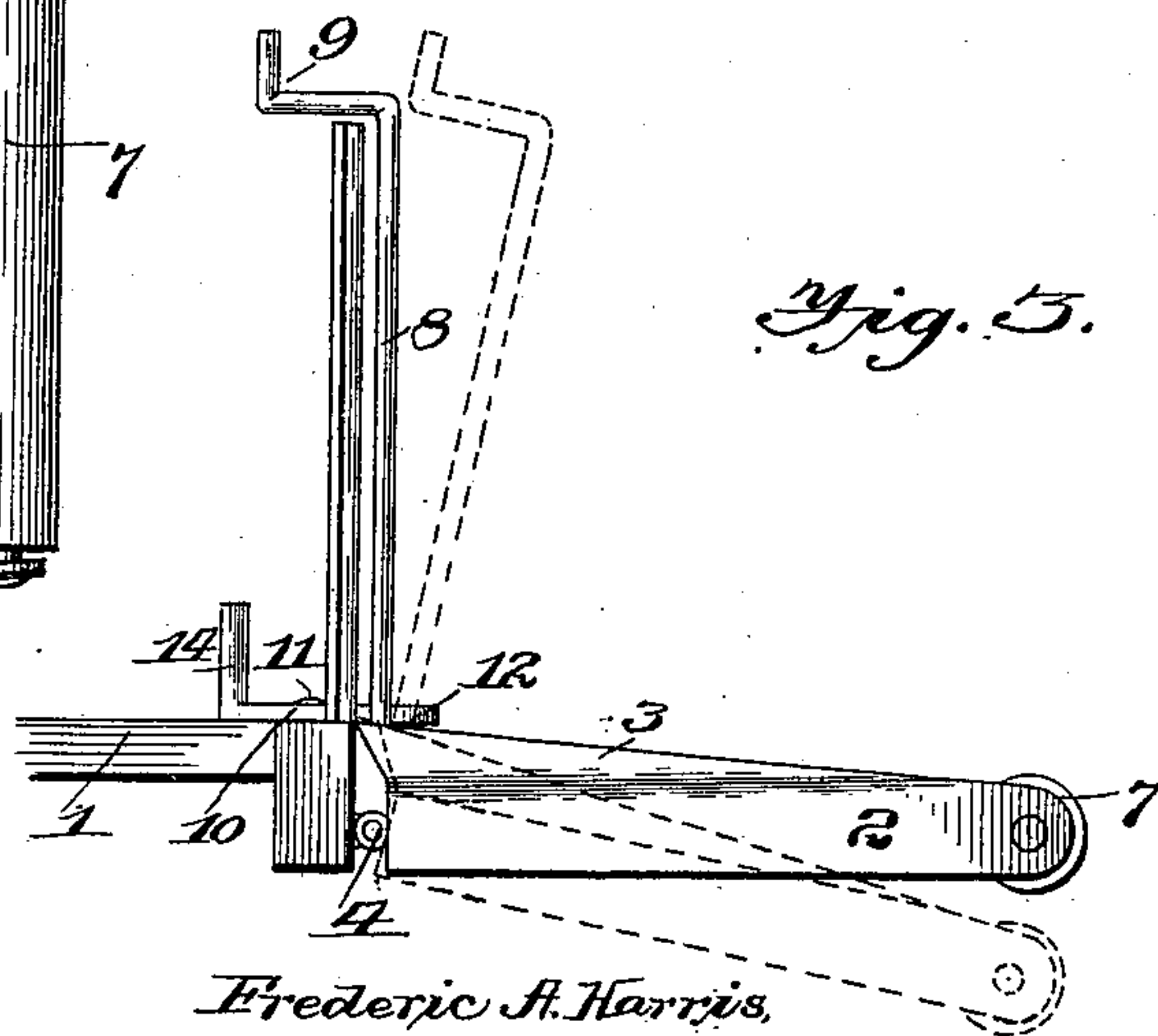
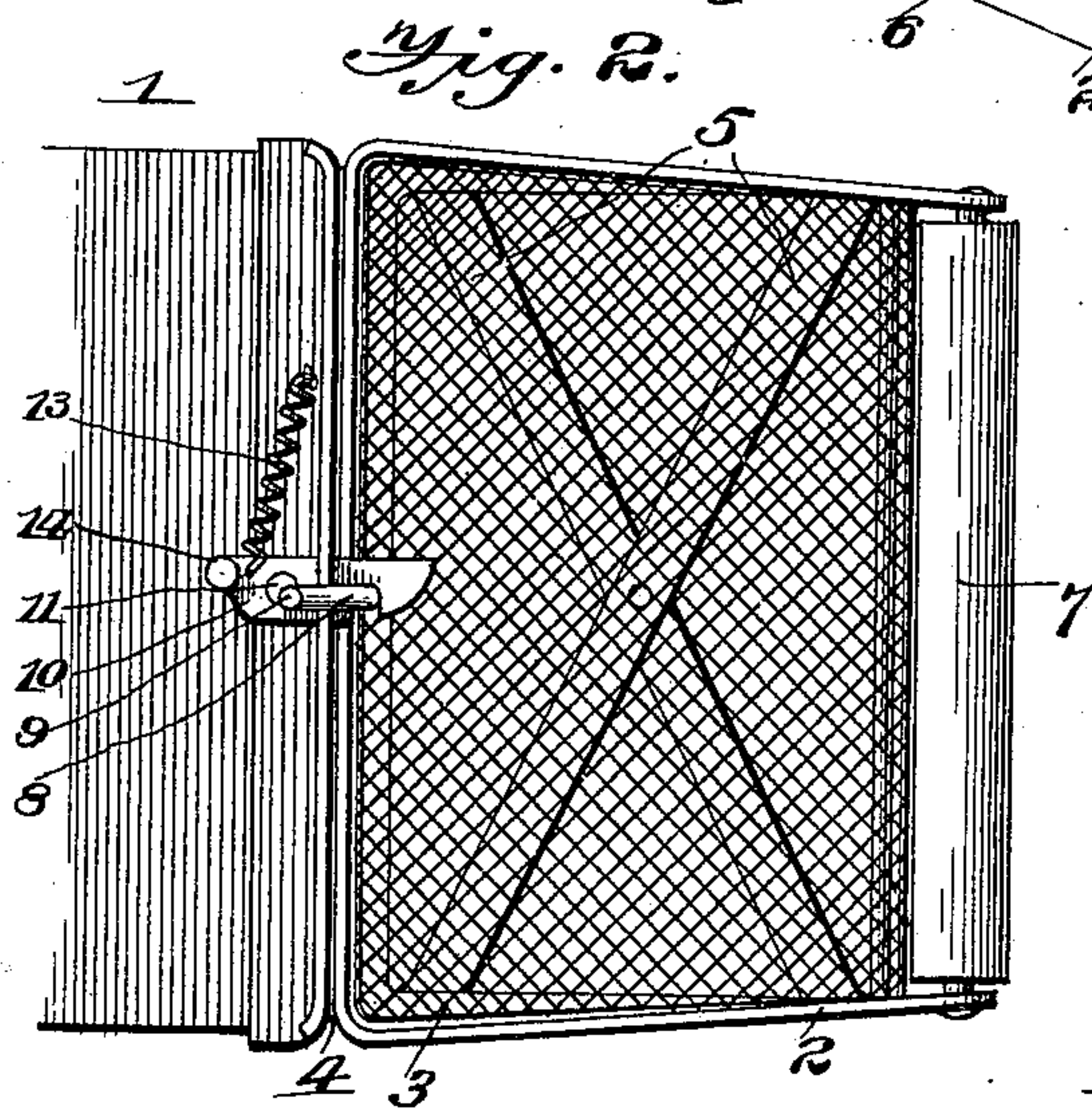
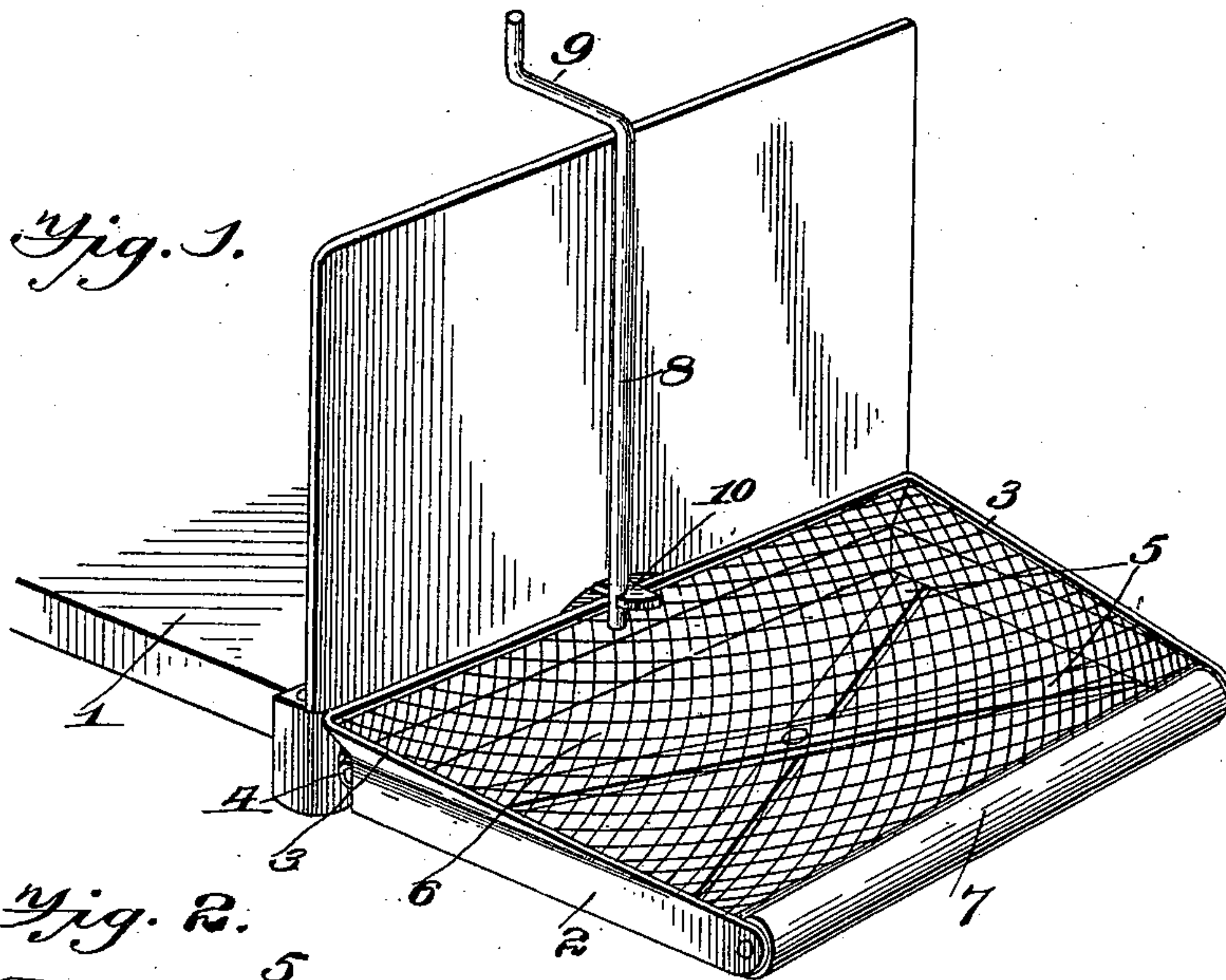


(No Model.)

F. A. HARRIS, A. M. CUPPLES & M. McCANN.
CAR FENDER.

No. 602,133.

Patented Apr. 12, 1898.



Witnesses
C. E. Hunt.
Victor J. Evans

Frederic A. Harris,
Andrew M. Cupples and Inventors
Michael McCann,

By John Wedderburn
Attorney

UNITED STATES PATENT OFFICE.

FREDERIC A. HARRIS, ANDREW M. CUPPLES, AND MICHAEL MCCANN, OF
TYRONE, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 602,133, dated April 12, 1898.

Application filed June 26, 1897. Serial No. 642,462. (No model.)

To all whom it may concern:

Be it known that we, FREDERIC A. HARRIS, ANDREW M. CUPPLES, and MICHAEL MCCANN, of Tyrone, in the county of Blair and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders; and we do hereby 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.

Our invention relates to car-fenders, and has for its object to provide a fender that can be readily dropped for action by the use of the motorman's foot, thus obviating the necessity of his relaxing his hold upon the brake.

Our invention consists of certain novel features of construction hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view, taken from the front, of a car provided with our device. Fig. 2 is a top plan view of a portion of a car-platform and our device, and Fig. 3 is a side elevation of the same.

The numeral 1 indicates the platform of a car. A frame 2, having flaring sides 3, is hinged thereto, as at 4. Braces 5 extend across the bottom of this frame and hold it in position. A netting 6 is loosely stretched thereover, and a roller 7 is held between the front ends of said frame immediately in front of the netting. A lever 8 is attached to the rear portion of said frame and is provided with a handle 9, extending from the dashboard of the platform. A catch 10, pivoted, as at 11, is provided with a hooked end 12, normally holding said lever close to said dashboard. A spring 13 is attached to said lever and said platform in such manner that the catch is normally urged to lock upon the lever when the same is drawn up. A foot-piece 14 is provided upon the interior end of this catch. When the lever is drawn up near the

dashboard and the catch locked thereon, the front end of the fender will be raised from the ground. When, however, it is desired to drop the end in order to pick up a person or other object in front of the car, a quick pressure of the foot upon the interior end of the catch will release the lever and the weight of the fender will cause the same to drop and pick up whatever object may be upon the track. It is necessary that the sides of the fender should be flared out in order that the netting may have a considerable sag in the middle thereof and hold the object securely therein.

It is obvious that many minor changes may be made in the form of our device without departing from the essential principles thereof, and we do not, therefore, desire to confine ourselves to the exact form herein shown and illustrated, but wish to include all forms that may properly come within the scope of our invention.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The combination of a car-platform, a fender having flaring sides hinged thereto, a roller carried between the front end of said sides, a netting secured to and depending from said sides, a lever attached to said frame provided with a handle adapted to extend over the dashboard of the platform when the fender is raised, and a spring-actuated catch adapted to encircle said lever and hold said fender in its raised position, substantially as described.

In testimony whereof we have signed this specification in the presence of two subscribing witnesses.

FREDERIC A. HARRIS.
A. M. CUPPLES.
MICHAEL MCCANN.

Witnesses:

H. B. CALDERWOOD,
R. B. FREEMAN.