

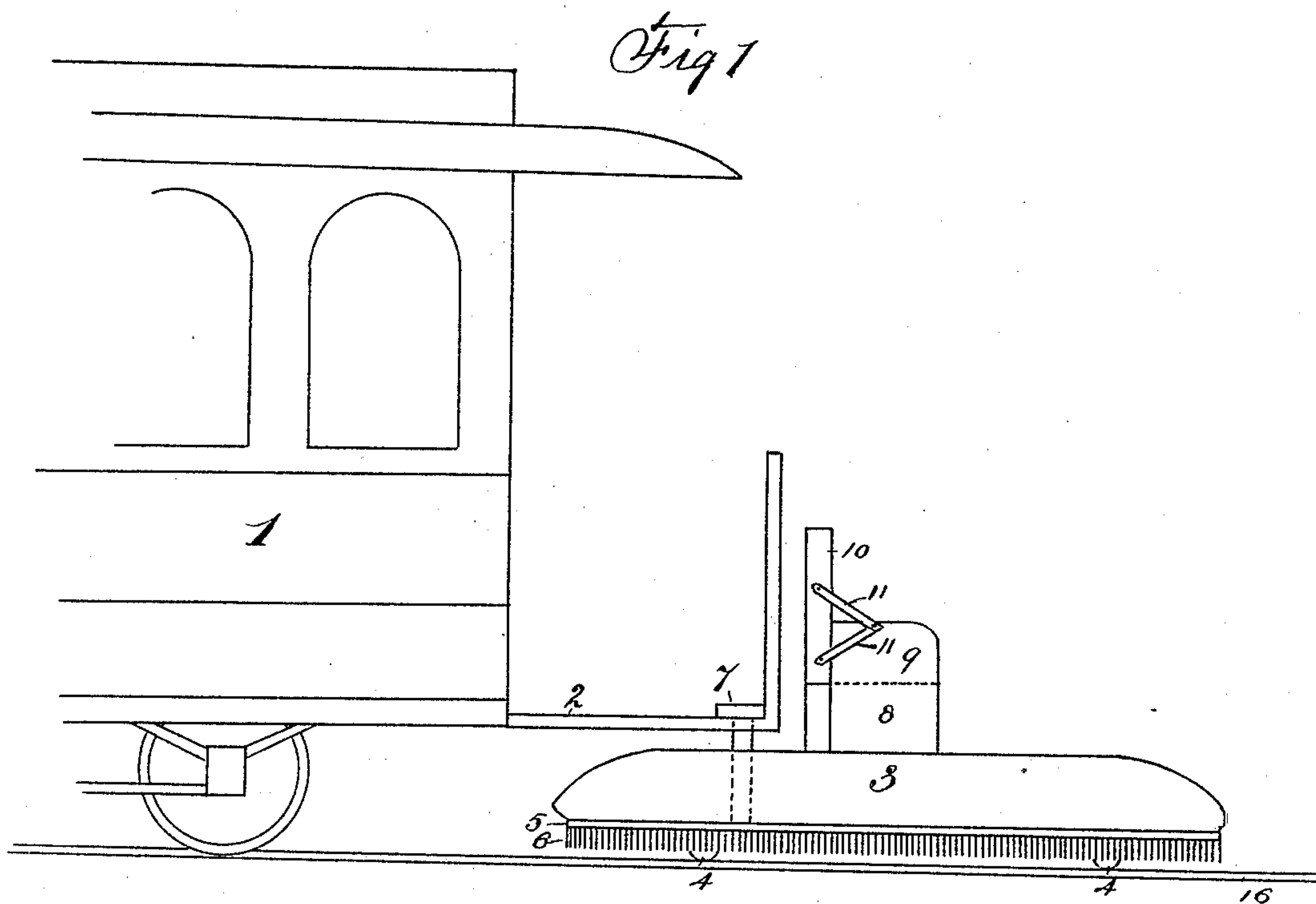
(No Model.)

3 Sheets—Sheet 1.

G. KONIGSBERG.
ATTACHMENT FOR CARS.

No. 434,902.

Patented Aug. 19, 1890.



WITNESSES:

John Weston
Wm. McConnell

INVENTOR

Gabriel Konigsberg

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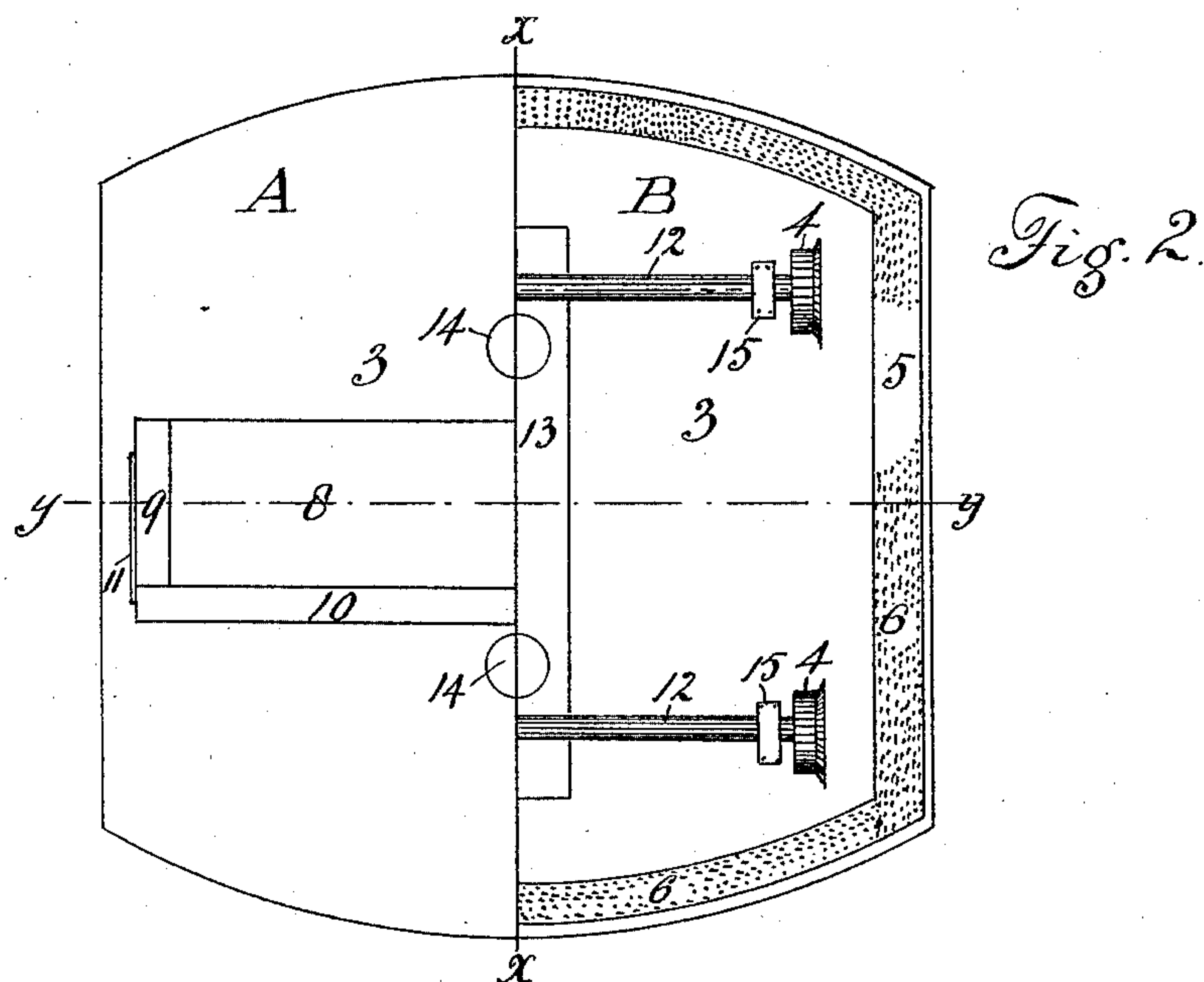
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WITNESSES:

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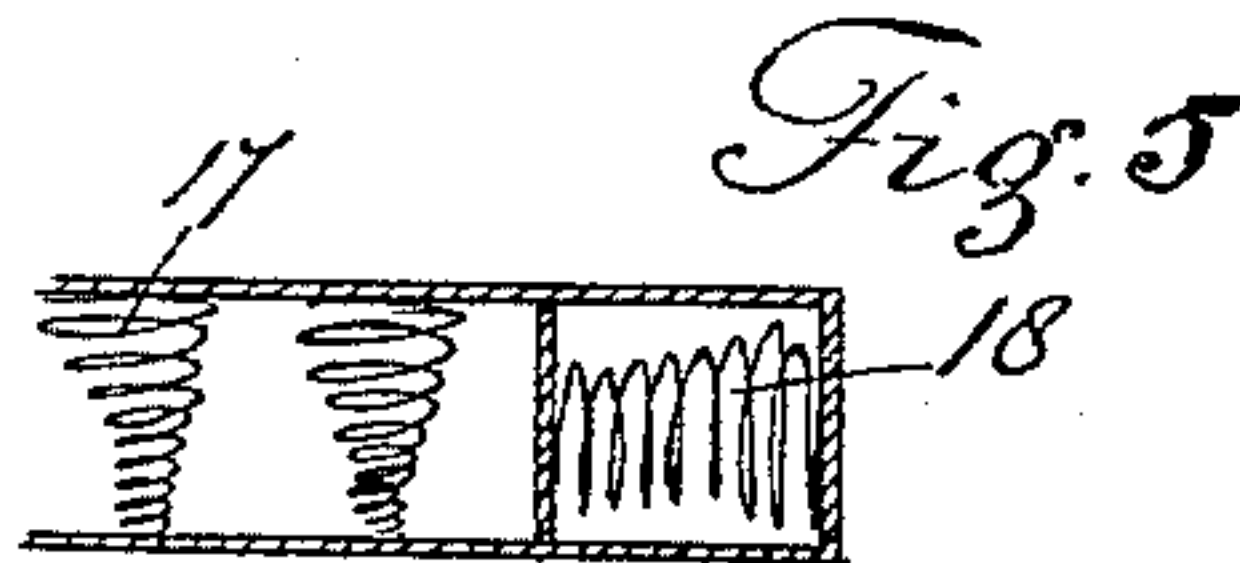
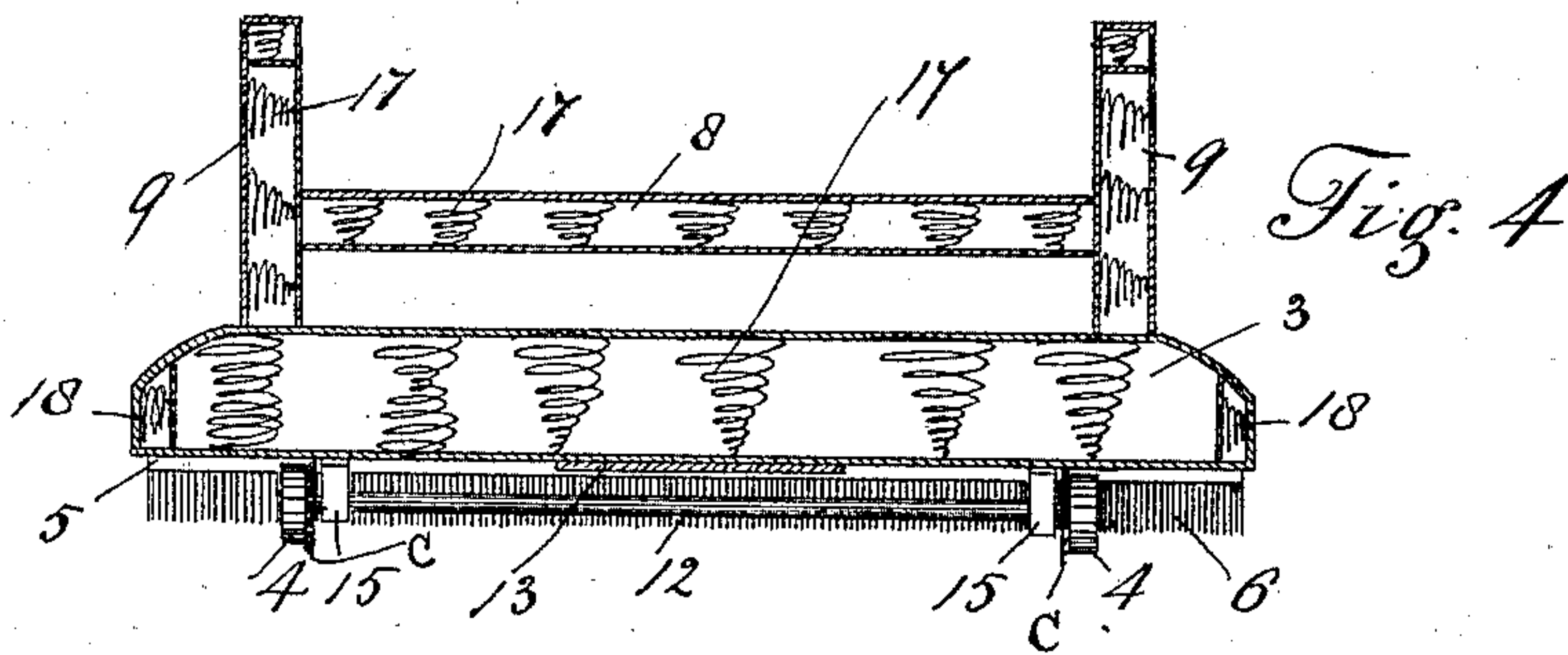
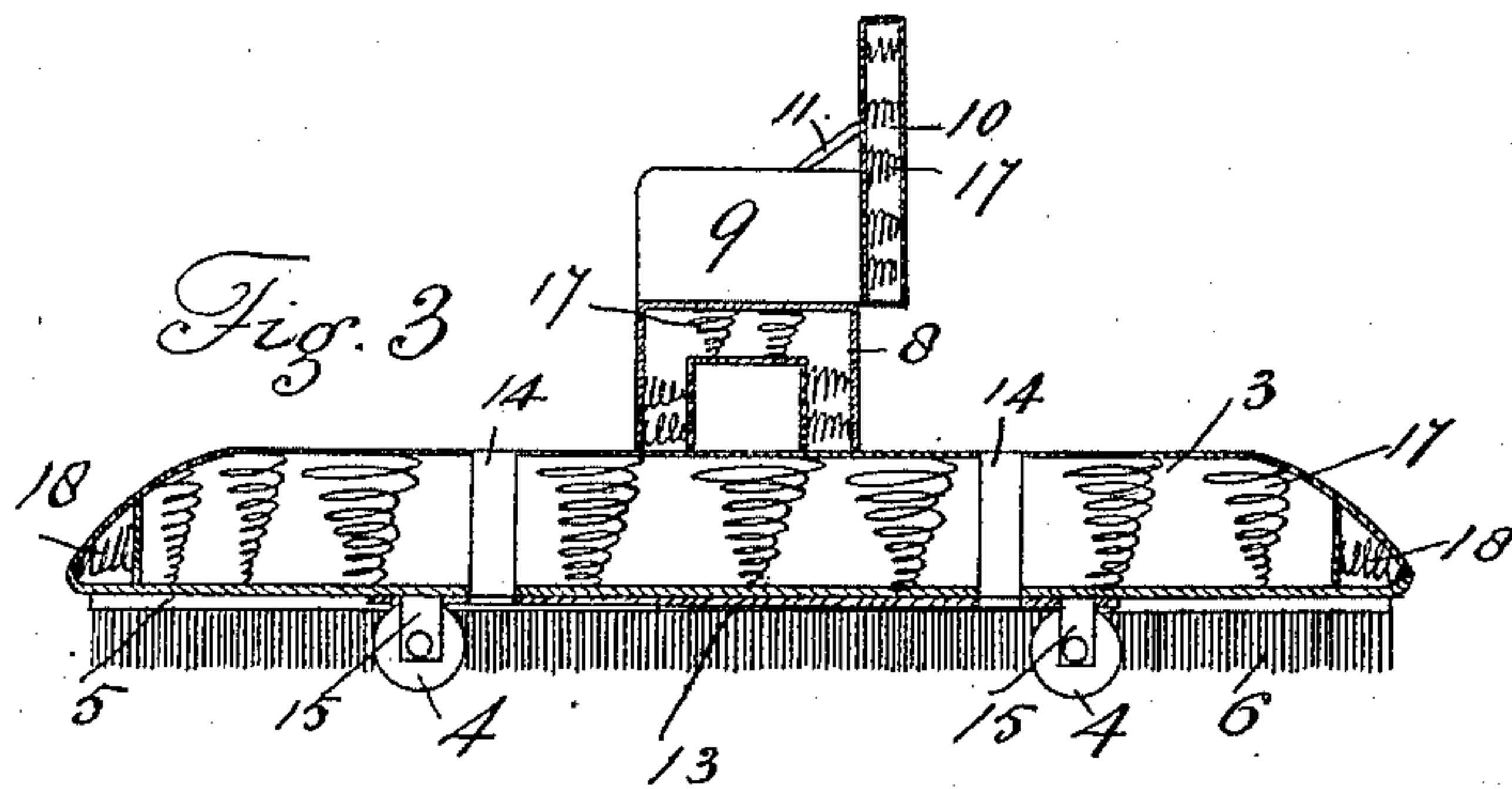
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Patented Aug. 19, 1890.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GABRIEL KONIGSBERG, OF DENVER, COLORADO.

ATTACHMENT FOR CARS.

SPECIFICATION forming part of Letters Patent No. 434,902, dated August 19, 1890.

Application filed March 4, 1890. Serial No. 342,649. (No model.)

To all whom it may concern:

Be it known that I, GABRIEL KONIGSBERG, a citizen of the United States, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Attachments for Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in attachments for cars, and is specially designed for use on the steam, cable, electric, and so-called "motor" cars used in large cities in supplying the demand for rapid transit.

The object of my improvement is to provide a device which when secured to the forward platform or end of the car shall prevent the happening of any serious accident by reason of the car coming in contact with or striking a person. In case of an accident of this nature my improved device, by virtue of its peculiar construction, so effectually breaks the force of the blow that no injury results therefrom, the device being at the same time located so close to the track that there is no room for a person to get under the car. It then results that the person struck is either brushed to one side or falls over upon the platform, and in either case is uninjured.

To this end my invention consists in the features, arrangements, and combinations hereinafter described and claimed.

In the drawings is illustrated an embodiment of the invention, in which—

Figure 1 is a side view or elevation of the device shown in connection with the front end of the car to which it is attached. Fig. 2 is a view of the device detached from the car, the half on the left being a plan view and the other half a bottom view of the device. Fig. 3 is a longitudinal section taken on the line $x x$, Fig. 2. Fig. 4 is a transverse section taken on the line $y y$, Fig. 2. Fig. 5 is the outer portion of a section taken longitudinally through the center of a modified form of the device.

My invention consists of a platform 3,

mounted upon wheels 4, supporting axles 12, provided with suitable journal-boxes 15, secured to the bottom B of the platform, composed of any suitable material. Extending longitudinally through the center of the platform and just above the axles is a plate or bar 13, provided with apertures 14, through which the coupling-pin 7 passes when the device is secured to the platform of the car 1, as shown in Fig. 1. Across the center of the platform 3 is secured a seat 8, having sides 9, and a reversible back 10, connected with the sides 9 by means of arms 11. The arms are pivoted at one extremity to the back 10 and at the other extremity to sides 9, as shown.

The entire platform, including the seat, arms, and back of the seat, is thoroughly upholstered, cushioned, or padded, so that no hard, rigid, or rough extremity or corner is so exposed that it could by any possibility strike a person who might be in the way of the moving car. As shown in the drawings, this upholstering is effected by the use of coiled springs 17 and 18. I do not wish to limit myself to any particular form or construction of spring, but claim, broadly, any suitable resilient material for that purpose. Hence the coil spring is herein shown only as typical of any suitable material that may be used to break or destroy the force of the blow of a moving car when striking a person. It may be well to state herein that the coiled spring is at present considered preferable for use in the manufacture of my improved device, since, while it is economical, it at the same time offers a resilience suitable for carrying out the purpose of my invention. In the outer portion of the platform 3 these coiled springs 18 are placed longitudinally or lengthwise, since this portion of the platform is sure to come first in contact with a person caught upon the track by a moving car. Special attention must therefore be given to the outer portion of the platform, and for this reason the springs 18 are so placed that their greatest resilience acts in the direction toward which the car is moving when the person is struck.

Coiled springs are placed in the interior of the platform, seat, and arms of the device, and wherever placed they are provided with a suitable covering of leather, oil-cloth, net-

ting, woven wire, or any other suitable or desirable woven fabric or material, said covering being designated in the drawings by the reference-letter A.

5 6 is a suitable stiff brush constructed of any desirable material and secured to a strip 5, made fast to the bottom B of the platform and entirely surrounding the same, though
10 sufficiently within the interior to be removed from contact with the object when first struck by the car. This brush, with its support, runs parallel with the outline of the platform and is designed to brush away foreign objects from the track in front of the car. By the
15 use of this brush, it becomes practicable to locate the platform of my improved device quite close to the track, and this is desirable in order to avoid the possibility of a person passing under the car after being struck by
20 the same.

Both ends of my improvement, preferably, have the same shape, so that either end may be in front, as desired. This is necessary on those cable and other systems of street-rail-
25 ways where the cars do not turn and the front end going in one direction is the rear end going in the opposite direction.

As shown in the drawings, my improvement is secured to the front platform of the car by
30 dropping a pin 7 through an aperture in the car-platform and into a corresponding aperture 14 of my improvement, as heretofore described. Pin 7 may be readily removed and the device changed from one end of the train
35 to the other in the same manner as the grip-car is handled on those cable trains where the cars do not turn. This method consists simply in switching from one track to the other on an inclined section of track at the
40 end of the road.

From what has already been said, the use or operation of my improved device will be readily understood. As the car strikes a person, he is either pushed to one side or falls on
45 the platform, and in either case is uninjured,

by virtue of the construction and arrangement heretofore described.

It will be observed that the wheels 4 are provided with flanges C for retaining the car on the track, said flanges being similar and
50 correspondingly located to the flanges on the wheels of the car 1, to which the device is attached.

Though my improved device is shown secured to the platform of the car 1 by a coupling-pin it may be secured thereto by the use
55 of a chain or any other device suitable for the purpose which ordinary mechanical skill will readily suggest.

Having thus described my invention, what
60 I claim is—

1. An attachment for cars, said attachment consisting of a platform coupled to the front end of a car and suitably supported, a seat secured across the top of said platform and
65 provided with a reversible back, the main body of the platform consisting of a suitable frame having springs or other resilient material seated thereon and covered so as to form a soft cushion or padding at all exposed
70 points on the outer surface of the platform, substantially as described, and for the purpose set forth.

2. An attachment for cars, said attachment consisting of a platform 3, mounted upon
75 trucks and coupled to the front end of a car, said platform being composed of a frame-bearing spring or other resilient material seated thereon and covered so as to form a soft cushion or padding at all exposed points,
80 the bottom of the platform being provided with a brush 6, substantially as described, and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

GABRIEL KONIGSBERG.

Witnesses:

G. J. ROLLAUDET,

WM. MCCONNELL.