

No. 778,199.

PATENTED DEC. 20, 1904.

B. LEV.

CUSHIONING DEVICE FOR SAFETY ATTACHMENTS FOR CARS.

APPLICATION FILED MAR. 21, 1903. RENEWED MAY 6, 1904.

NO MODEL.

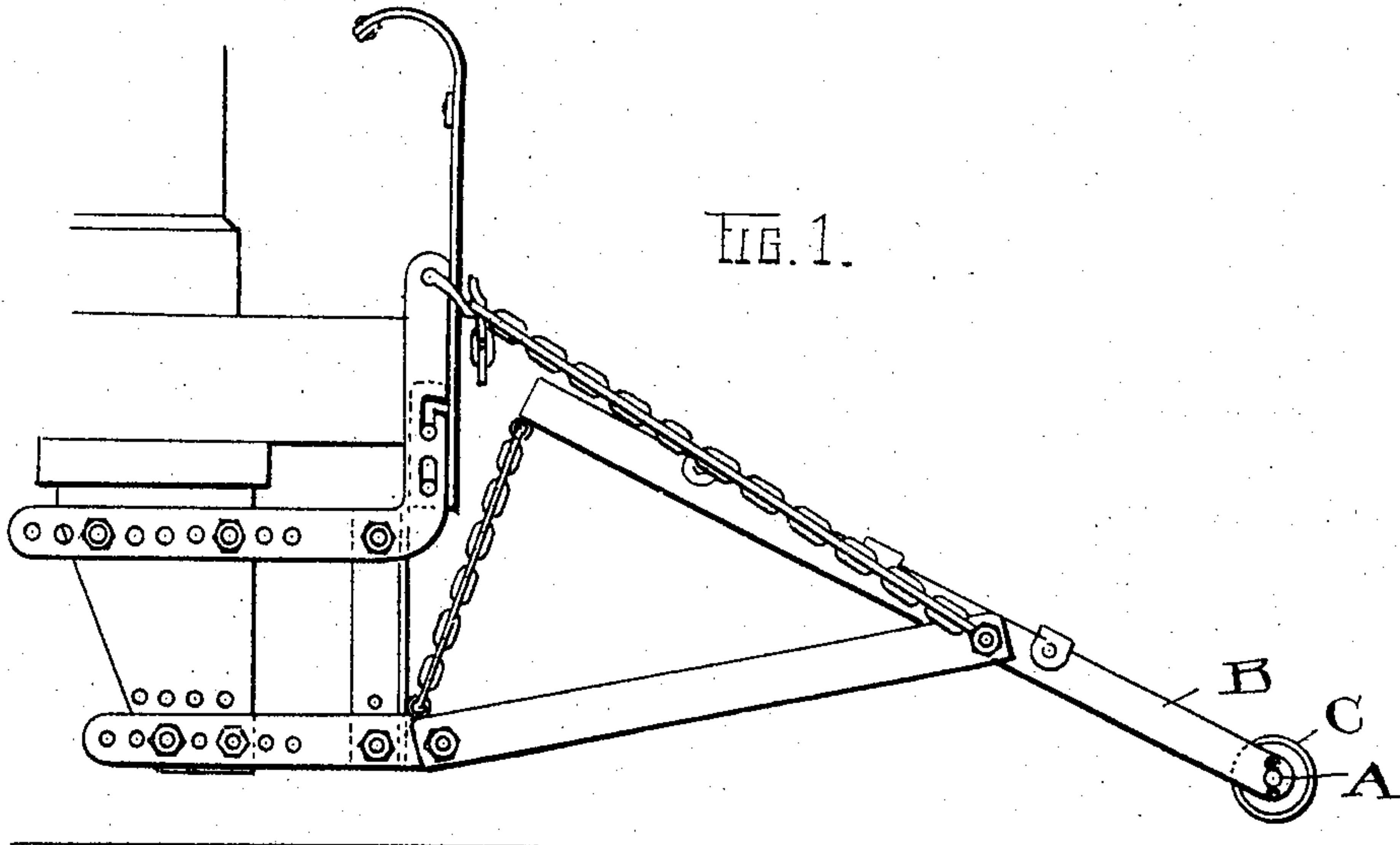


FIG. 2.

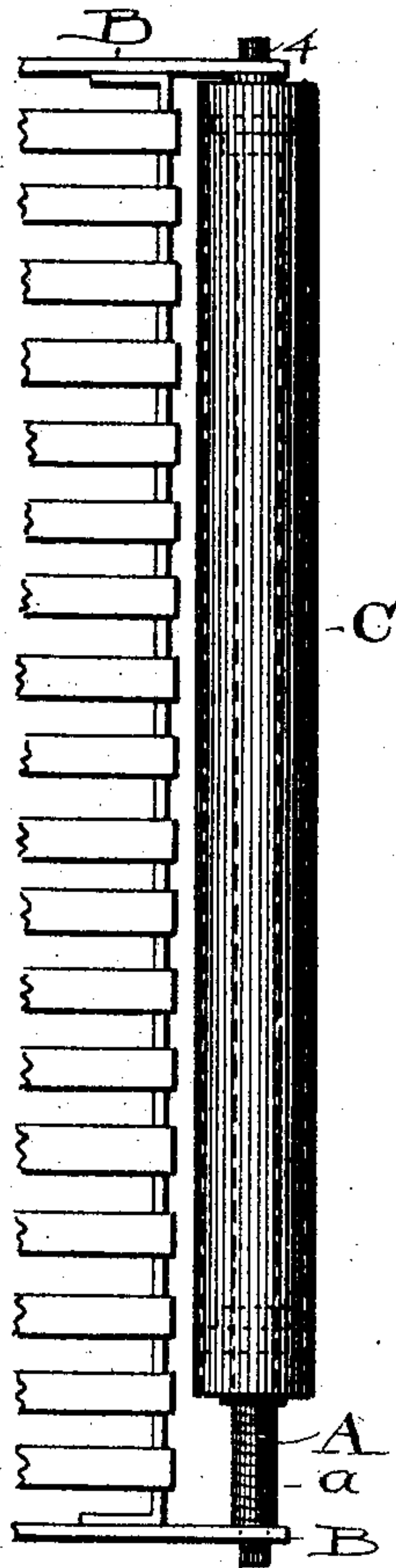
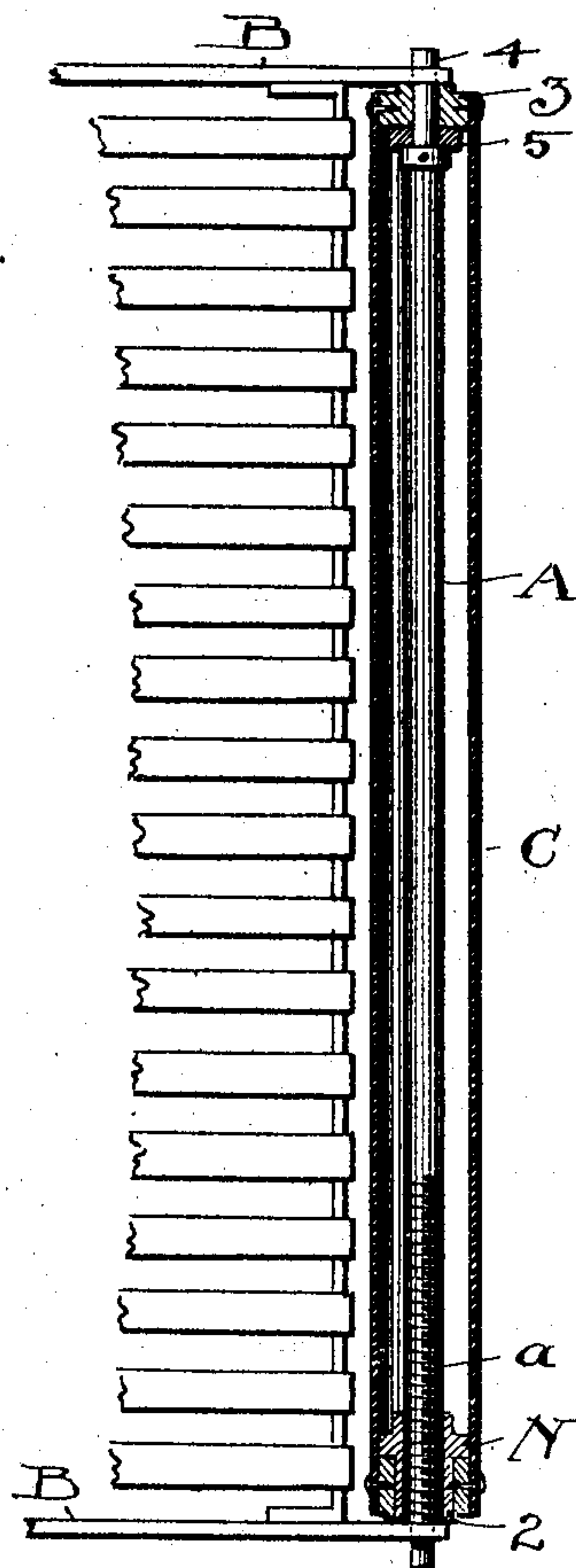


FIG. 3.



ATTEST.

R. B. Moore
E. M. Fisher.

INVENTOR.

Benjamin Lev
BY H. J. Fisher, ATTY

UNITED STATES PATENT OFFICE.

BENJAMIN LEV, OF CLEVELAND, OHIO, ASSIGNOR, BY MESNE ASSIGNMENTS, TO AMERICAN SECURITY AND TRUST COMPANY, TRUSTEE, OF WASHINGTON, DISTRICT OF COLUMBIA, A CORPORATION.

CUSHIONING DEVICE FOR SAFETY ATTACHMENTS FOR CARS.

SPECIFICATION forming part of Letters Patent No. 778,199, dated December 20, 1904.

Application filed March 21, 1903. Renewed May 6, 1904. Serial No. 206,697.

To all whom it may concern:

Be it known that I, BENJAMIN LEV, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Cushioning Devices for Safety Attachments for Cars; and I do declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to cushioning devices for safety attachments on motor-cars; and the invention consists of a cushioning device having the form of a cylindrical roller and intended primarily for use on so-called "fenders" or "safety" attachments for motor-cars; but it is not limited to this use, and the said roller is so constructed that it can be made as firm as may be desired, all substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 represents the front end of a car with a safety attachment or fender thereon and equipped at the front lower or initial portion thereof with one of my improved safety-rollers. Fig. 2 is a plan view of the said roller and part of the safety-carrier to which it is attached, the roller being shown as it appears before it is fully stretched and placed under tension for use. Fig. 3 is a plan view of parts corresponding to Fig. 2, excepting that the roller is longitudinally sectioned and stretched its full length and to its utmost need for this service.

The attachment itself as a mechanism and invention is the subject-matter of a concurrent application, Serial No. 148,828, and an external view of this particular roller is shown; but the roller is not claimed in said case.

In my construction of roller as herein shown I employ a central longitudinal screw A, which runs the full length of the roller and

projects at either end through or beyond the supporting-frame B of the safety attachment, and one end of said rod is provided with a screw-thread *a*, extending back upon said rod a distance relatively as shown, and the roller supports or connections are made with the respective ends of the said screw-rod. The body C of the roller is preferably of a heavy and very durable material, such as four-ply rubber hose of suitable size in cross-section, and it may be of any specially-prepared fabric or material that has the requisite strength and at the same time is more or less elastic and adapted to stretch and have the stretch taken up, so that it will be firm and yet afford such cushioning as is required in a roller or part serving as the striking member of a car-fender.

Now as means for supporting and stretching the roller on the car I use two spools or collars 2 and 3, one at each end upon rod A, of which collar 2 is sleeved over or upon the tubular body portion of nut N and to or upon which body said collar is rigidly fixed, so that the two will turn together if the nut be turned. At its opposite end collar 3 is free on the end 4 of screw-rod A, and a washer 5, fixed upon the rod A, serves as a backing for collar 3 under the tension of body C of the roller when said cover is tightened. In tightening the roller screw-rod A may be rotated while nut N is held against rotation, or said nut may be rotated and the screw-rod held still.

What I claim is—

1. As a new article of manufacture, a cushioning member for the striking portion of a street-car fender, consisting of a body of flexible material and a screw-rod centrally through said body, and a nut engaged on said rod having one end of said body mechanically connected therewith, whereby when the nut is run outward on said rod the said body is stretched, substantially as described.

2. The roller consisting of a central rod

threaded at one end, a flexible tubular body stretched upon said rod and a nut threaded on said rod and carrying one end of said body, substantially as described.

- 5 3. The roller substantially as described comprising a central screw-rod, a nut and a collar on one end of said rod and a collar on the other end, and a body of fabric engaged upon

said collars and stretched, substantially as described. 10

Witness my hand to the foregoing specification this 24th day of February, 1903.

BENJAMIN LEV.

Witnesses:

R. B. MOSER,

R. ZBORNIK.