

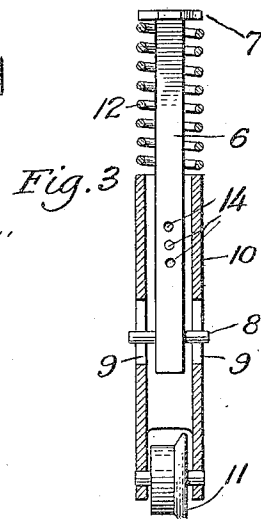
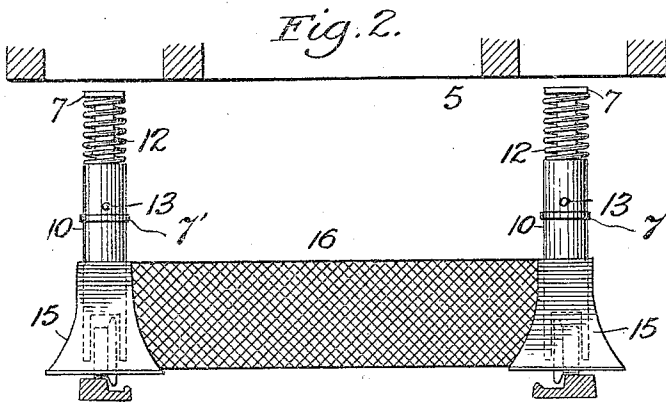
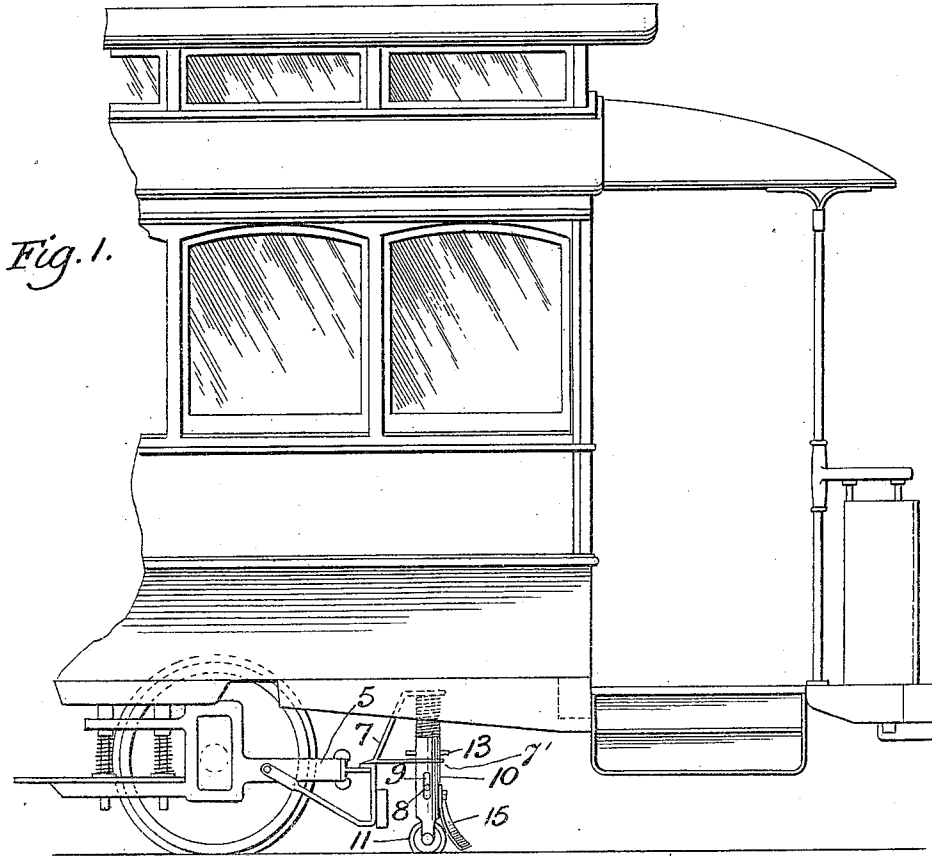
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CAR FENDER.

APPLICATION FILED NOV. 30, 1908.

962,323.

Patented June 21, 1910.



WITNESSES

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FRANK E. DEEMER AND EDWARD W. KORFF, OF BROOKLYN, NEW YORK; SAID
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CAR-FENDER.

962,323.

Specification of Letters Patent. Patented June 21, 1910.

Application filed November 30, 1908. Serial No. 465,033.

To all whom it may concern:

Be it known that we, FRANK E. DEEMER and EDWARD W. KORFF, citizens of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Car-Fenders, of which the following is a specification.

This invention relates to car fenders and its object is to provide the front wheels of a car with fenders which follow the track in advance of the wheels to prevent the latter from passing over any person or object lying on the track and to prevent the person from being thrown under the truck. A netting is stretched from one fender to the other and is adapted to catch any one on the track and save him from danger.

These and other details and objects of the invention will be more fully described in the accompanying specification, set forth in the claims and illustrated in the drawings, wherein—

Figure 1 is a side elevation of the forward end of a car with our invention applied thereto. Fig. 2 is a front view of the car beneath the platform. Fig. 3 is a vertical view of one of the fenders.

The device is secured to the front of the track 5 of the car and one is used on each side thereof before the wheels and directly over the tracks. It consists of a post 6 secured to the truck by means of the bracket 7 or any other suitable means and having at its lower end a cross bar 8 extending beyond the post on each side and playing in a slot 9 in a tube 10. This tube envelops the lower end of the post and its lower end is forked to carry a small flanged wheel 11 which is adapted to run on the track. The bracket 7 carries a horizontal arm 7' with a ring at its outer end to encircle the tube and brace it and at the same time to allow of its vertical movement.

Surrounding the post and pressing upon the upper end of the tube is a spring 12

which forces the tube downward and causes the wheel 11 to always follow the rail. In case it is desired to remove the wheel from the rail the tube is forced upward and a pin 13 run through the tube and one of the holes 14 of the post to retain the tube and wheel in its elevated position.

On the forward face of the tube at its lower end is placed a fender or shovel with a slight side inclination to throw an object outward from the track, and uniting the two fenders is a netting or similar means to prevent objects from passing beneath the car.

The pins 8 and their slots accomplish a double object, one being to limit the play of the tube and the other being to prevent its rotation. Braces may be used to render the device more rigid in places where the service of the fender is rough and heavy and other arrangements of the parts and modifications of same may be adopted without departing from the essential features above referred to.

What we claim as new and desire to secure by Letters Patent is:

1. In a car fender, the combination with a post rigidly attached to the truck of a car, of a tube carrying a wheel and sliding on the post, a shovel, a pin preventing the rotation of the tube, and a second pin to lock the wheel from contact with the rail.

2. In a car fender, the combination with depending posts, of tubes sliding thereon, springs to press the latter downward, wheels at the lower ends of the tube, means for limiting the movements of the tubes, shovels on same, and netting connecting the shovels.

In testimony whereof, we affix our signatures in presence of two witnesses.

FRANK E. DEEMER.
EDWARD W. KORFF.

Witnesses:

JAMES F. DUHAMEL,
MAE W. CLINTON.