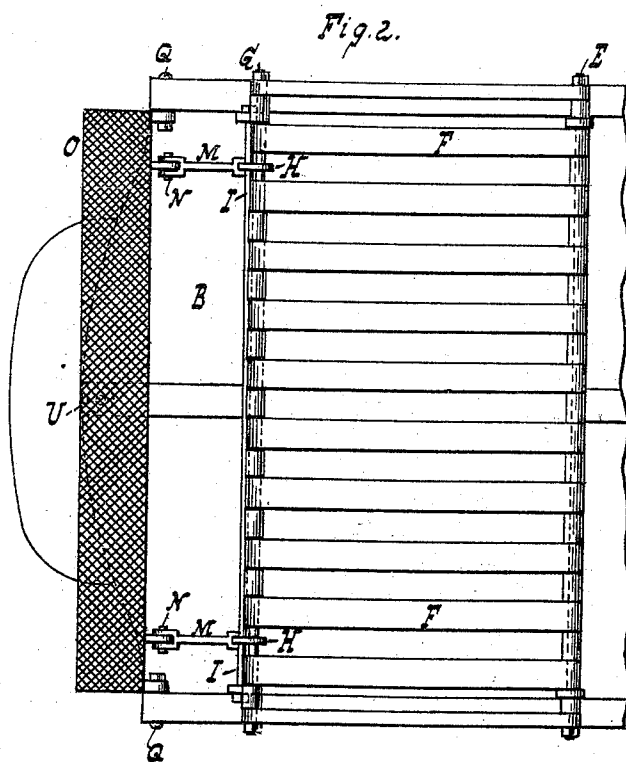
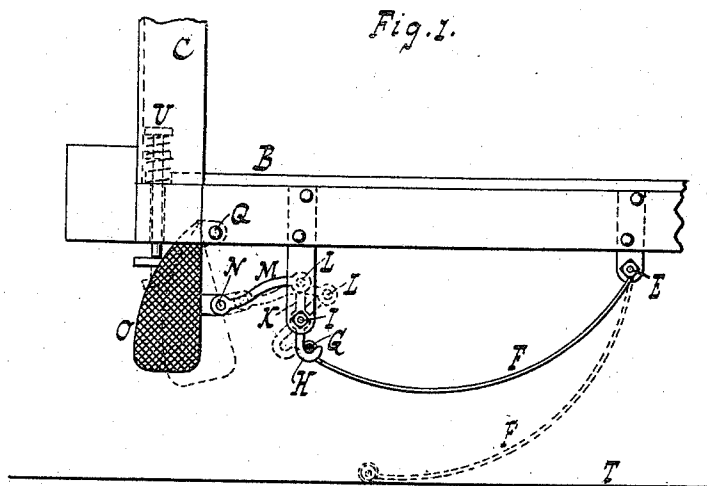


(No Model.)

L. L. SEAMAN.
CAR FENDER.

No. 535,733.

Patented Mar. 12, 1895.



WITNESSES:

William Miller
Chas. E. Pranger

INVENTOR:

Louis L. Seaman

BY

Hauff & Hauff
ATTORNEYS.

UNITED STATES PATENT OFFICE.

LOUIS L. SEAMAN, OF NEW YORK, N. Y., ASSIGNOR TO THE DARRACH
CAR FENDER COMPANY, OF NEWARK, NEW JERSEY.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 535,733, dated March 12, 1895.

Application filed January 3, 1895. Serial No. 533,730. (No model.)

To all whom it may concern:

Be it known that I, LOUIS L. SEAMAN, a citizen of the United States, residing at New York, in the county and State of New York, have
5 invented new and useful Improvements in Car-Fenders, of which the following is a specification.

The object of this invention is to provide a new and improved car fender which is of
10 simple construction and reliable in operation and the invention consists in the novel features set forth in the following specification and claims and illustrated in the annexed drawings, in which—

15 Figure 1 is a side elevation of the fender. Fig. 2 is an inverted plan view of Fig. 1.

The car body with its platform B and dashboard C runs on wheels. Jointed to the car at E is a scoop or arms F the free end or rod
20 G of which can be held up by catch or hook H jointed at I to the car and the tail K of which catch is jointed at L to link or rod M. The link M is shown in duplicate (Fig. 2) and said links are jointed at N to a net O jointed
25 at Q to the car or platform. If a body or victim falls or rolls under the platform B said victim will cause an impact against net O so as to swing said net and move links M so as to release the catches H. The free end G of
30 scoop F now dropping onto the ground or track T will prevent the body or victim from getting under the wheels. The net O can be hung so as not to project beyond the platform or dashboard.

35 As the scoop F is normally held away from the ground or track said scoop offers no impediment to the regular running or operation of the car, and the entire device can be made simple and comparatively light while at the
40 same time possessing the requisite strength.

The net O may have a projection or treadle U extending within reach of the attendant on platform B so as to enable such attendant to release the scoop when advisable.

The net O can be given proper rigidity by
45 being composed of a wire or strong frame carrying wire netting or cloth.

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

1. The combination with a car, of a hanger
50 suspended from the car-body, a pendent hook pivoted to the hanger and having an upwardly projecting tail-piece, a pendent, pivoted net, a link pivotally connecting the net with the
55 upwardly projecting tail-piece of the pivoted hook, and a scoop pivoted at its rear end to a part of the car-body and adapted to engage the hook, substantially as described.

2. The combination with a car, of a hanger
60 suspended from a car-body, a pendent hook pivoted to the hanger and having an upwardly-projecting tail-piece, a pendent, pivoted net, a link pivotally connecting the net with the
65 upwardly projecting tail-piece of the pivoted hook, a scoop pivoted at its rear end to a part of the car-body and adapted to engage the hook, and a vertically movable treadle acting
70 directly upon the net for swinging the latter inwardly to operate the hook and thereby release the scoop, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

LOUIS L. SEAMAN.

Witnesses:

WM. C. HAUFF,
E. F. KASTENHUBER.