitted in the inner ply, and a closing strip removably fitted in the outer open edge portion of the inner ply and normally arranged flush with the adjacent edges of the outer plies, whereby the panel may be removed when broken and replaced by another.

2. A car-window fender having a body with an inner vertical rail which is thicker than the said body and has its opposite side edges extended beyond the planes of the opposite faces of the body to provide means for entering the grooves between the stops at opposite sides of a car-window frame, and a double catch at an intermediate point in the rail and comprising two distinct members spaced apart from each other and each provided with upper and lower reversely-directed engaging ends to contact with the inner opposing sides of the window-frame stops and normally projected beyond the plane of the inner and outer sides of the rail to operate with opposite sides of a car-window frame, both sets of stops being actuated by the same means.

3. A car-window fender having a body with an inner vertical rail rigidly secured thereto, the opposite side edges of the rail projecting beyond the plane of the opposite sides of the body to apply the same to either side of a car-window frame, a casing located at an intermediate point in the rail and having a horizontally-disposed transversely-extending rock-shaft mounted therein, dogs fixed to opposite extremities of the said shaft and each having upper and lower reversely-directed ends movably projecting through the front and rear portions of the casing on opposite sides of the rail, a spring for holding the engaging ends of the dogs normally projected through the casing, and a stem connected to the shaft and provided with an exterior head and also giving bearing to a portion of the said spring.

4. A car-window fender having a body provided with an inner rigid rail, and a pair of fastening devices at an intermediate point in said rail having upper and lower reversely-directed engaging ends and actuated by a common supporting device and operating to individually engage the stops at the opposite sides of a car-window frame.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHESTER L. BELL.

Witnesses;
J. F. HARBEY,
C. SPIVEY.