

No. 815,925.

PATENTED MAR. 20, 1906.

B. LEV.  
FENDER CARRIER.

APPLICATION FILED JULY 18, 1904.

2 SHEETS—SHEET 1.

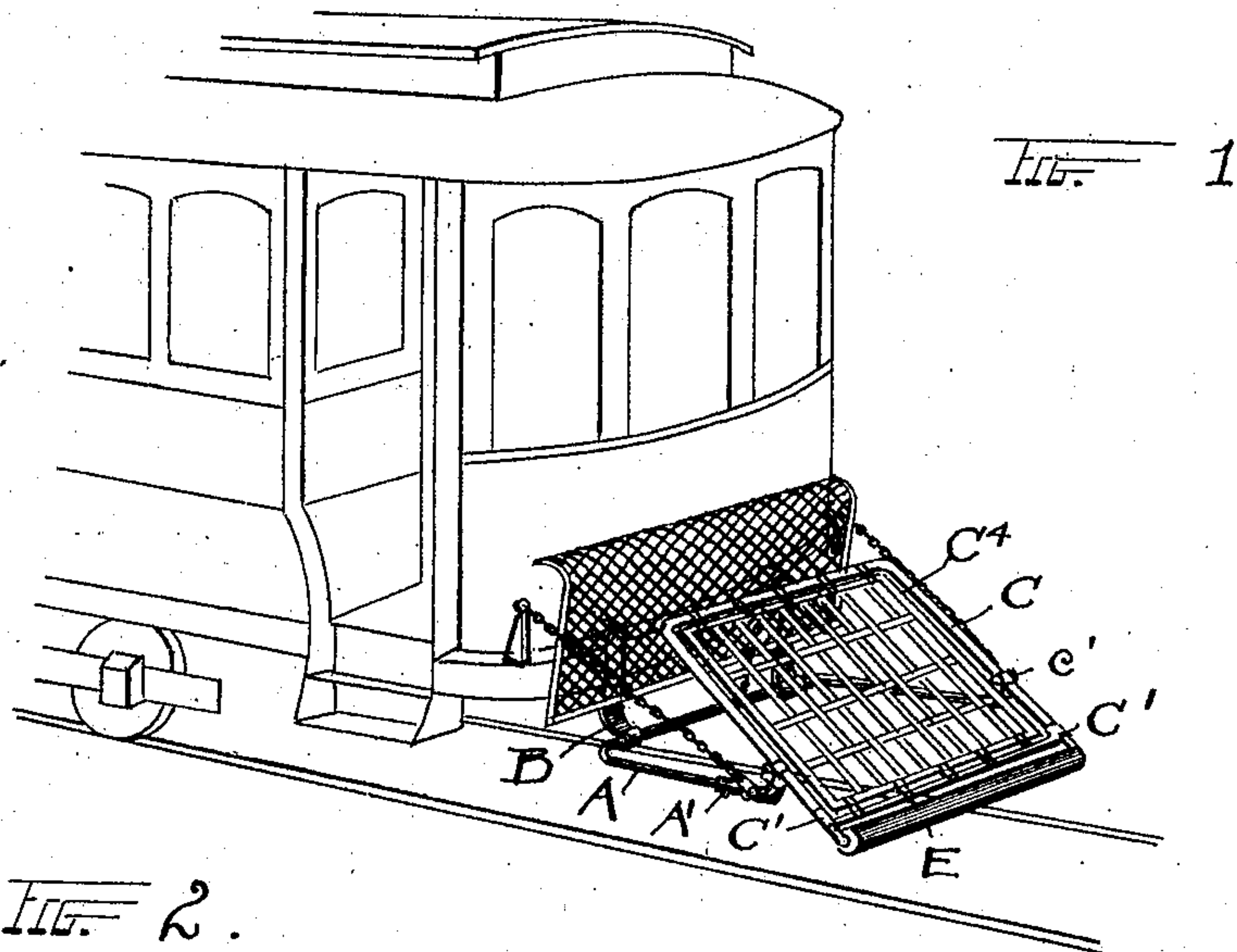
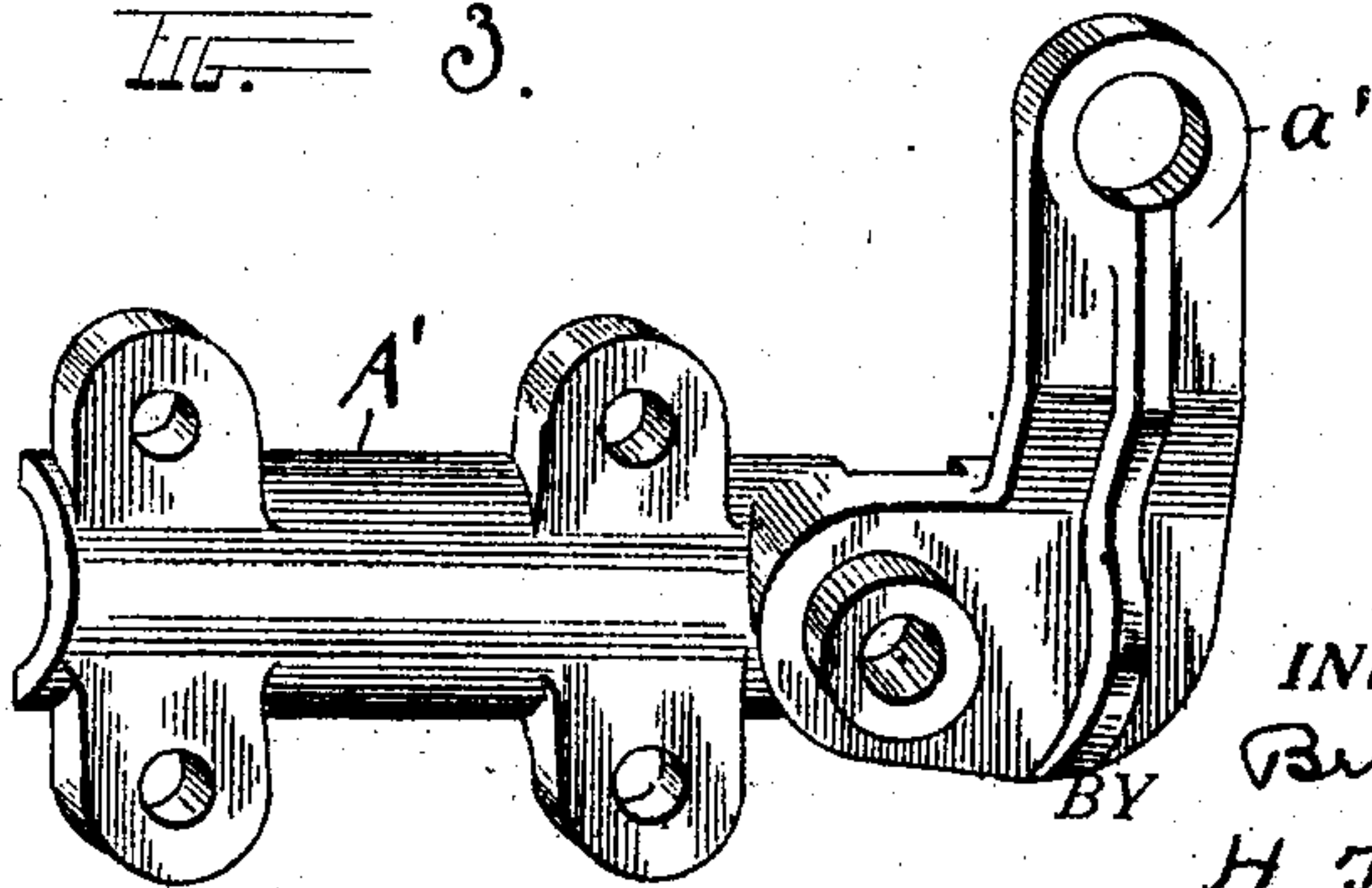
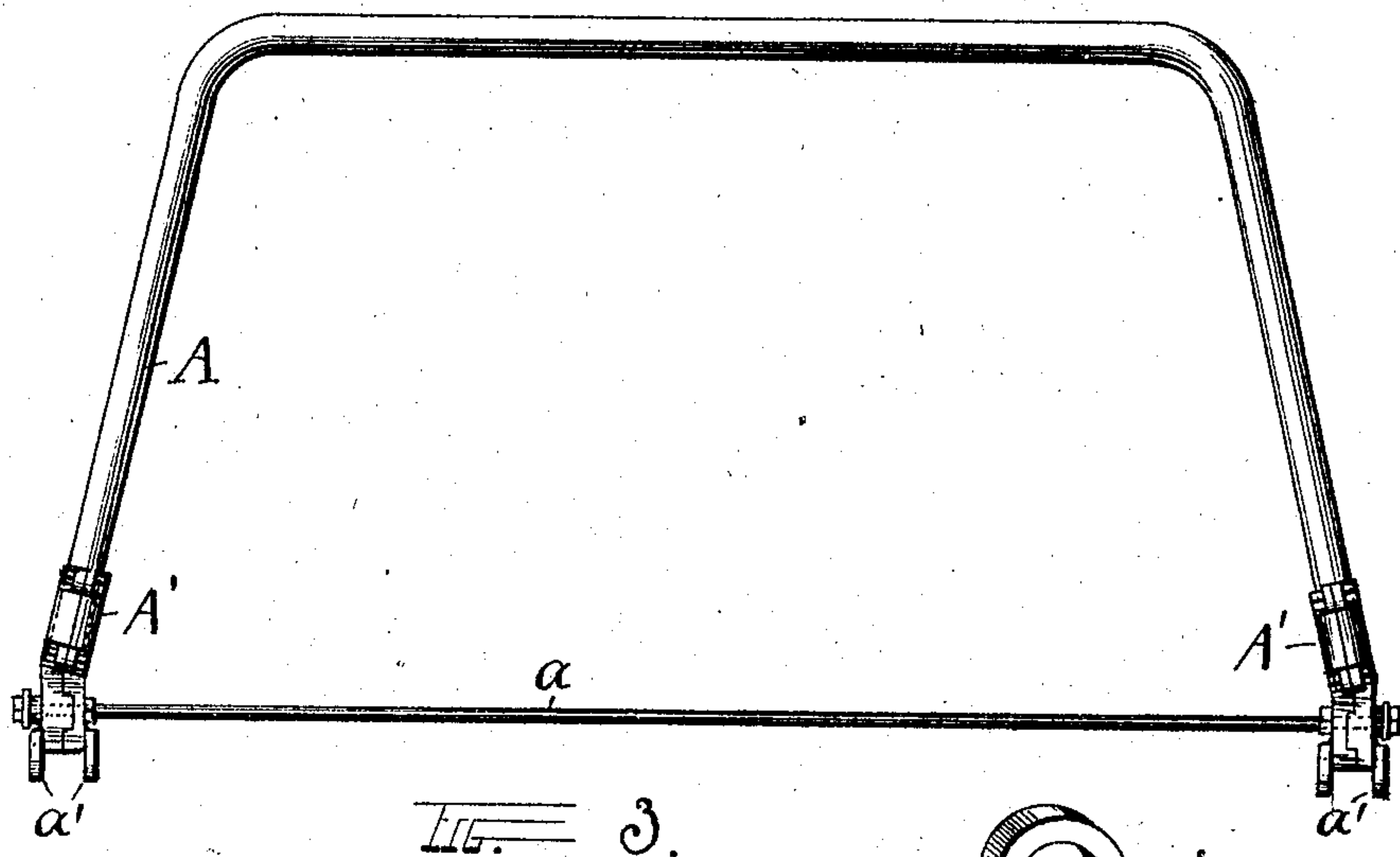


FIG. 2.



WITNESSES:

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INVENTOR.

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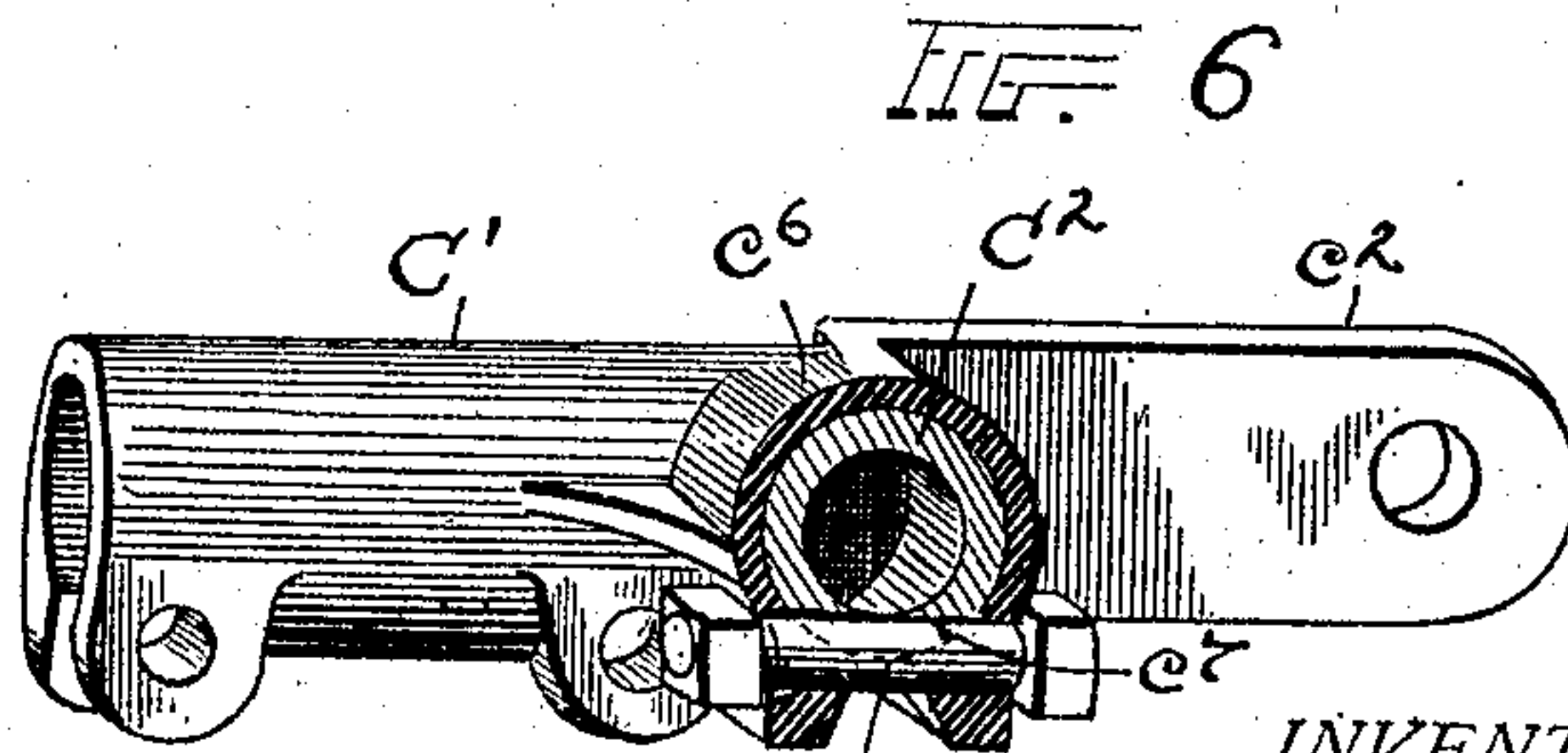
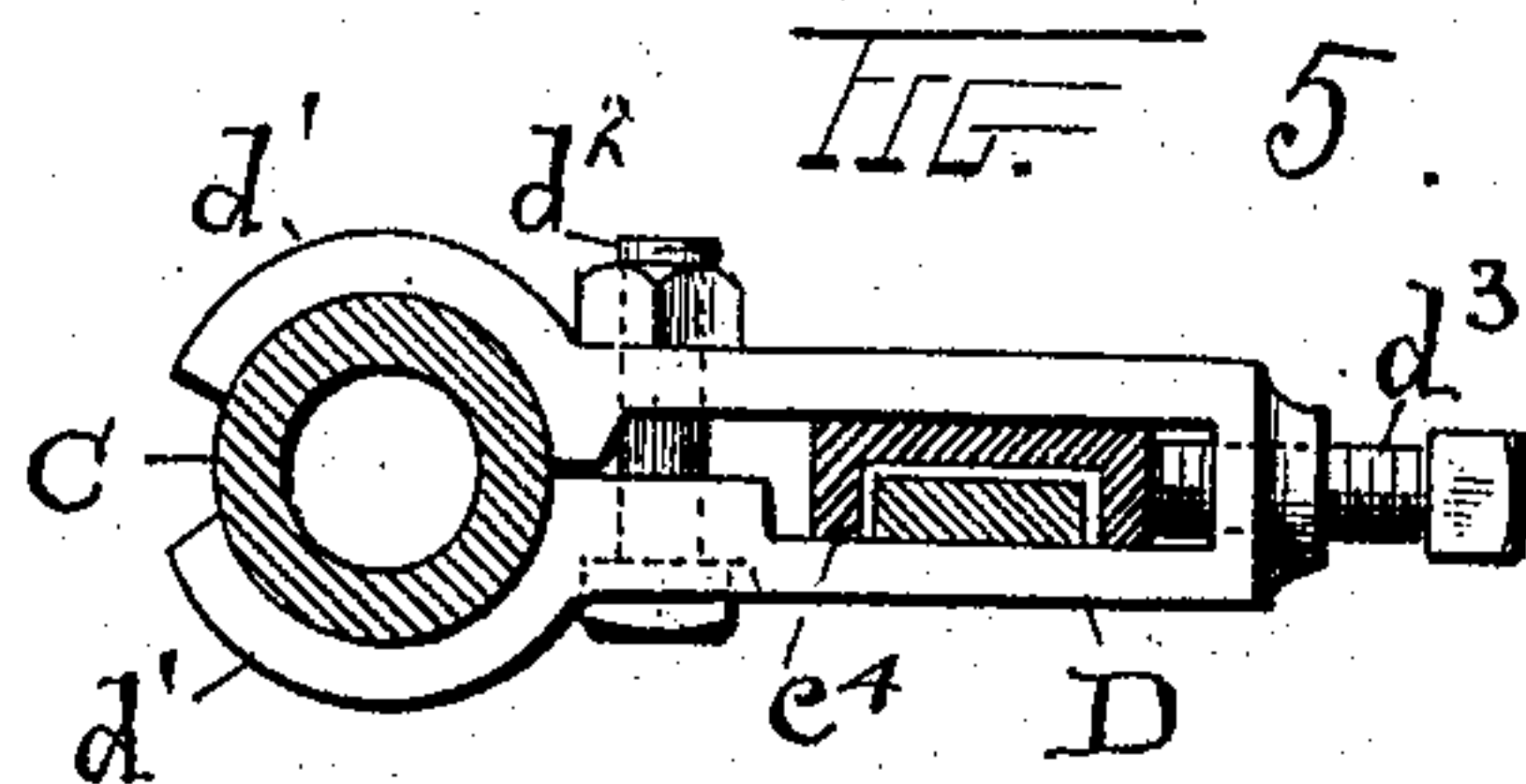
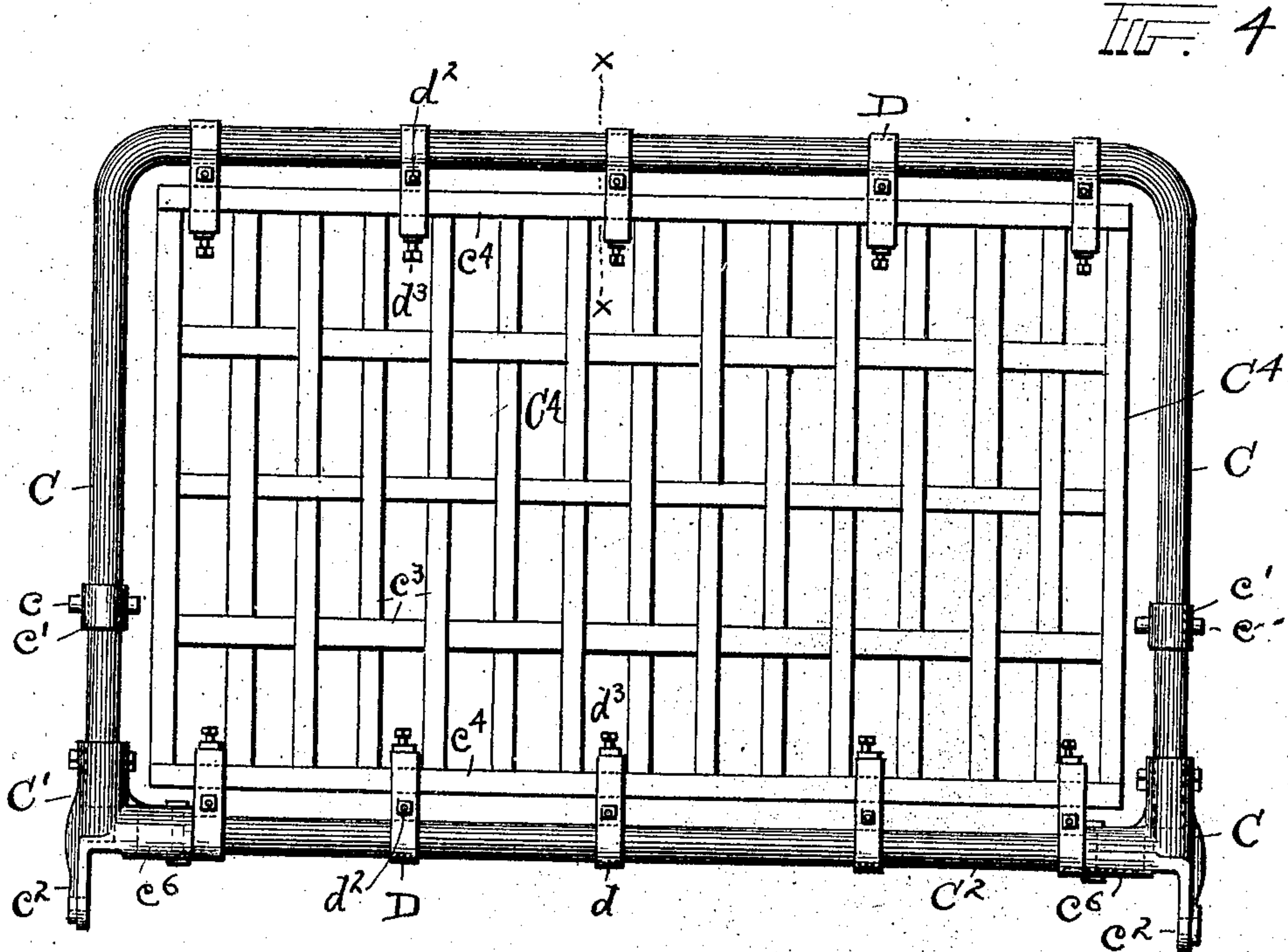
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WITNESSES:

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# UNITED STATES PATENT OFFICE.

BENJAMIN LEV, OF CLEVELAND, OHIO, ASSIGNOR TO ECLIPSE RAILWAY SUPPLY CO., OF KANSAS CITY, MISSOURI, A CORPORATION OF DELAWARE.

## FENDER-CARRIER.

No. 815,925.

Specification of Letters Patent.

Patented March 20, 1906.

Application filed July 18, 1904. Serial No. 217,029.

*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 Fender-Carriers; 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 has reference to improvements in fender-carriers; 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 perspective view of the front of a car and my improved fender mechanism thereon. Fig. 2 is a detail of the supporting-frame for the carrier; and Fig. 3 is an enlarged detail in perspective of one section or half of the bracket connected with said frame and adapted to support the carrier. Fig. 4 is a plan view of the carrier; and Fig. 5 is a cross-section on line *x x*, Fig. 4. Fig. 6 is a detail in perspective of one of the front corner connections for the carrier constructed to support the cushioning-roller, as hereinafter more fully described.

The essential and leading idea of this application is to provide a knockdown carrier, the said carrier being so constructed as to be readily separable into numerous parts whereby when an accident occurs and the carrier is more or less injured here or there it can be readily repaired without being sent back to the factory.

To these ends the invention comprises a suitable supporting-frame A, carried by hangers B from the car, as usual, and preferably of tubular form, so as to have both lightness and strength. Upon the front portion of the said frame and constituting an essential part thereof are clamped brackets A', composed of two sections or parts and tied together across the front part of said frame by a tie-rod *a*. The said brackets have right-angled upwardly-extending arms *a'* at their front, provided with eyes to receive the trunnions *c* on sleeves *c'*, secured on the sides of the outer frame C of the carrier. By reason of the arms *a'* being raised relatively, as shown, in

respect to the plane of the body of the bracket A' and frame A the carrier is adapted to tilt down at its rear over or upon the said frame and still have the requisite rearward inclination to afford safety to the person picked up.

The outer frame or portion C of the carrier consists of several separable pieces and comprises the main portion extending along the rear side, the straight front portion C<sup>2</sup>, and the corner connections C'. These corner connections preferably are malleable castings in one part, adapted to spring and clamp in engaging position and in which the ends of the tubular frame-pieces are firmly but separably secured, and the said connections have forward extensions *c*<sup>2</sup>, adapted to receive the cushioning-roller E, Fig. 1. The inner portion of the carrier is shown in this instance as made up of a series of slats *c*<sup>3</sup>, running at right angles to each other and woven together in basket fashion, as is common in fenders, and which in itself is a separate article of manufacture and made up to be placed in the frame C as an article complete in itself. This makes the said inner frame C<sup>4</sup> convenient for repair, as above indicated, because this particular portion of the fender is most liable to be injured in an accident and can be kept in stock at different stations along the line of the road for emergencies, and the same is true of other portions of the carrier, such as the corner connections C', the clamps D, by which the slatted body C<sup>4</sup> is supported upon the outer frame C, and the brackets A'. The said clamps D are of a spring pattern, as clearly seen in Fig. 5, and have jaws *d'*, engaged upon the frame C and grip the iron bars *c*<sup>4</sup> of the slatted frame C<sup>3</sup> between their sides. Screws *d*<sup>2</sup> here and there fasten the said clamps in place. In this instance the clamps engage along the rear and front of the frames C and C<sup>4</sup>, but might be at their sides.

Any preferred and suitable construction of the body portion C<sup>4</sup> of the carrier may be used, such as heavy wire mesh or the like, instead of the slats herein shown, and the brackets A' and the connections C' and clamps D may be modified in form and still be within the spirit and scope of the invention.

The clamps D have set-screws *d*<sup>3</sup> at their inner ends, which bear against the inside face



of the iron bars  $c^4$  and whereby adjustment and take up of frame  $c^4$  is had within the outer frame C.

A single locking-bolt  $c^5$  is used to clamp the split arm  $c^6$  of each connection C' upon front tube  $C^2$ , and this bolt passes through an undercut  $c^7$  in said tubes to lock the parts together, and especially against spreading of the arms of tubular frame C.

What I claim is—

1. In car-fenders, a knockdown carrier consisting of an outer frame comprising a removable front portion, an inner frame and means separably connecting said frames.

2. In car-fenders, a carrier comprising an outer frame consisting of a plurality of separable parts, and an inner frame complete in itself and separable therefrom.

3. In car-fenders, a carrier consisting of an outer frame composed of a single piece at its rear and sides, a separate front cross-piece and separate corner connections uniting the sides and front of said frame secured to said outer frame.

4. In car-fenders, a knockdown carrier comprising an outer frame of tubular portions and right-angled corner connections therefor, and an inner frame and clamps separably connecting the same with said outer frame.

5. In a car-fender, a knockdown carrier

consisting of a sectional outer frame having clamping corner connections and supporting-trunnions at its sides, an inner woven frame and spring-clamps connecting said inner frame with the outer frame.

6. In car-fenders, a supporting-frame and removable brackets on the front ends of said frame having right-angled upward projections, in combination with a carrier pivoted on said projections.

7. In car-fenders, a pivoted supporting-frame comprising a tubular portion constituting the rear and sides of the frame and two-part brackets clamped on the ends thereof and a tie-rod connecting said brackets, in combination with a carrier pivoted on said brackets.

8. A tubular carrier-frame having cast-metal connections uniting the sides and front of said frame and said connections provided with extensions at their front to carry a cushioning member, in combination with an inner frame and spring clamping-jaws locking the same on the said outer frame.

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

BENJAMIN LEV.

Witnesses:

R. B. MOSER,  
C. A. SELL.