

No. 682,625.

Patented Sept. 17, 1901.

S. LEIVY.
CAR FENDER.

(Application filed Apr. 12, 1901.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

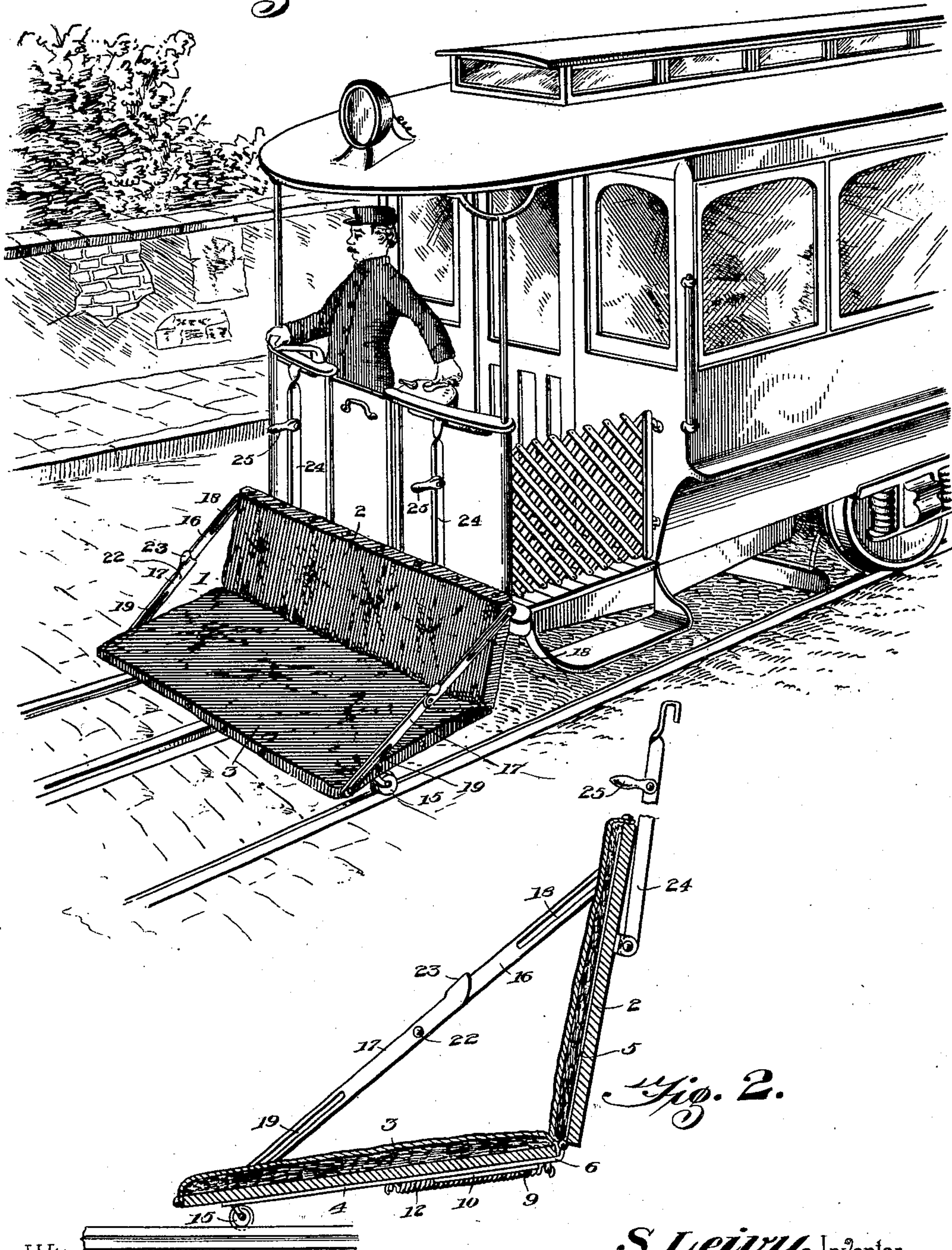


Fig. 2.

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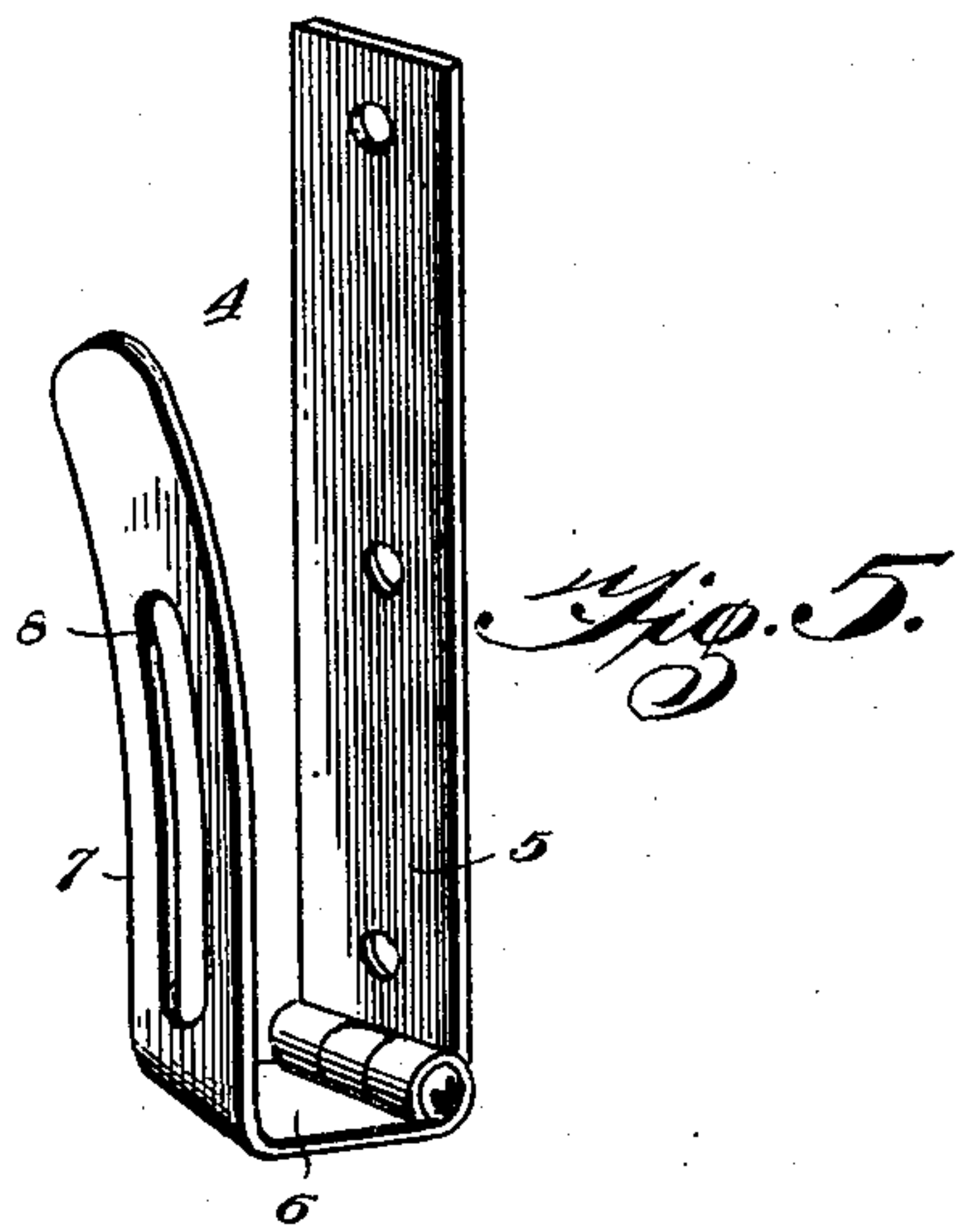
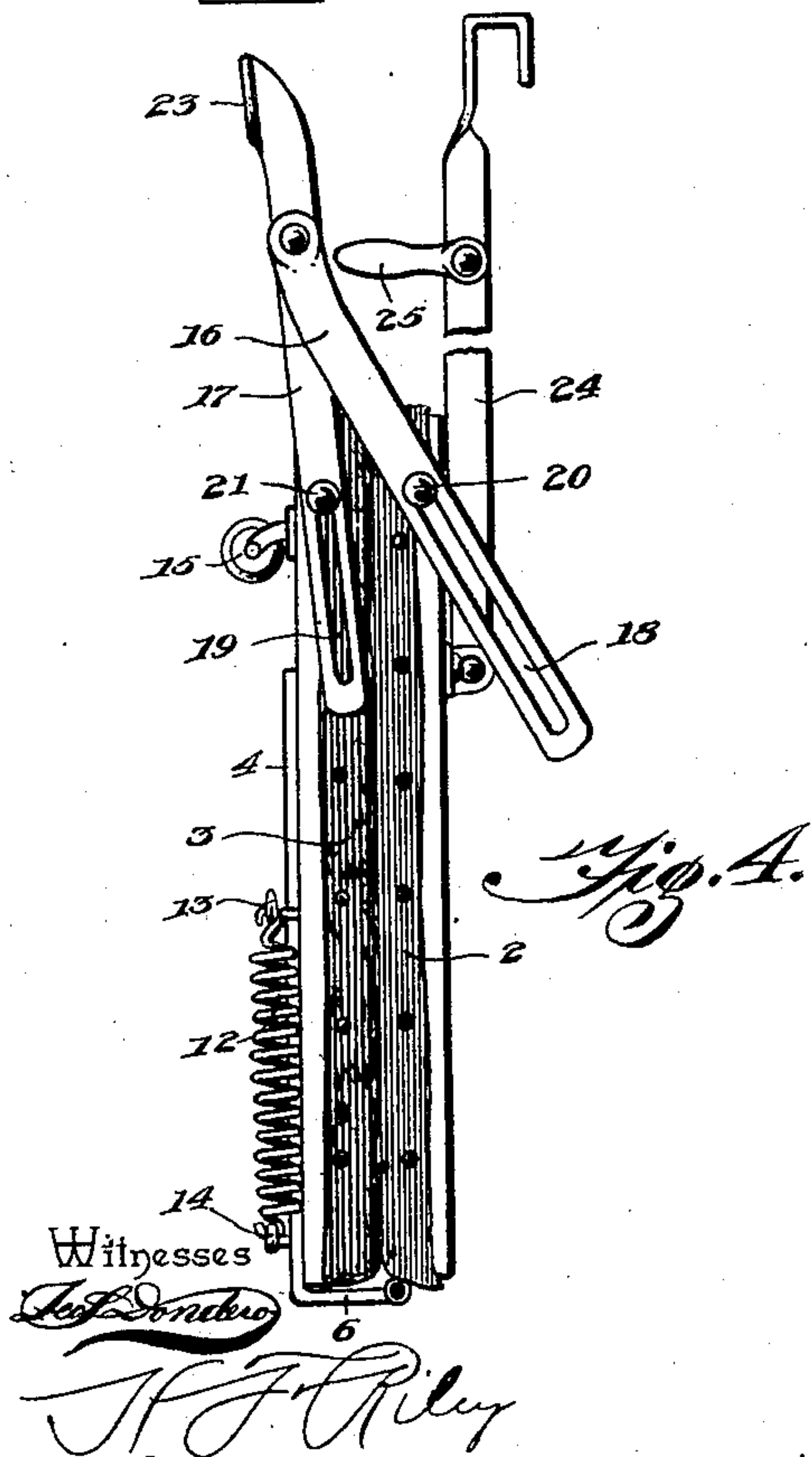
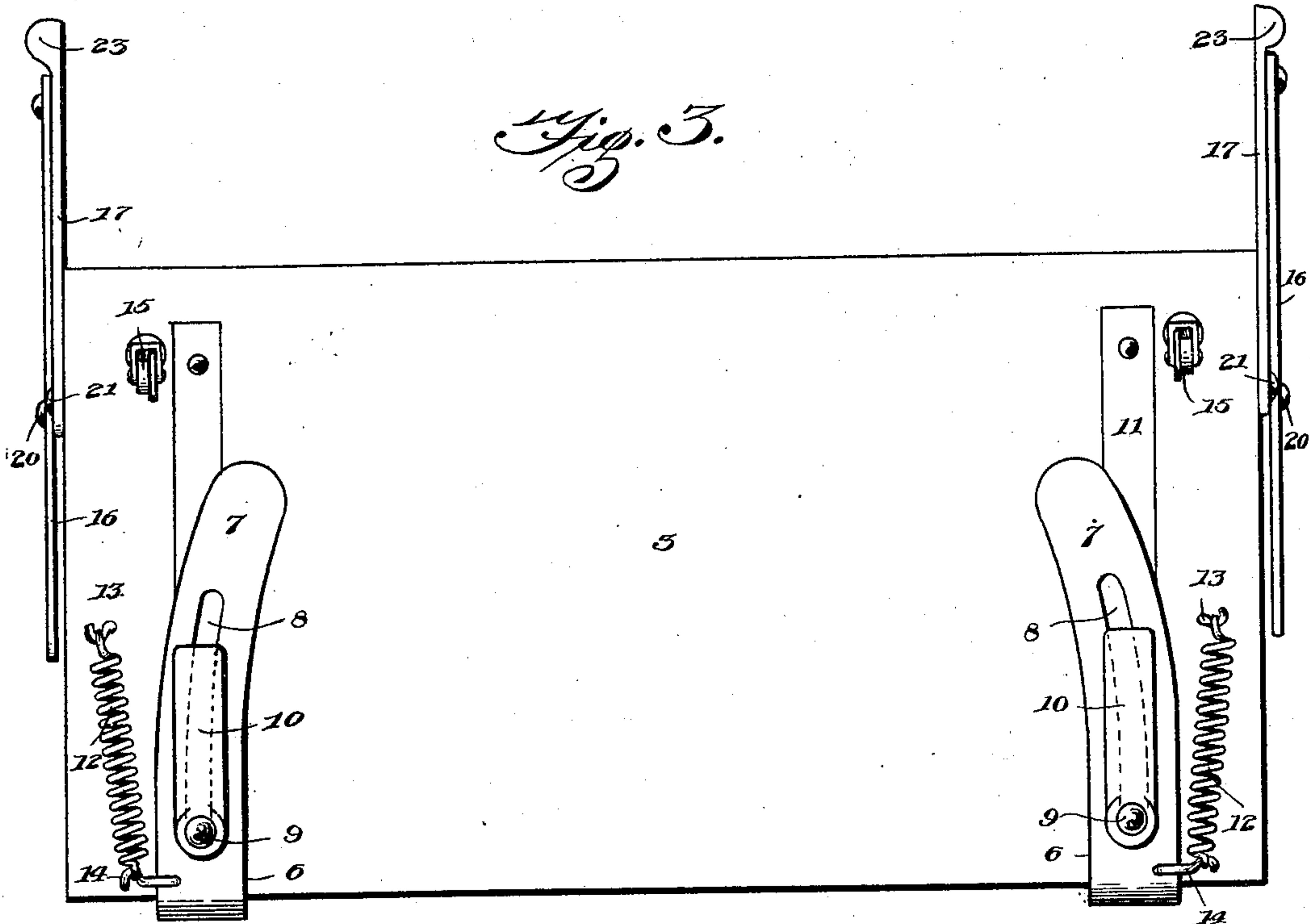
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2 Sheets—Sheet 2.



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UNITED STATES PATENT OFFICE.

SOLOMON LEIVY, OF EAST ST. LOUIS, ILLINOIS.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 682,625, dated September 17, 1901.

Application filed April 12, 1901. Serial No. 55,533. (No model.)

To all whom it may concern:

Be it known that I, SOLOMON LEIVY, a citizen of the United States, residing at East St. Louis, in the county of St. Clair and State of Illinois, have invented a new and useful Car-Fender, of which the following is a specification.

The invention relates to improvements in car-fenders.

10 The object of the present invention is to improve the construction of car-fenders and to provide a simple, strong, and efficient one designed for use on street-railway cars and analogous conveyances and capable of lateral
15 movement to enable it to cover the track, whether the latter be straight or curved.

A further object of this invention is to provide a car-fender of this character adapted to be compactly folded when not in use and capable of being readily applied to a car.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed
25 out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a car-fender constructed in accordance with this invention and shown applied to a car. Fig. 2 is a vertical sectional view
30 of the same. Fig. 3 is an elevation, the fender being folded. Fig. 4 is a side view of the same. Fig. 5 is a detail perspective view of one of the hinges, illustrating the construction of the curved guides.

35 Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a car-fender composed of a back or upright portion 2 and a bottom 3, extending forward from the lower edge of the
40 back of the fender and connected with the same by hinges 4 and adapted to fold against the back, as clearly shown in Fig. 3 of the accompanying drawings. The back and the bottom of the fender, which may be constructed
45 in any suitable manner, are provided with cushions, and the front edge of the bottom of the fender is designed to be provided with a binding of rubber to prevent the fender from
50 injuring a person should it come in contact with him.

The hinges 4 are composed of leaves 5 and

6, the leaf 5 being secured to the front face of the back, as clearly shown in Fig. 2. The leaf 6, which supports the bottom of the fender, is provided with a curved guide 7, extending beneath the bottom 3 of the fender and provided with a curved slot 8, receiving a suitable fastening device 9, which depends from the rear portion of the bottom of the fender. The fastening devices 9 are provided with
55 plates 10, extending forward longitudinally of the guides 7, and the bottom of the fender is preferably provided with metal strips 11, the guides being located between the plates 10
60 and the strips 11. The guides, which extend forward from the rear edge of the bottom, have inner concave edges and outer convex edges, and the fastening device 9 at one side of the fender is the center of the circle of
70 which the other curved guide forms a part. The curved guides are adapted to permit the bottom of the fender to swing laterally in rounding a curve to admit of the fender covering the track, whether the same be straight
75 or curved. When the fender swings to the right, the right-hand fastening device forms the pivot, and when the fender swings in the opposite direction the left-hand fastening device operates as a pivot. The guides are
80 preferably formed integral with the leaves 6 of the hinges 4, and they form a support for the fender.

The bottom of the fender is normally retained with its rear edge in contact with the
85 back of the fender by means of a pair of coiled springs 12, located at opposite sides of the fender and extending longitudinally of the same and provided at their front and rear ends with eyes which are linked into hooks
90 13 and 14, mounted, respectively, on the bottom of the fender and on the rear portions of the guides. The springs are adapted to be distended to permit the bottom of the fender to swing laterally to cover the track when the car
95 is rounding a curve, and they will return the bottom of the fender to its normal position when the car again reaches a straight portion of the track. Any suitable means may be provided for swinging the fender laterally in
100 either direction to cause the same to follow the rails and cover the track, and in the accompanying drawings the bottom of the fender is provided at its front with pilot-wheels

arranged to run on the rails and adapted to guide the fender. Instead of employing wheels suitable operating mechanism may be provided for enabling the fender to be

5 guided by the motorman of a car.

The bottom of the fender is connected with the back by folding braces 16 and 17, arranged in pairs and pivotally connected at their adjacent ends and provided at their other ends
10 with slots 18 and 19, receiving suitable fastening devices 20 and 21 of the back and the bottom of the fender. The brace 17 extends beyond the pivot 22 and is provided with a laterally-projecting lug 23, which engages the
15 other brace 16 when the parts are arranged as shown in Figs. 1 and 2 to prevent the braces from swinging downward out of alignment. The braces are adapted to be swung upward to fold the fender to the position
20 shown in Figs. 3 and 4.

The fender, which may be mounted on a car in any suitable manner, is preferably provided with hangers 24, arranged as shown in Figs. 1 and 4 and provided at their upper
25 ends with suitable means for engaging the dashboard of a car. The lower ends of the hangers are secured to the back of the fender by means of suitable fastening devices passing through perforated ears of plates and
30 through the ends of the hangers. The hangers may be provided between their ends with arms or grips 25 to assist in removing the hangers and the fender from a car.

It will be seen that the fender is exceedingly simple and inexpensive in construction,
35 that it is adapted to be readily applied to a car, and that it is capable of automatically following the rails and of covering the track both at straight and curved portions of the
40 same.

What I claim is—

1. The combination of the fender-back designed to be secured to a car, the bottom, and hinges connecting the bottom and the back
45 and located at opposite sides of the fender and provided with curved guides or ways arranged to permit the fender to swing later-

ally to cover curved portions of the track, substantially as described.

2. In a car-fender, the combination of a
50 back, a bottom, hinges located at opposite sides of the fender and connecting the back and the bottom and provided with curved guides permitting the bottom of the fender to have a limited lateral swing in either direc-
55 tion, and springs connected with the bottom of the fender and adapted to hold the same in alinement with the car normally, substantially as described.

3. A car-fender comprising a back designed
60 to be fixed to a car, a bottom, and hinges having rear leaves connected with the back and provided with front leaves slidably connected with the bottom, whereby the bottom is permitted to swing vertically and move lat-
65 erally, substantially as described.

4. In a car-fender, the combination of a back, a bottom, hinges secured to the back and provided with forwardly-extending guides having curved slots, pivots mounted on the
70 bottom and arranged in the slots of the guides, and permitting the bottom to swing horizontally, said bottom being also adapted to swing vertically on the said hinges to fold it against the back, and means for holding the pivots
75 normally at the rear ends of the guides, substantially as described.

5. In a car-fender, the combination of a back, a bottom, hinges secured to the back and provided with guides extending forward be-
80 neath the bottom and having curved slots, pivots depending from the bottom and extending through the slots of the guides, and having plates at their lower ends, and coiled springs located at opposite sides of the fen-
85 der and connected with the bottom and with the guides, substantially as described.

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

SOLOMON LEIVY.

Witnesses:

OLIVER DU CRAY,
JOHN G. GAIN.