

No. 815,924.

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B. LEV.

CAR FENDER SPRING.

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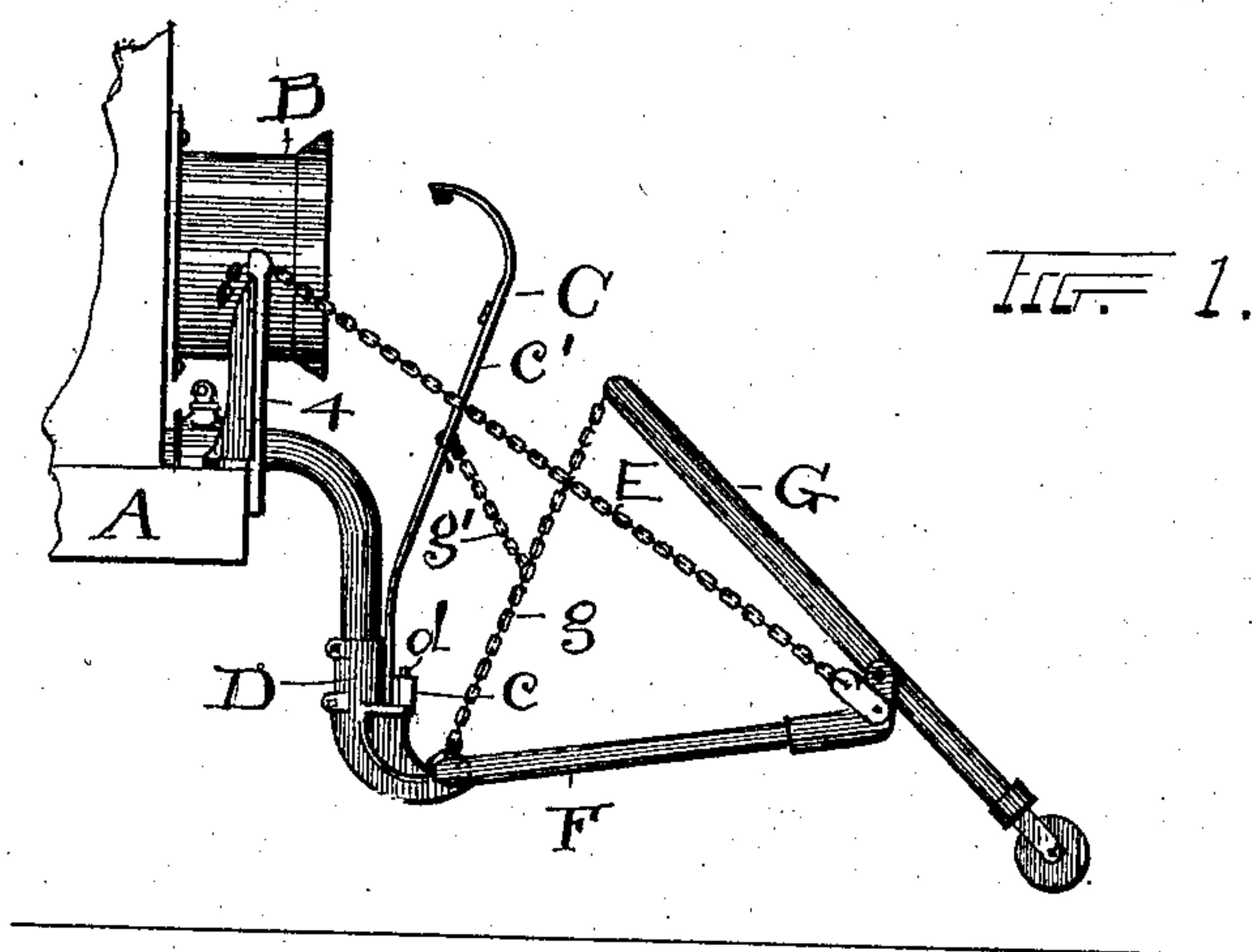
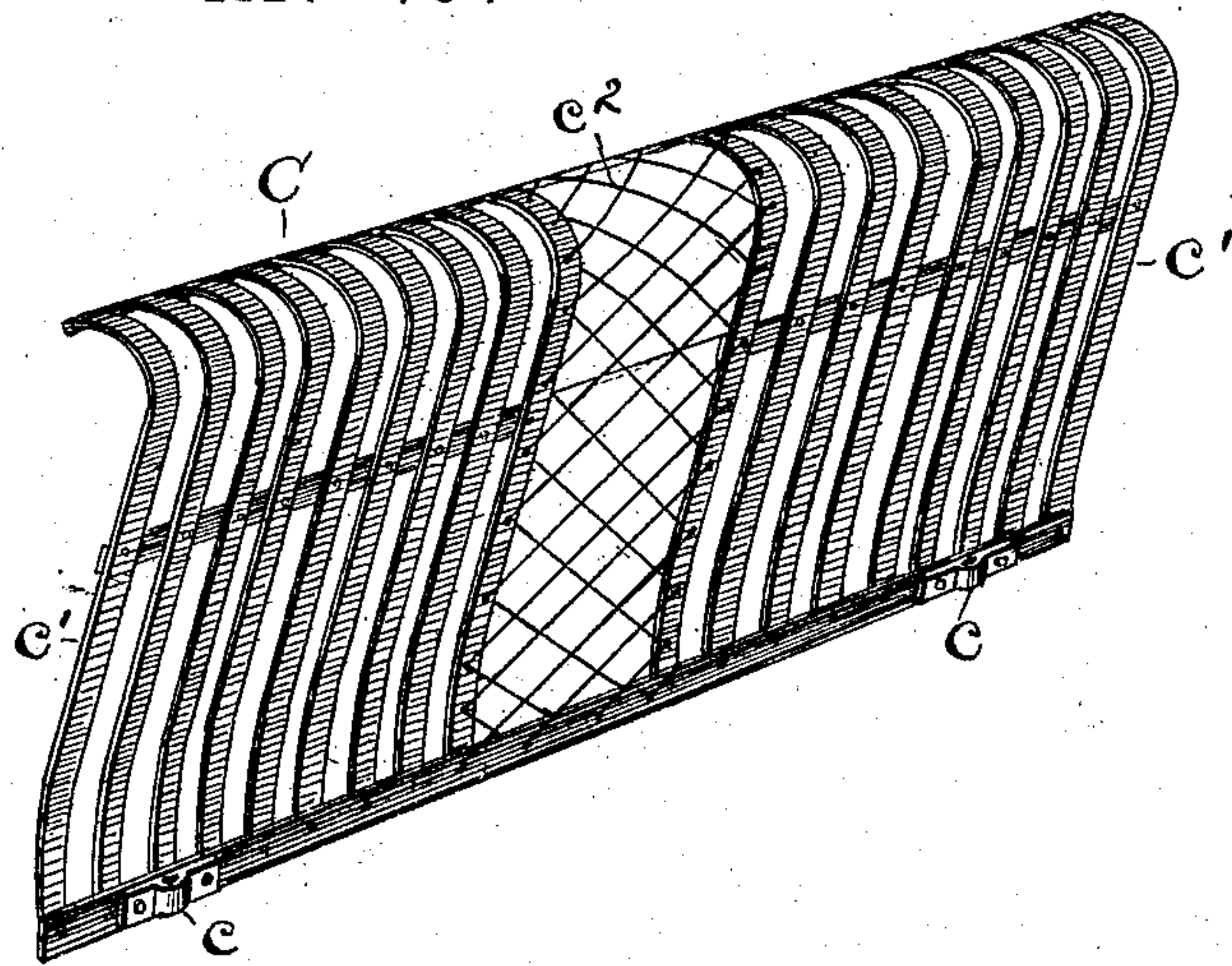


FIG. 2.



WITNESSES:

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CAR-FENDER SPRING.

No. 815,924.

Specification of Letters Patent.

Patented March 20, 1906.

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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 Car-Fender Springs; 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 improvements in car-fender springs; and the invention consists in the construction and combination of parts substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of the front portion of a car or car-body and of my improved fender-spring and other mechanism in position thereon, and Fig. 2 is a perspective view of the spring or spring-frame itself.

Motor-cars generally are now equipped with headlights, such as is shown at B in Fig. 1, and with a fender mechanism of the kind substantially as shown herein. There has been difficulty experienced in the use of the fender-spring or spring fender-frame C, or of springs of this general character extending up in front of the headlight, because it occurred when the springs were thrown back by an object striking against them from the front they would strike the headlight and were exceedingly liable to break the same, and by reason of their position obscured the light. For this reason I have made a special construction of fender-spring which obviates danger to the headlight and removes obscuring portions, as will now appear. Thus the said spring C is constructed to occupy the full width of the car or track and is so made as to be bodily handled and removed and replaced. To this end said frame is provided with sockets *c* at its lower edge adapted to be seated on suitable tapered posts *d* on the front of the hangers D, and these hangers are in turn supported on the car-body A and carry the frame F from their lower portions. The spring-strips *c'* are preferably made of sheet-steel cut to a suitable width and length and secured together here and there by means of slats transversely and are curved rearwardly at their top, but in this instance are arranged only along the two end portions of the frame

C and are omitted at the middle of the spring-frame opposite the headlight B, so that when the said spring-frame or spring as a whole is pressed back there will be no springs or other damaging mechanism to strike and injure the headlight, and the gap or space between the series of springs *c'* is bridged by means of wire fabric or mesh *c²*. This wire fabric is secured to the adjacent springs *c'* at each side of the gap and is strong enough to withstand the strain of a person thrown against the same without breaking it loose from the spring-strips *c'*. Said strips are tied together by cross-slats, so as to make each side series unitary.

The front of the frame F is supported from the car-body by chains E from standards 4 or their equivalent on the said body, and the tilting carrier G is provided with a chain *g*, which permits it to tilt to an inclination of about forty-five degrees, but preferably no farther. The said carrier and frame F are adapted to be folded back against spring-frame C; but it has been found when this is done that the chain *g* will trail and is liable to be torn. For this reason I have provided the said chain *g* with a flexible support or chain *g'*, engaged therewith at about its middle and with the frame C. So it occurs when the parts are folded up vertically at the front of the car that chain *g* is held up also and not permitted to trail, as formerly. Otherwise the said chain operates as usual. Any equivalent of the chain *g'* may be used and be within the spirit of the invention.

Obviously the sockets *c* and studs *d* might be reversed in position and serve the same purpose—that is, the studs *d* might be on the fender-frame C and the sockets on brackets D, and the wire mesh *c²* is of such open mesh as to leave the rays from the headlight practically unobscured.

What I claim is—

1. In car-fenders, a spring fender-frame constructed to stand across the front of a car and having open-mesh fabric at its middle and springs at each side thereof, substantially as described.

2. In car-fenders, a spring fender-frame adapted to stand across the front of a car-body and having springs inward along both end portions thereof and open-mesh fabric at its middle between said series of springs and

engaged with the adjacent slats thereof, substantially as described.

3. In fenders for cars, a car and hangers thereon, a tilting carrier and a frame supporting the carrier from said hangers, a flexible
5 connection to limit the tilting of the carrier and a support to prevent the said flexible connection from trailing when the carrier is folded, substantially as described.

10 4. The car and a headlight thereon, in combination with supports at the front of the car, a spring fender-frame resting upon said sup-

ports and having a middle portion opposite said headlight covered with an open mesh, whereby the headlight is protected when the
15 spring-fender is thrown back and light is unobstructed, substantially as described.

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

BENJAMIN LEV

Witnesses:

R. B. MOSER,
C. A. SELL