

(No Model.)

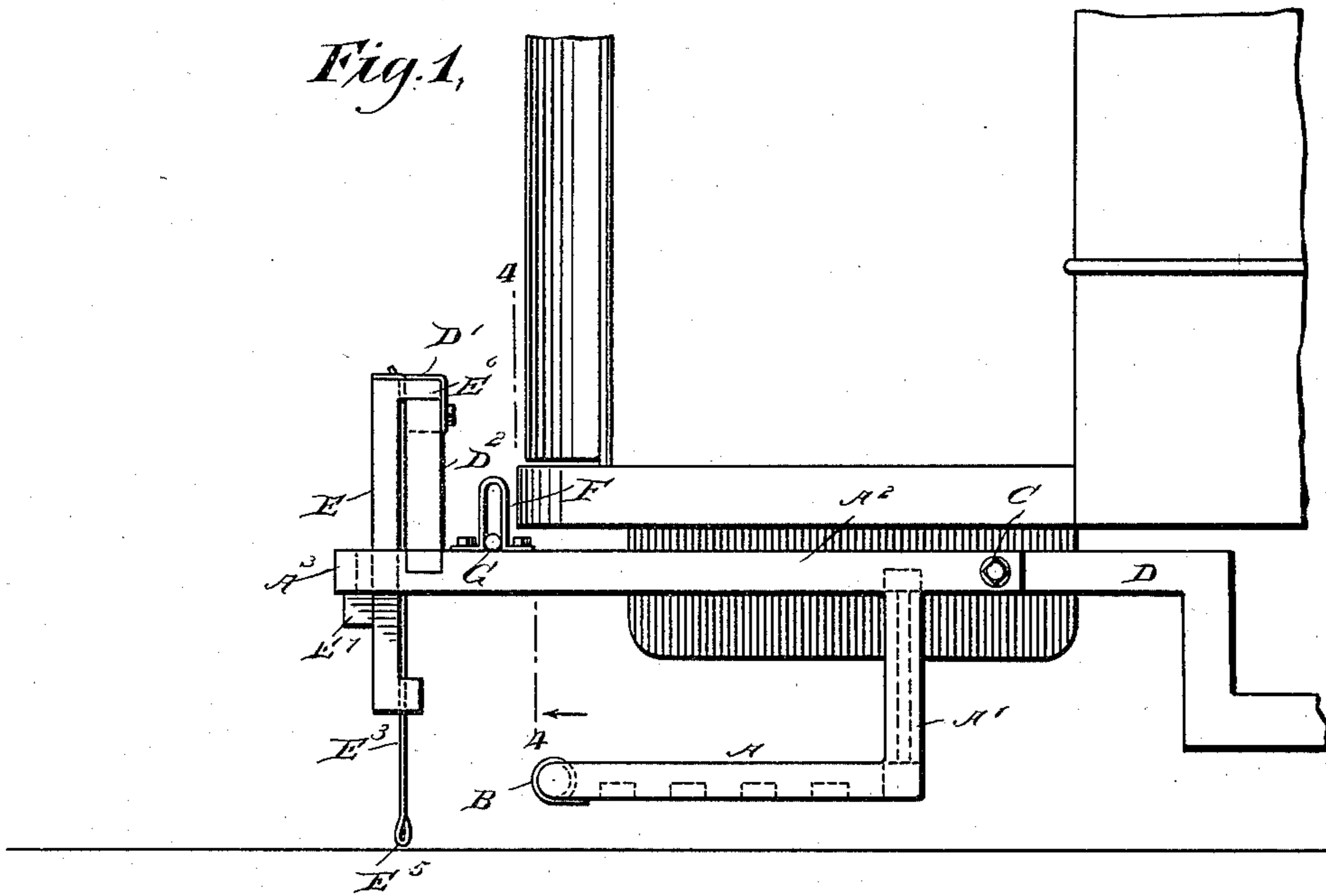
2 Sheets—Sheet 1.

W. H. H. DIFFENBAUCH.  
CAR FENDER.

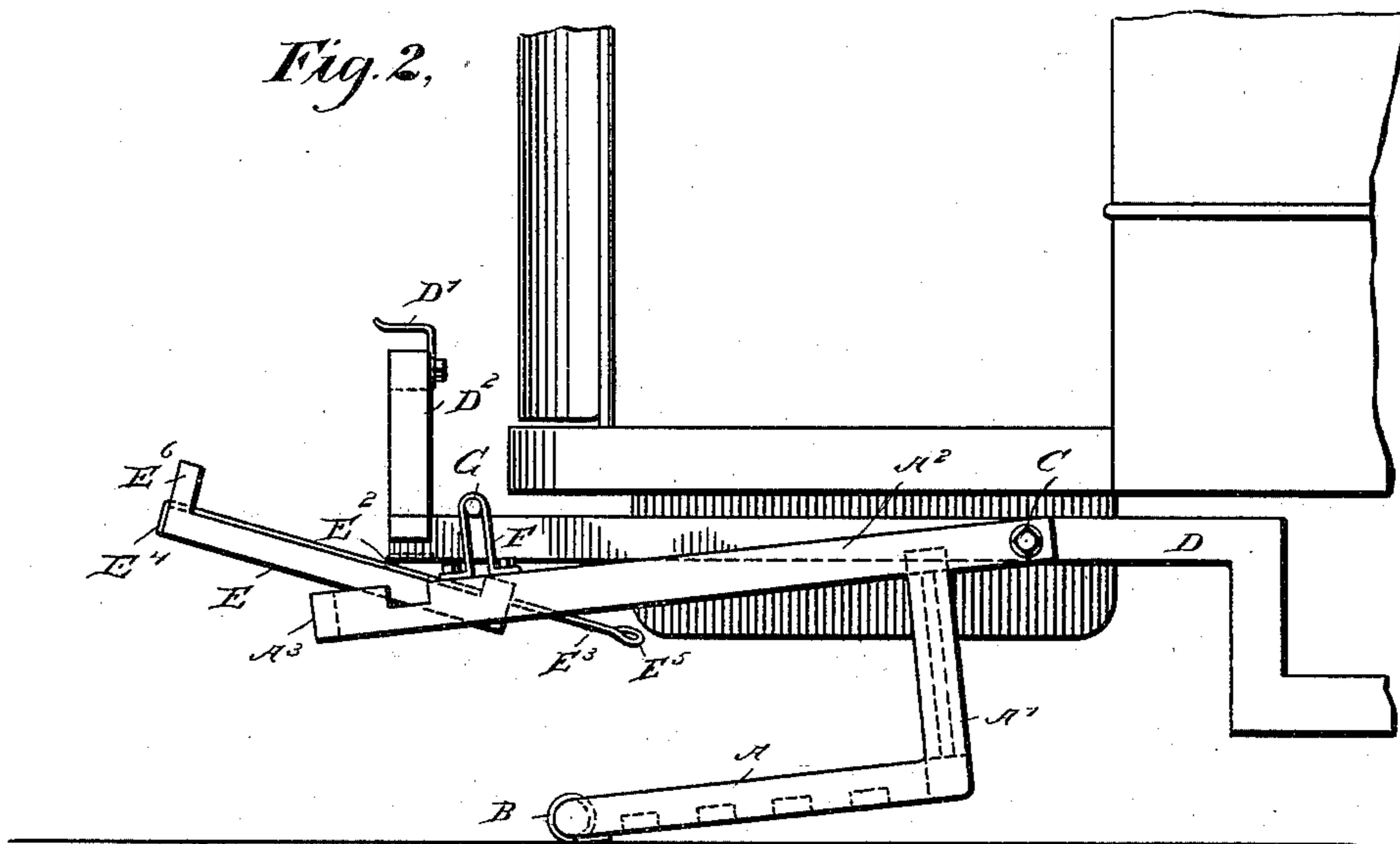
No. 545,781.

Patented Sept. 3, 1895.

*Fig. 1,*



*Fig. 2,*



WITNESSES:

Edward Thorpe  
Rev. G. Foster

INVENTOR

W. H. H. Diffenbauch

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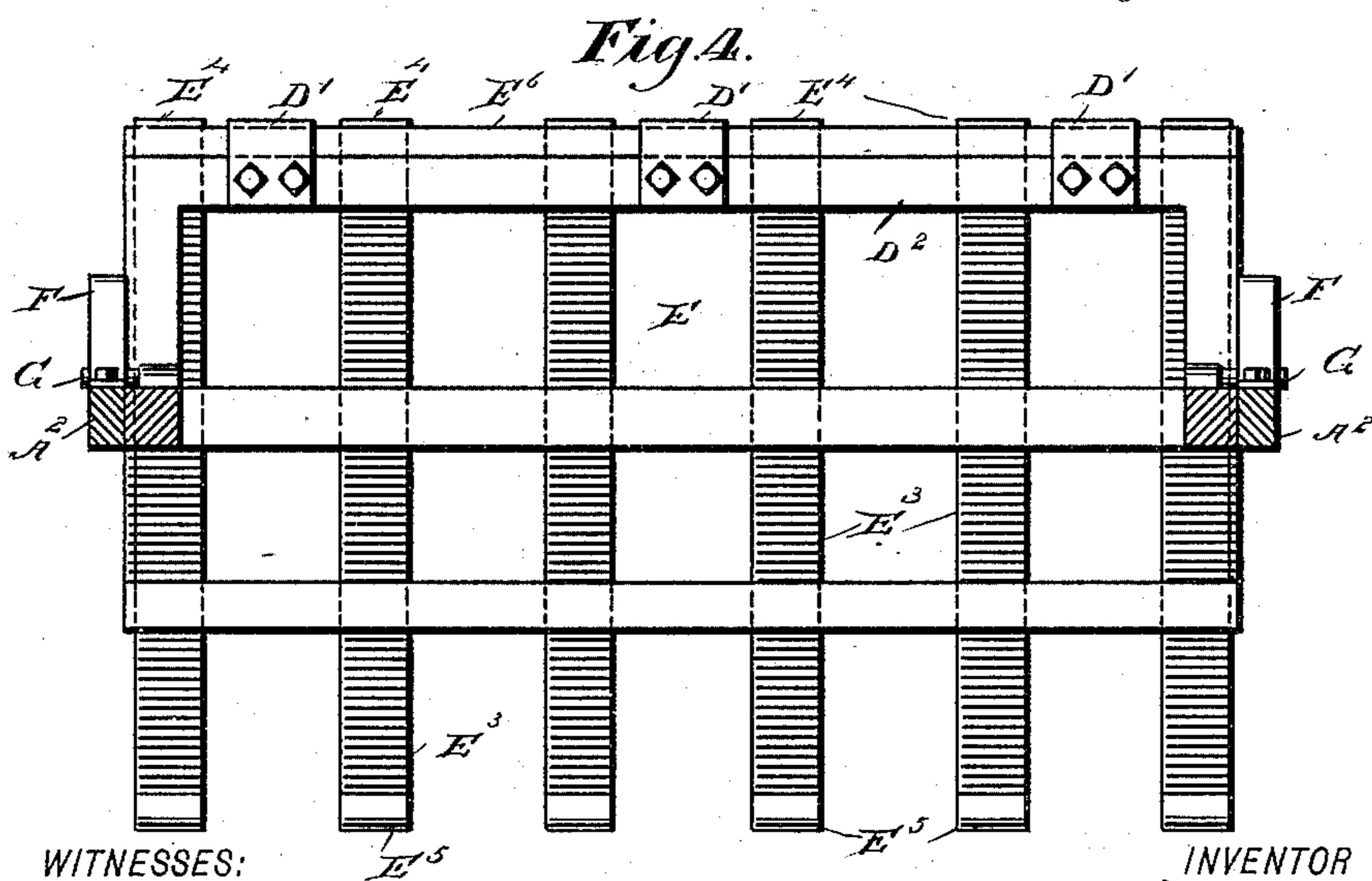
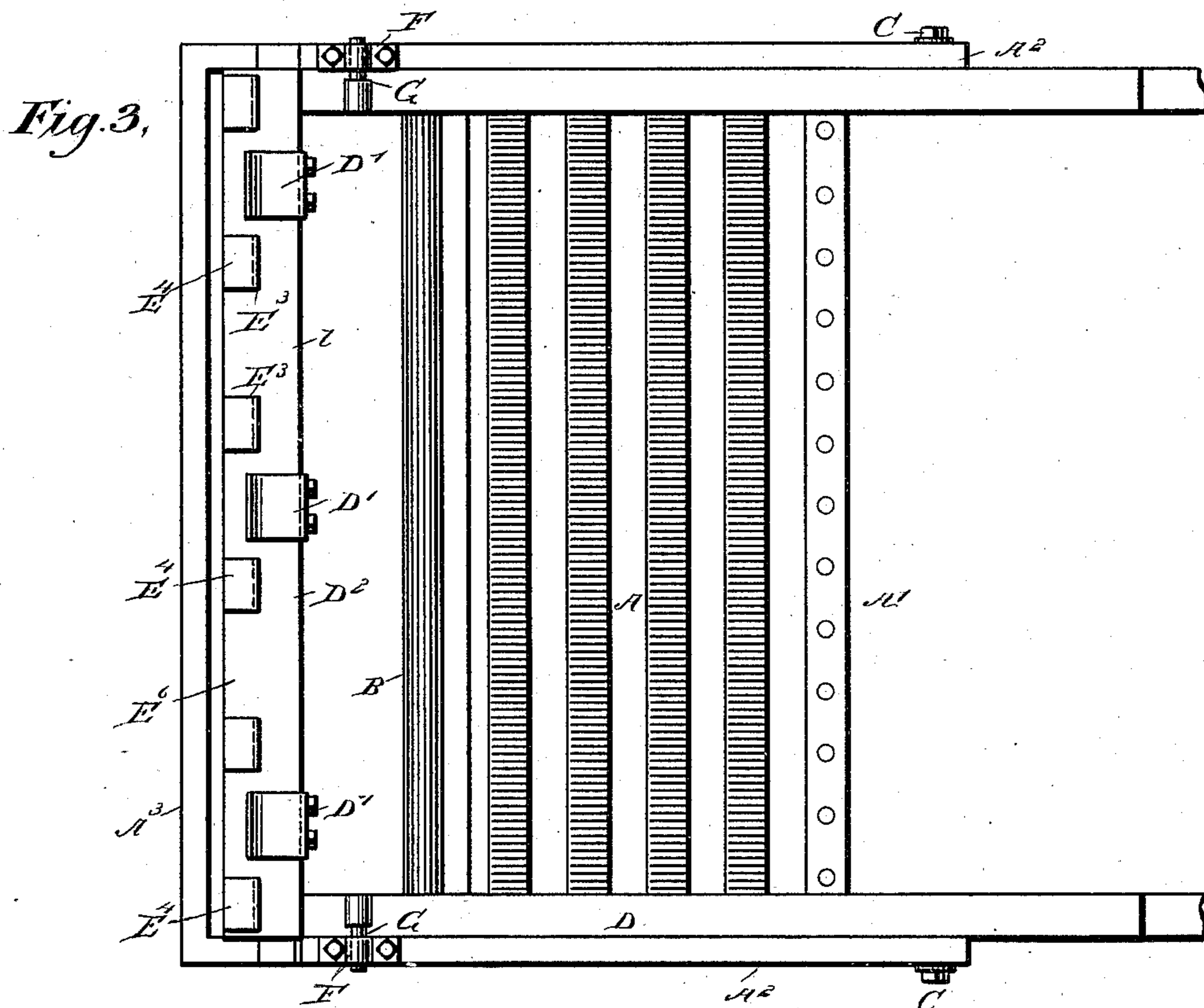
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# UNITED STATES PATENT OFFICE.

WILLIAM H. H. DIFFENBAUCH, OF NEW YORK, N. Y.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 545,781, dated September 3, 1895.

Application filed June 3, 1895. Serial No. 551,517. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. H. DIFFENBAUCH, of New York city, in the county and State of New York, have invented a new and Improved Car-Fender, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved car-fender which is simple and durable in construction, very effective in operation, and arranged in such a manner as to hold the platform normally in position above the track, to permit the platform to readily pass over switches and other permanent and legitimate track fixtures, and to move the said platform into a lowermost position as soon as a person or other obstruction is struck by the gate and the latter releases the platform.

The invention consists of a platform hinged to the car-truck, and a pivoted gate adapted to support a forward projection of the platform.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement with the platform raised. Fig. 2 is a like view of the same with the platform in a lowermost position. Fig. 3 is a plan view of the improvement, and Fig. 4 is a transverse section of the same on the line 4 4 of Fig. 1.

The improved car-fender is provided with a platform A, held normally in a horizontal position and a suitable distance above the track, as plainly indicated in Fig. 1. On the front end of the platform A is arranged a projecting plate B, adapted to ride on the track when the platform is swung into a lowermost position, as indicated in Fig. 2.

The platform A is provided with a vertically-disposed back A', attached at its sides to longitudinally-extending bars A<sup>2</sup>, fulcrumed at their rear ends at C on an extension-frame D, forming part of the truck-frame of the car, as illustrated in Figs. 1 and 2.

The forward ends of the bars A<sup>2</sup> are connected with each other by a cross-bar A<sup>3</sup>,

adapted to rest on the top of a projection E', secured to the front of a gate E, pivoted at or near its middle at E<sup>2</sup> to the front end of the extension-frame D. This gate E is located a suitable distance in front of the dashboard, while the platform A is arranged a suitable distance in the rear of the said gate and under the car-platform, as shown in the drawings.

The gate E is provided with a series of bars E<sup>3</sup>, made of spring-steel or similar elastic material, the said bars being fitted to slide vertically in suitable guideways arranged in the gate E, the downward movement of the said bars being limited by the curved ends E<sup>4</sup> resting on the top of the gate. The lower doubled up ends E<sup>5</sup> of the bars E<sup>3</sup> extend close to the track, and the said bars are free to slide vertically and can yield longitudinally, so as to accommodate themselves to the unevenness of the track; but when a person or other obstruction is struck by the lower end of the gate E then the latter swings rearwardly into the position shown in Fig. 2, whereby the projection E' is moved from under the cross-bar A<sup>3</sup>, and consequently the bar A<sup>2</sup>, supporting the fender-platform, is free to swing downward by its own weight into the position shown in Fig. 2, so that a person or obstruction readily passes upon the said platform A, and is thus saved from being run over by the car.

The downward swinging motion of the bars A<sup>2</sup> is limited by providing the said bars with slotted keepers F, engaged by a pin G, attached to the extension-frame D. The slot in each keeper F is of such height that when the bars A<sup>2</sup> swing downward and the upper ends of the slot engage the pins G then the front end B of the platform A rests on the ground.

The upper part of the gate E swings downward when the gate is struck by a person or obstruction, as previously mentioned and shown in Fig. 2, and this upper part presses on the cross-bar A<sup>3</sup>, so as to hold the platform A in a lowermost position, and consequently prevent the person from passing under the platform A instead of on the top thereof.

In order to hold the gate E in its forward position, I prefer to employ spring-catches D', secured on the vertical front end D<sup>2</sup> of the frame D, the said catches engaging the top bar E<sup>6</sup> of the gate E. The catches D' press with sufficient force on the said top bar E<sup>6</sup> to

prevent the gate from swinging accidentally into a loose position by the jarring of the car.

Having thus fully described my invention, I claim as new and desire to secure by Letters

5 Patent—

1. In a car fender, the combination of a gate pivotally mounted in front of the car and having a transverse bar, a platform, and a rectangular frame pivoted to the car and connected to the platform, the said frame being  
10 arranged to be removably supported on the bar of the gate, substantially as described.

2. In a car fender, the combination of a U-shaped frame, a platform connected there-  
15 to, a gate pivotally mounted within the frame and having a bar removably supporting the

frame, and a slotted guide connected to the frame and receiving a projection on the car, substantially as described.

3. In a car fender, the combination of a U- 20 shaped frame pivotally mounted on the car, a platform fixed to the frame, a gate pivotally mounted at the front of the frame and provided with a bar upon which the frame is removably rested, a slotted guide carried by 25 the frame and receiving a projection on the car, and vertically movable and flexible rods carried by the gate, substantially as described.

WILLIAM H. H. DIFFENBAUCH.

Witnesses:

COE. L. REEVS,

JESSIE DIFFENBAUCH.