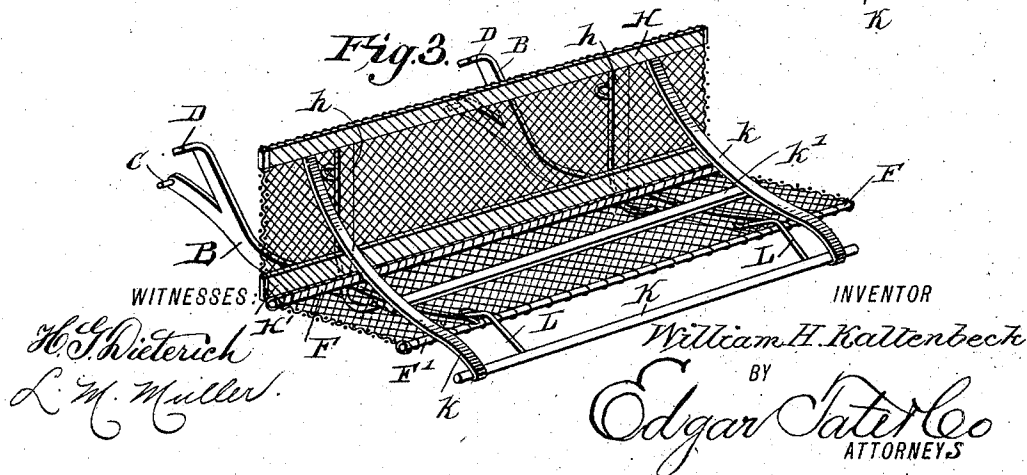
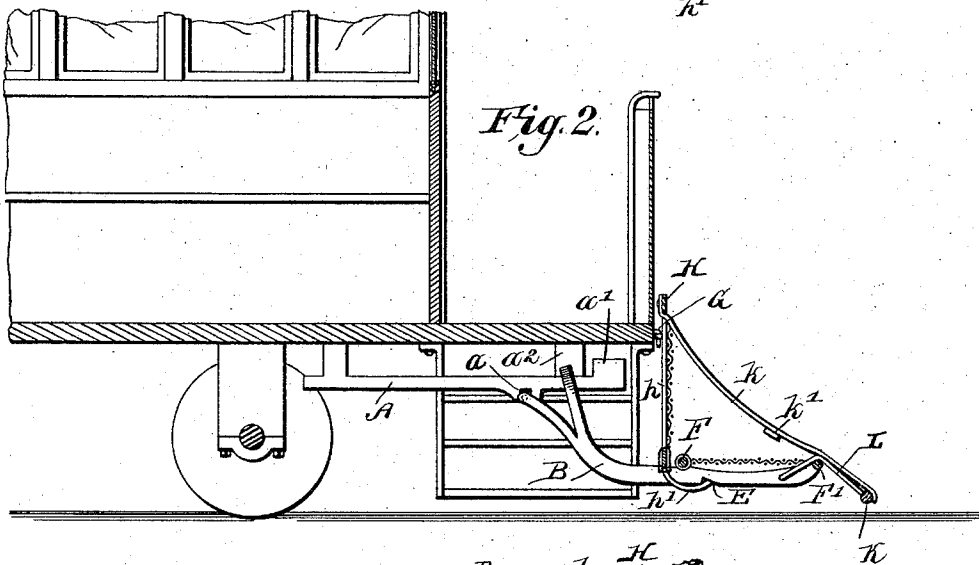
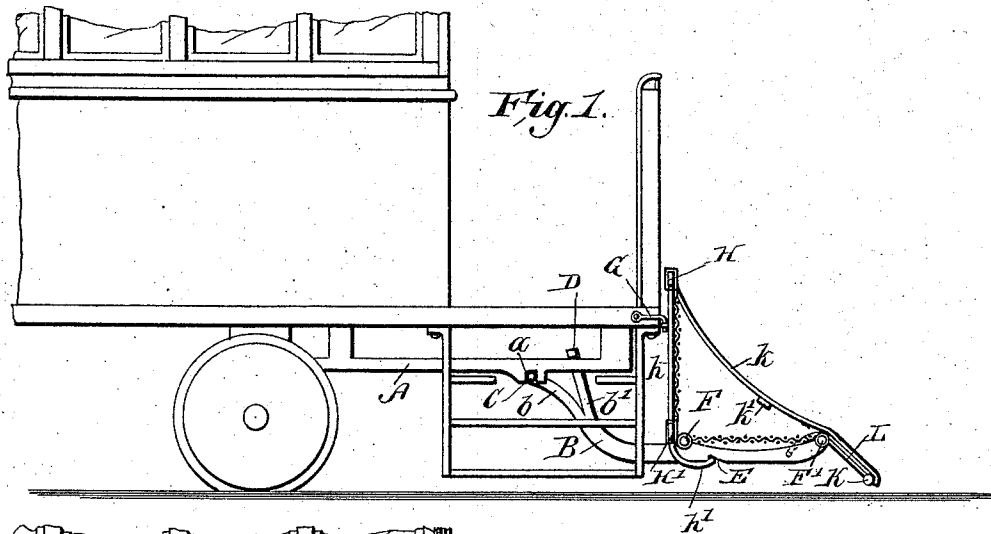


(No Model.)

W. H. KALTENBECK.
CAR FENDER.

No. 571,528.

Patented Nov. 17, 1896.



UNITED STATES PATENT OFFICE.

WILLIAM H. KALTENBECK, OF ROXBURY, NEW YORK, ASSIGNOR OF ONE-HALF TO THOMAS WINTERS, OF MARGARETVILLE, NEW YORK.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 571,528, dated November 17, 1896.

Application filed August 7, 1895. Renewed April 14, 1896. Serial No. 587,559. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. KALTENBECK, a citizen of the United States, and a resident of Roxbury, in the county of Delaware and State of New York, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to car fenders or guards; and the object thereof is to provide a device of this kind which may be readily secured to the platform of a car without materially altering the construction thereof, and which will operate when in position to prevent the passage of a person or object beneath the car after having been struck thereby; and with this and other objects in view the invention consists in the construction, combination, and arrangement of parts hereinafter described and claimed.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, and in which—

Figure 1 is a side elevation of a car provided with my improved fender or guard; Fig. 2, a similar view of a longitudinal section, and Fig. 3 a perspective view of the fender or guard detached from the car.

In the practice of my invention I secure beneath the platform of the car at each side thereof hangers A, which I support in any desired manner, and in the lower sides of each of which is formed an angular notch *a*, and one of said hangers is provided with a shoulder *a'* and is supported by a side attachment *a''*.

The main frame of my improved fender or guard consists of side bars B, each of which is curved upwardly at the inner end and provided with branches *b* and *b'*, the former of which is provided with a lug or projection C, adapted to enter the recess or cavity *a*, and the latter of which is provided with an angular extension D, adapted to fit over and rest upon the corresponding hanger A.

The main parts of the side bars B are adapted to project forward, as shown in Figs. 1 and 2, and each is provided on its under side with a notch or recess E, and said bars

are united by transverse rods F and F', the first of which is arranged near the middle thereof and the second at the forward end.

Connected with the front end of the platform by means of hooks G is a vertical supplemental frame consisting of top and bottom bars H and H', respectively, and vertical end plates or strips *h*, and the vertical plates *h* are provided with eyes or loops by means of which they are connected.

The lower side of the supplemental vertical frame is adapted to rest upon the main frame of the fender or guard, and the lower ends of the vertical plates or strips H are each provided with a curved spring *h'*, adapted to fit or rest within the notches or recesses E in the lower sides of the side bars or arm B of the main frame.

The supplemental vertical frame is provided with or covered with a netting of wire mesh or similar material, which is also connected with the transverse rod F, and the space between the rods F and F' of the main frame is also provided with a covering, as clearly shown in Fig. 3, and extending over the top of the supplemental frame forward and connected with a transverse rod K are straps or bands *k* of any desired material and preferably flexible, and connected with the rod *k* at each end are spring-arms L, which extend backward and are adapted to rest upon the transverse rod F' of the main frame, and the straps or bands *k* are united by means of a transverse rod *k'*.

The operation will be apparent from the foregoing description when taken in connection with the accompanying drawings.

The main fender or guard frame is supported by having the sides thereof placed in the position shown in Figs. 1 and 2, which is accomplished by reason of the manner in which the hangers A are formed and the shoulder or projection *a'* on one of said hangers, which admit of the sides being inserted at the end of the car, so that the branches *b* and *b'* thereof may be placed in the position shown in Figs. 1 and 2.

The supplemental or vertical frame is also connected with hooks G, in which position the springs or projections *h'* will rest in the notches or recesses E, as described, and if a

person or object should be struck by the car when the car is in motion such person or object would fall upon said fender or guard, as will be readily understood, and it will be observed that the transverse rod K is so supported as to be the first part of the fender or guard to come in contact with the person or object so struck, and by reason of the flexible nature of the straps or bands $\frac{1}{2}$ the rod K will be raised, thus assisting to lift the person or object struck onto the main fender or guard and thus preventing the passage of such person or object beneath the car.

It is apparent that changes in the form, construction, combination, and arrangement of the various parts of my improved fender or guard may be made without departing from the spirit of my invention or sacrificing its advantages, and I therefore reserve the right to make such alterations therein as fairly come within the scope of the invention.

Having thus fully described my invention, its construction and operation, I claim and desire to secure by Letters Patent—

1. The combination with the platform of a car, of hangers secured beneath the same at each side thereof, each of which is provided with a cavity or recess in its lower side, a fender or guard, comprising the main frame, the lower ends of the sides of which are curved upwardly and provided with branches and one of which is adapted to be supported in said notches or recesses and the other of which is adapted to rest on the hangers, said main frame being projected in front of the car, and a supplemental, vertical frame connected with the platform and resting on the main frame, substantially as shown and described.

2. The combination with a car, of a fender or guard, consisting of a main frame, the inner ends of the sides of which are adapted to be connected with hangers, which are connected with the platform of the car, said main frame being projected forward of the car, and a supplemental frame connected with the car and resting on the main frame and provided with springs or projections, which are adapted to enter the notches or recesses in the under side of the sides of the main frame, the forward part of said main frame and said supplemental frame being provided with a covering of wire mesh or similar material, and flexible straps or strips extending over

the top of the supplemental frame forward and over the forward end of the main frame, and connected with a transverse rod, which is provided with arms which rest upon the forward end of the main frame, said flexible strip or straps being connected near the middle by means of a transverse rod, substantially as shown and described.

3. The combination with a car, of a main fender or guard frame, the inner ends of the sides of which are connected with hangers, which are secured to the platform of the car, a supplemental, vertical frame connected with the frame of the car and provided with projections or springs, which rest beneath the sides of the main frame, flexible strips or straps, which extend over the top of the supplemental frame forward and over the forward end of the main frame and are connected with a transverse rod, said rod being provided with spring-arms, which extend backward over the front end of the main frame and said flexible strips or straps being connected near the middle by a transverse rod, substantially as shown and described.

4. The combination with a car, of a main fender or guard frame, the inner ends of the sides of which are connected with hangers, which are secured to the platform of the car, a supplemental, vertical frame connected with the frame of the car and provided with projections or springs, which rest beneath the sides of the main frame, flexible strips or straps, which extend over the top of the supplemental frame forward and over the forward end of the main frame and are connected with a transverse rod, said rod being provided with spring-arms, which extend backward over the front end of the main frame, and said flexible strips or straps being connected near the middle by a transverse rod, and the supplemental frame and the forward part of the main frame being provided with a covering of wire mesh or similar material, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 4th day of July, 1895.

WILLIAM H. KALTENBECK.

Witnesses:

JOHN MORSE,

GEO. E. BALLARD.