

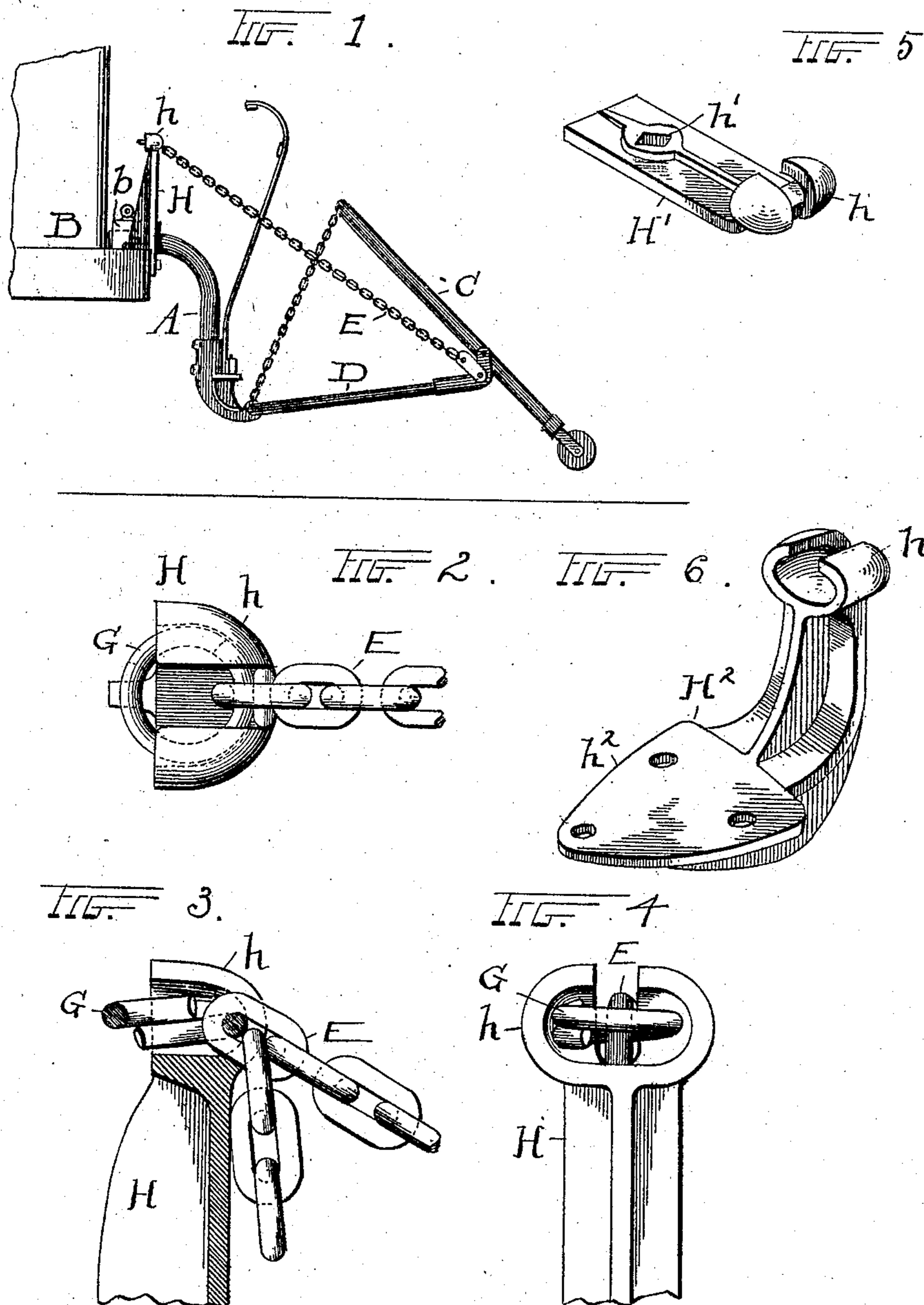
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B. LEV.

CHAIN BRACKET FOR CAR FENDERS.

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WITNESSES:

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CHAIN-BRACKET FOR CAR-FENDERS.

No. 815,922.

Specification of Letters Patent.

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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 Chain-Brackets for Car-Fenders; 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 chain-brackets for car-fenders; and the invention consists in a bracket constructed to adjustably secure a supporting-chain for the front of the fender from the car-body, said bracket being so constructed as to adapt said chain to be conveniently taken up or let out according as the fender is to be raised or lowered, all substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of the fender and the front portion of a car to which the fender is attached. Fig. 2 is a top view of the bracket, and Fig. 3 is a central vertical sectional elevation thereof. Fig. 4 is a rear elevation of said bracket; and Figs. 5 and 6 are perspective views of modifications of the bracket, as will hereinafter appear.

In fenders of the style herein shown having a tilting carrier C, which is adapted to be turned or tilted on its pivots, it is desirable to have convenient means for raising and lowering the fender in respect to the level of the car-track. Then, again, in some cities or on some roads it is the practice to support the fender in a relatively high position—such, for example, as is shown in Fig. 1—and in other cities or on other roads it is lowered to a position considerably nearer the track-surface. There are also regulations here and there as to the elevation at which the fender should be run in a city, whereas a different rule may apply for running it on suburban or country lines. It is also customary in many places to run a car back and forth upon the same track and not turn the car around, and in such cases the fender has to be changed from one end of the car to the other as the end of the line is reached, and for this reason convenient detachable mechanism is impor-

tant. I have therefore constructed the present fender with suitable hangers A, detachably fixed or supported upon the car-body B in sockets *b*, from which they are removable, and the tilting carrier C is pivotally supported upon a suitable frame D, which itself is pivoted on the bottom of the hangers. The chains E are engaged at one end with the forward portion of frame D at its sides, there being one chain for each side of the fender, and at their upper ends said chains are adapted to engage in the open front-to-rear slot in the heads *h* of the brackets H. The said heads are shown to be substantially cup shape, open from the rear and top and having a slot extending from rear to front lower, substantially as shown, and the said slot of a width somewhat greater than the thickness of one of the links of the chain, so that the said links can be dropped down edgewise in the slot and a split repair-link G engaged therein to lie at right angles or horizontally therein and serve as a means of locking the chain in the said head, also as shown in Figs. 3 and 4. Any one of the several links of the chain E may be held into engagement or locking position with the head *h* and the elevation of the fender-carrier thereby fixed, and each end of the car may be equipped with said brackets and sockets *b* for the hangers A, so that the entire fender mechanism other than these fixed parts may be moved from one end to the other and put in working position in a moment's time and without losing material time in making the change, which is exceedingly desirable in cities especially.

Any suitable shape or form may be given to the bracket H, and two modifications are shown in Figs. 5 and 6, respectively. Fig. 5 shows a bracket H' with a bolt or screw hole *h'* through its flat shank by which it may be fastened to the car-body, while in Fig. 6 I show a modification H², having a foot portion *h*² through which the bracket may be secured from beneath or above upon the body B of the car. Both said forms have the cup-shaped head *h* with the open slots. (Shown in Figs. 2, 3, and 4.)

A chain E is shown and described herein for supporting the parts from the bracket or post H; but obviously any suitable flexible con-

nection other than a chain can be used—such as a rope with a knot, a cable with side projections, and the like—and any suitable slotted construction equivalent to bracket H may be used.

What I claim is—

1. In fender mechanism for cars, a bracket having an open slot through the same, in combination with a fender-frame and a flexible support for the front of the fender engaged with said frame at one end and detachably engaged in the said slot at the other end, substantially as described.

2. As a new article of manufacture, a bracket for supporting a fender-carrying chain, the same having a substantially cup-shaped head with an open slot front to rear in said head, substantially as described.

3. In car-fender mechanism, a bracket for supporting a car-fender, the same constructed to be permanently fixed on a car-body and having a head with a cavity open to the rear-

ward and a slot front to rear through the top of said head, substantially as described.

4. A car and brackets fixed thereon having each a slot across its free end, in combination with a fender-carrier, a frame on which said carrier is pivoted, and chains from the front of said frame engaged in the slots of said brackets, substantially as described.

5. In car-fenders, a car, hangers thereon, a frame pivoted on said hangers and a carrier pivoted on said frame, in combination with brackets on the said car provided each with an open slot, and flexible connections for the front of said frame constructed to lock in said slots at intervals, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

BENJAMIN LEV.

Witnesses:

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C. A. SELL.