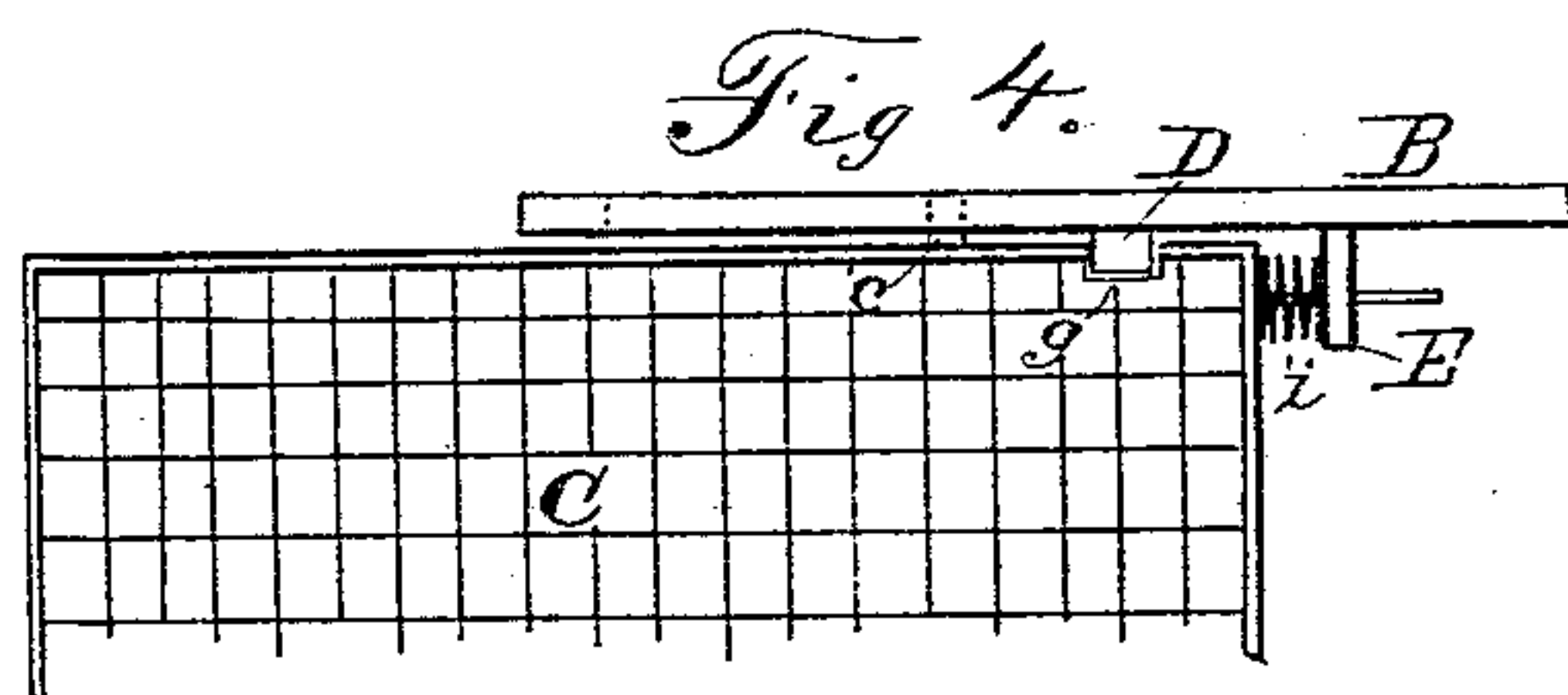
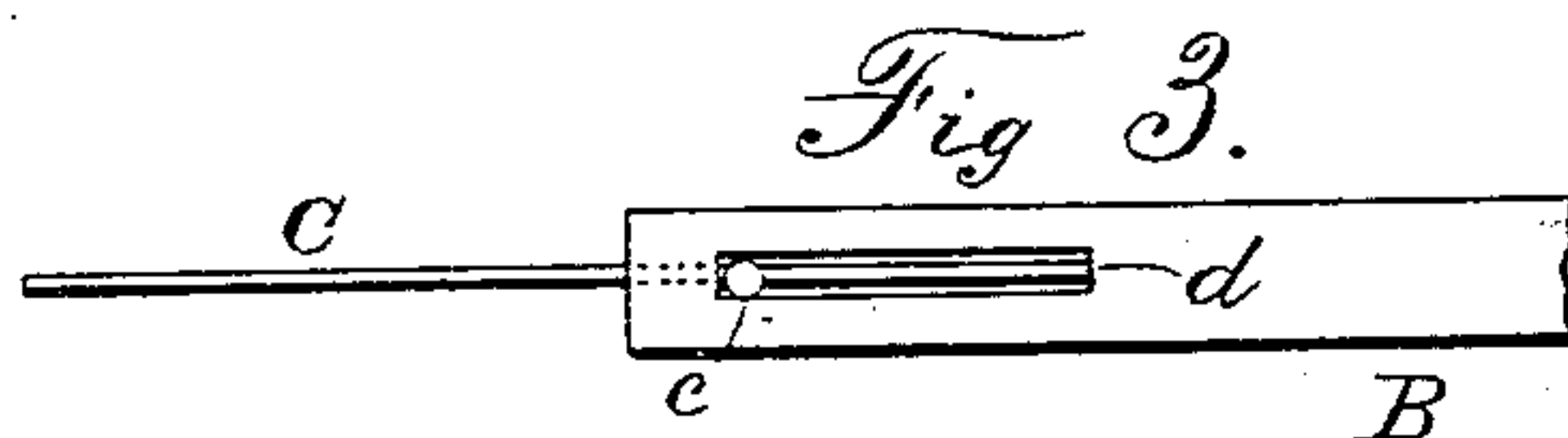
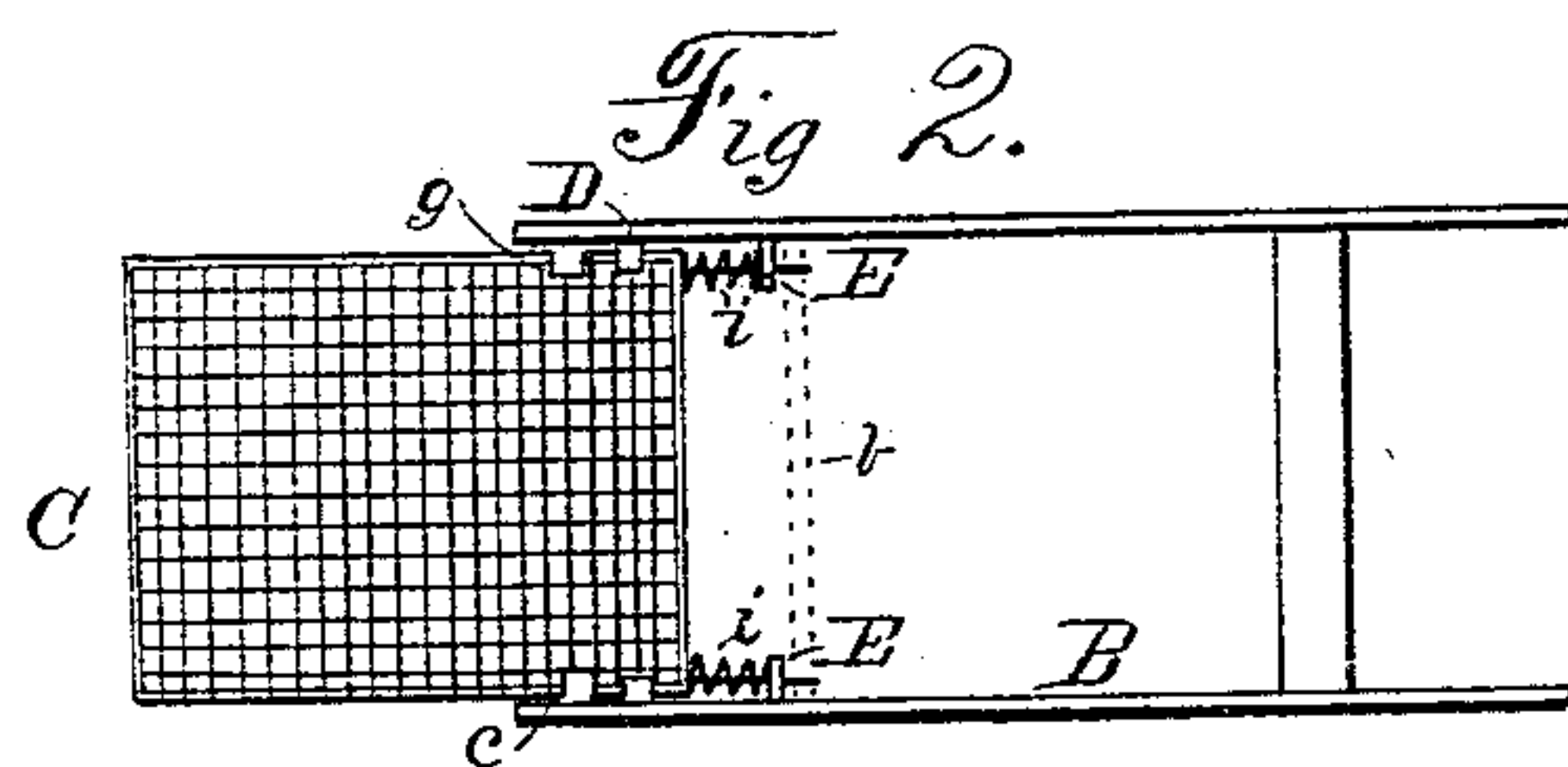
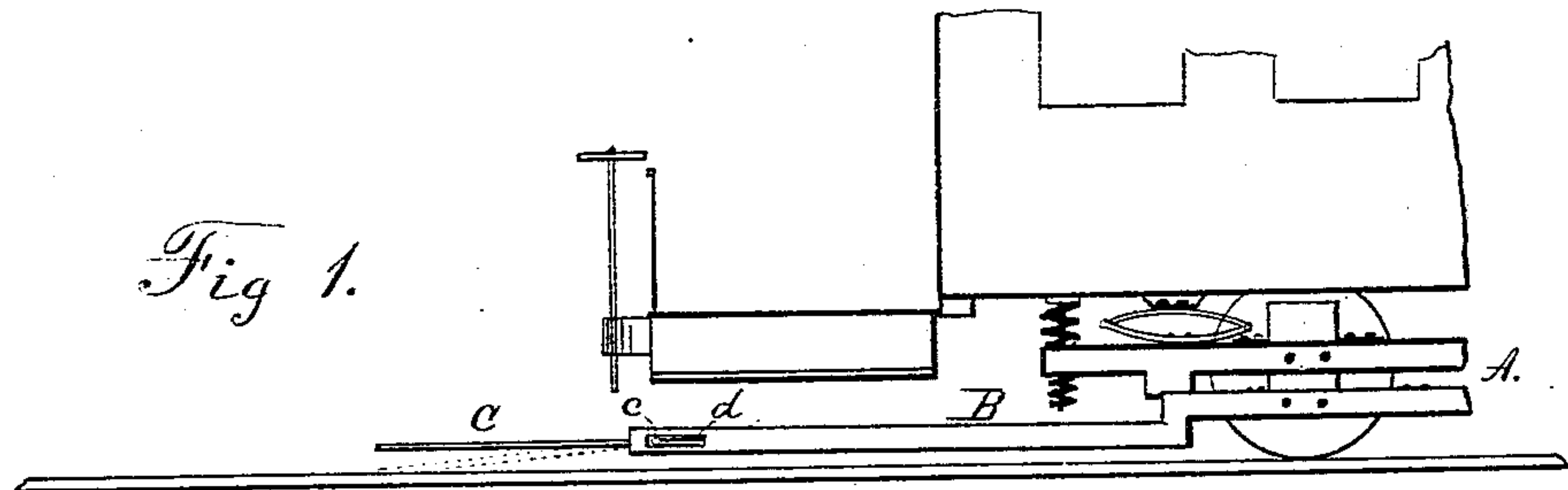


(No Model.)

N. J. BISHOPRICK.  
CAR FENDER.

No. 555,204.

Patented Feb. 25, 1896.



WITNESSES:

*A. K. Smith.*  
*Thos D. Bond*

INVENTOR

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# UNITED STATES PATENT OFFICE.

NICHOLAS J. BISHOPRICK, OF BROOKLYN, NEW YORK.

## CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 555,204, dated February 25, 1896.

Application filed December 7, 1895. Serial No. 571,362. (No model.)

*To all whom it may concern:*

Be it known that I, NICHOLAS J. BISHOPRICK, residing at Brooklyn, in the county of Kings and State of New York, have invented  
5 certain new and useful Improvements in Car-Fenders; 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  
10 use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to fenders designed  
15 for catching up and preserving from injury persons and other objects on the track in front of a moving car.

Car-fenders as usually constructed are attached to the body of the car and partake of  
20 its bouncing, swaying motion, being most of the time so high above the ground as to be of no value for their intended purpose.

I attach my fender to the truck of the car, which moves steadily along the track, and am  
25 thus able to adjust the scoop very near the ground. In order, however, that it may not fail to catch up a very small object or a person lying upon the roadway I have added a "trip," which, at the proper moment, causes  
30 the scoop to recede and its forward edge to fall to the ground.

The accompanying drawings illustrate the invention, Figure 1 being a side elevation showing its connection with a car-truck. The  
35 dotted line represents the scoop after falling. Fig. 2 is a plan of the invention. Fig. 3 is an enlarged side detail of the tripping device, and Fig. 4 is an enlarged plan of the same with scoop thrown back.

40 Similar letters of reference indicate corresponding parts in the different views.

The letter A indicates the truck of an ordinary street-car.

45 B is a horizontal frame fixed to the car-truck and extending forward beneath and in line with the front edge of the platform.

C is the scoop-net attached to the frame B, and by reason of its connection through the frame B with the car-truck is made to ride  
50 very near the ground. The scoop C may be covered with netting, as preferred, and an in-

clined or vertical guard at the sides and rear may be attached to the scoop to prevent the person from rolling off before the car is stopped. 55

In order to drop the front edge of the scoop I attach it to frame B by stout lateral pins *c c* which move in longitudinal slots *d d* in said frame. A shoulder D on the frame B overlaps the side of the scoop to prevent the lat-  
60 ter from tipping until forced back by an obstruction.

An inside brace E (shown in the drawings to be attached to one side of the frame B) holds a spring-detent *i* which, until overcome, 65 supports the scoop forward in normal position. The brace E and spring *i* may be located at either or both sides of the frame or attached to the cross-bar *b* (shown in dotted lines) if preferred. When the scoop is forced  
70 back by striking an obstacle, a recess *g* in the scoop C admits the shoulder D, and the front edge of scoop drops by gravity.

What I claim, and desire to secure by Letters Patent, is— 75

1. In a car-fender a scoop-tripping device, consisting in a frame supporting in longitudinal slots a scoop, having lateral pins moving in said slots, shoulders on the frame overlapping the edges of the scoop, recesses in the  
80 scoop to admit the said shoulders when the scoop is forced back, and braces on the frame bearing springs to hold the scoop forward in normal position as herein set forth.

2. A car-fender consisting in a frame fixed 85 to the car-truck and extended forward under, and to the front edge of the car-platform, and having a scoop attached thereto by two lateral pins adapted to slide in longitudinal slots in the side of the frame; shoulders on said frame  
90 overlapping the edges of the scoop, recesses in the scoop to admit the shoulders when the scoop is forced back, and on the frame bearing springs to support the scoop forward in normal position, as herein described. 95

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

NICHOLAS J. BISHOPRICK.

Witnesses:

J. W. SPENCER,  
H. B. HARDING.