No. 781,390. PATENTED JAN. 31, 1905.

P. BEST.

FENDER SUPPORT.

APPLICATION FILED FEB. 26, 1904.

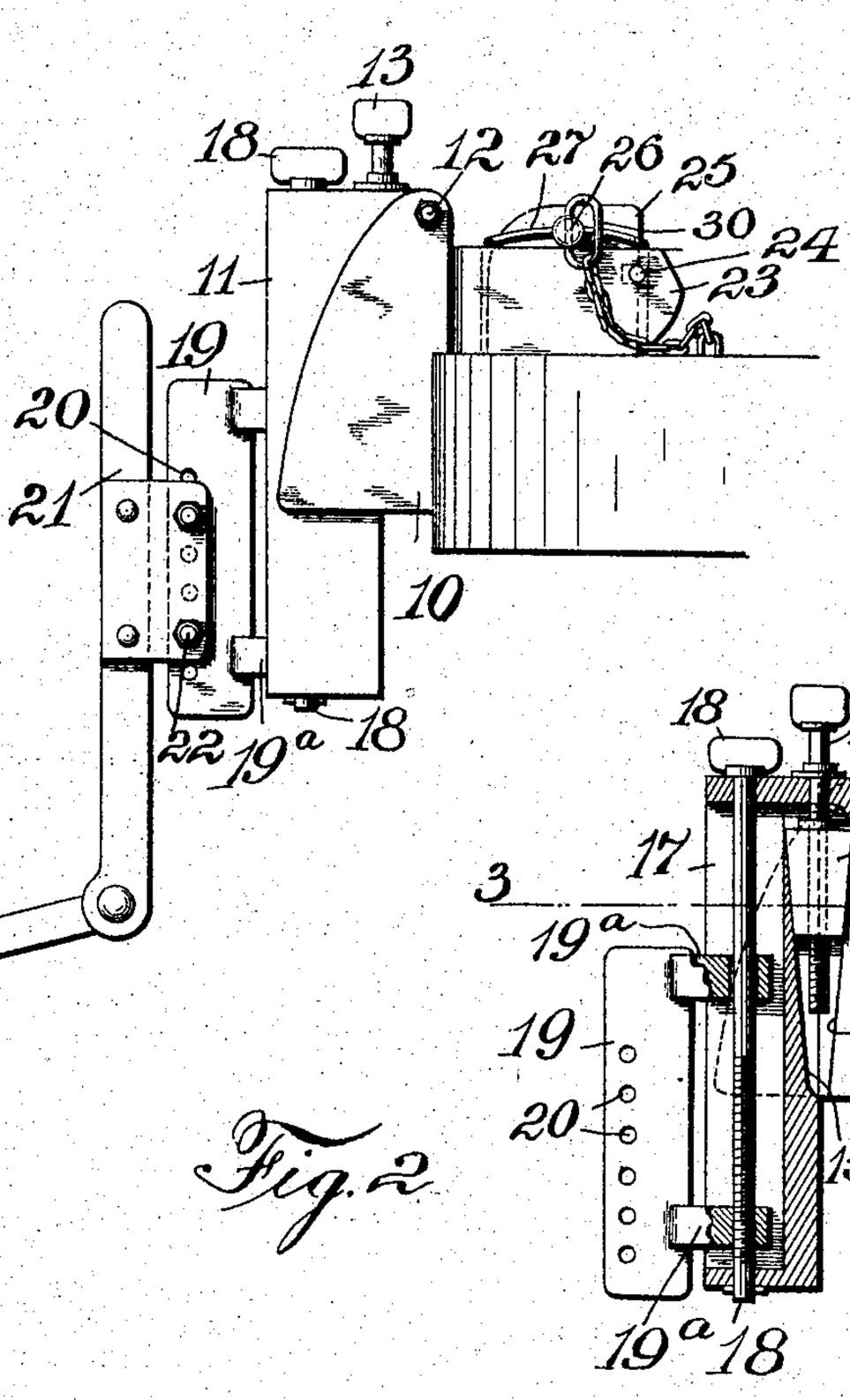

Fig. 1

Fig. 2

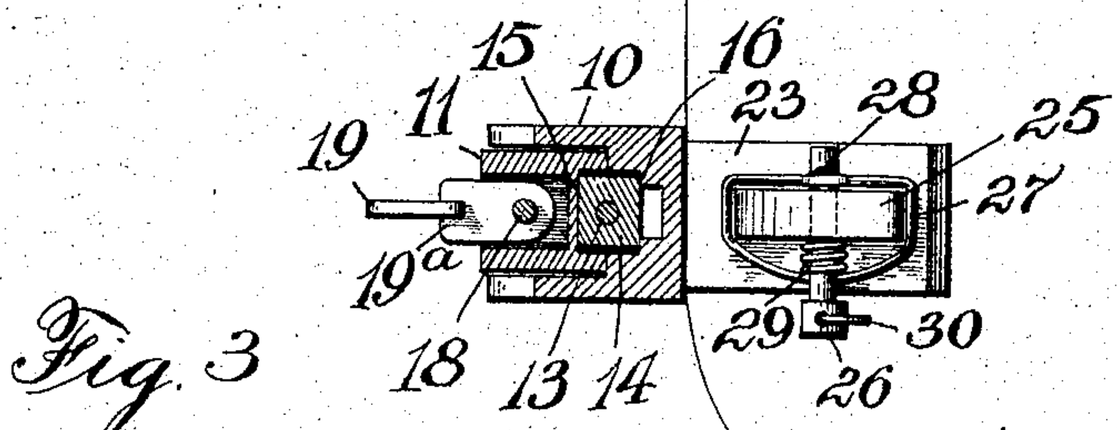

Fig. 3

WITNESSES:

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No. 781,390. Patented January 31, 1905.

UNITED STATES PATENT OFFICE.

PETER BEST, OF ELIZABETH, NEW JERSEY.

FENDER-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 781,390, dated January 31, 1905.

Application filed February 26, 1904. Serial No. 195,334.

To all whom it may concern:

Be it known that I, PETER BEST, of Elizabeth, in the county of Union and State of New Jersey, have invented a new and Improved Fender-Support, of which the following is a full, clear, and exact description.

This invention relates to a device for supporting fenders from the buffers of cars, and is designed to provide a device that can be securely and quickly fastened to the buffer and one that is removed with equal facility.

A further object of the device is to provide a support that is adjustable vertically to raise and lower the end of the fender from or to the rail and one in which there is also a tilting mechanism, so that the angle of the fender can be altered at will.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a support. Fig. 2 is a central vertical section of the same, and Fig. 3 is a horizontal section on line 3 3 in Fig. 2.

As will be seen in the drawings, the yoke 10 is arranged to fit on the front of a buffer, it being held to the support 25 by means of a device hereinafter described. Pivoted at 12, near the upper end of the yoke 10, is a bar 11, and between the two is arranged a screw 13, passing through a wedge 14, this wedge riding on the edges 15 and 16 on the bar 11 and the yoke 10, respectively. Thus by turning the screw 13 the wedge is placed on the aforesaid inclined faces and the bar 11 is tilted, with the pivot 12 acting as a center.

In the front of the bar 11 is a cut-away portion 17, through which passes the screw 18, and a plate 19 with the lugs 19^a rides on the screw 18, the upper lug 19^a being arranged to slide freely on the shank of the screw. The plate 19 is provided with a series of holes 20, through which pass the bolts 22 to secure the fender 21 to the support, and I show in the drawings a series of holes, so as to give an additional means for vertical adjustment; but a pair of holes can be made to suffice in view of the adjustment by means of the screw 18.

Any well-known means can be used to secure the support to the buffer of the car; but I prefer to use the device herein shown, in which I employ an arm 23, integral with or securely fastened to the back of the yoke 10. The arm 23 has a slot adapted to fit over the lug 25 on the buffer, and a pin 24, fastened to the arm, fits into a small slot in the lug 25, as shown in Fig. 2, to prevent its tilting, and the lug 25 being rounded on its forward end to provide for the easy insertion and withdrawal of the lug from the slot in the arm 23. When the support is in place, a pin 26 passes through a perforation in the lug and is fastened by means of the clip 27, that fits over the lug 25 and springs into a recess 28 in the pin 26, a spring 29 holding the whole device taut. This provides a light and ready fastening, and a chain can pass from a staple on the buffer to the ring 30 in the end of the rod 26 to insure its not being lost.

It will be evident that I have devised a support that insures an accurate adjustment, both vertically and as to the tilt of the fender.

It will be understood that the support is shown alone in the drawings; but they are adapted to be used in pairs on each side of the buffer and to support the fender on its two ends.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A fender-support comprising a member adapted to be secured to the car, a second member pivoted to the first member to hold the fender, and a movable wedge between the members to tilt the second member.

2. A fender-support comprising a member adapted to be secured to the car, a second member pivoted to the first member to hold the fender, a wedge arranged to slide between the members, and means on the first member to move the wedge to tilt the second member and hold it at different angles.

3. A fender-support comprising a member secured to the car, a second member pivoted to the first member and adapted to support the fender, means arranged to tilt the second member on the first member, and a vertical adjusting means on the second member to raise and lower the fender.

4. A fender-support comprising a yoke adapted to be secured to the car, a bar piv-

otally arranged in the yoke, a wedge between the yoke and the bar, means for actuating the wedge to tilt the bar, a means on the bar to support a fender, and a device to raise and lower the supporting means.

5. A fender-support comprising a yoke, a bar pivoted in said yoke, means for tilting the bar on the yoke, a supporting-plate for the fender, and an adjusting means in the bar for raising and lowering the supporting-plate.

6. A fender-support comprising a yoke secured to a car, a bar pivotally secured to the yoke, a wedge between the bar and the yoke, means for moving the wedge to tilt the bar, a supporting-plate arranged in the front of the bar, a screw secured to the bar and passing through the supporting-plate to raise and lower the supporting-plate.

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Witnesses:
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