No. 859,237. PATENTED JULY 9, 1907.

H. E. MORRILL.

CARRIAGE FENDER ATTACHMENT.

APPLICATION FILED NOV. 12, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

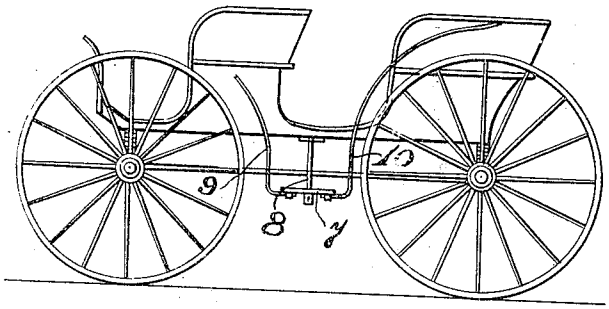


Fig. 2.

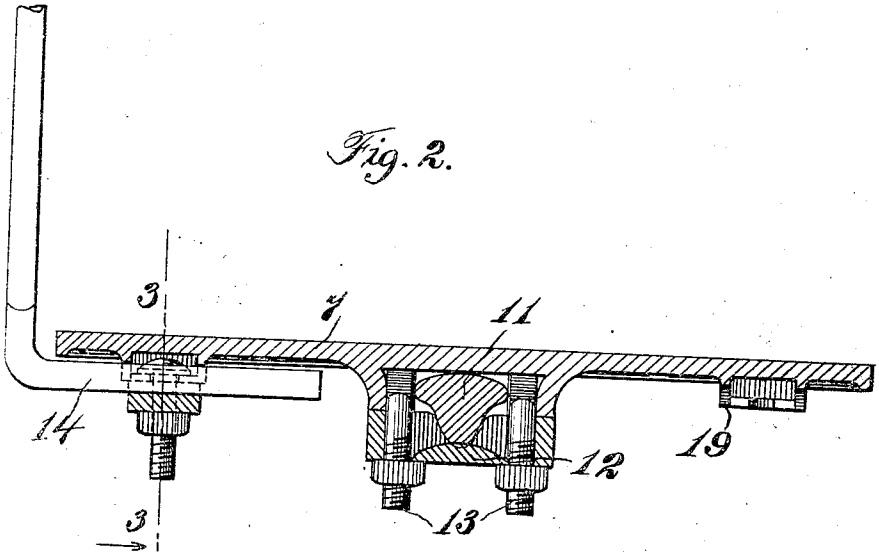
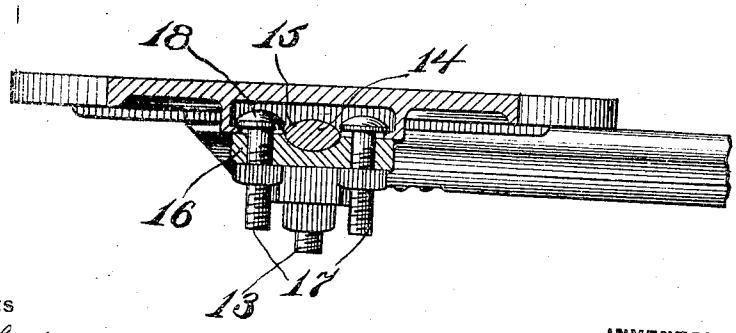


Fig. 3.



WITNESSES

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2 SHEETS—SHEET 2.

Fig. 4.

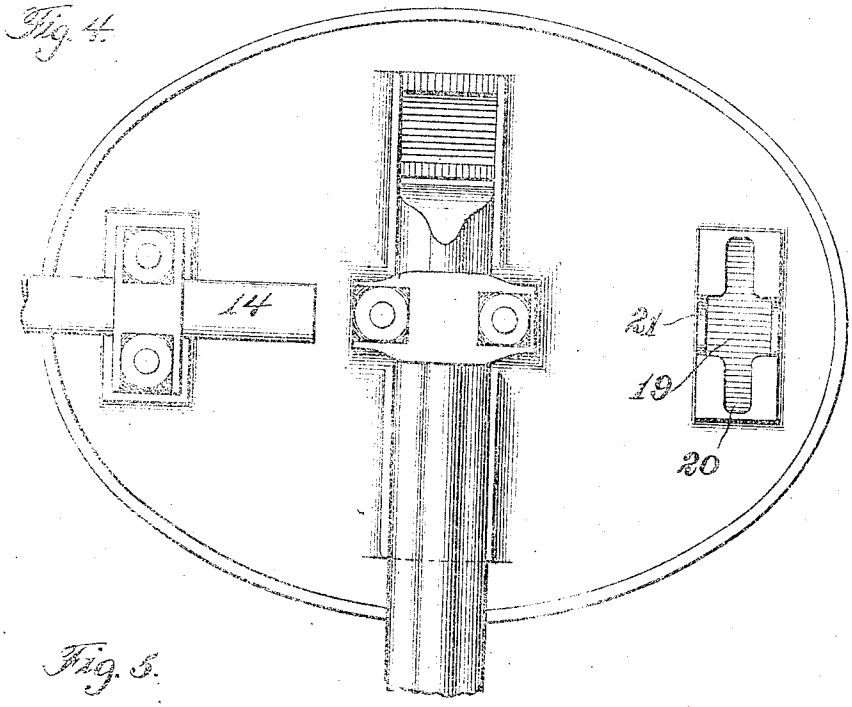


Fig. 5.

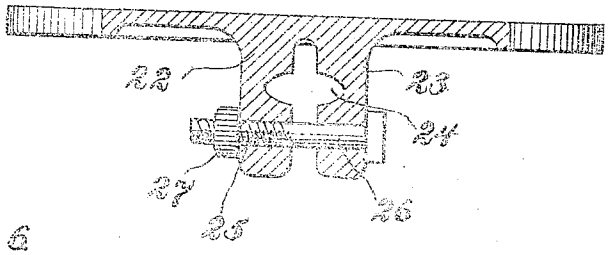
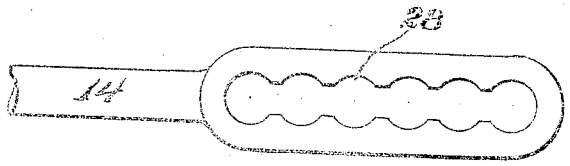


Fig. 6.



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CARRIAGE-FENDER ATTACHMENT.

No. 859,237. Specification of Letters Patent. Patented July 9, 1907.

Application filed November 12, 1906. Serial No. 343,031.

To all whom it may concern:

Be it known that I, HORACE E. MORRILL, a citizen of the United States, residing at Dayton, in the State of Ohio, have invented certain new and useful Improvements in Carriage-Fender Attachments, of which the following is a specification.

The primary object of my invention is the provision of means whereby to conveniently and efficiently secure the fender commonly used adjacent to the wheels of the carriage, to the step of the carriage, and at the same time to provide mechanism whereby such attachment may be varied to place the fender in altered relation relative to the step so as to have it properly located with relation to the wheel which it guards, and also to permit such variation in the position of the two fenders secured on opposite sides of the carriage step as will secure variation in the space between the fenders, and as may be required to meet the requirement in particular cases.

The above, as well as such other objects as may hereinafter appear I attain by means of a construction which I have illustrated in preferred form in the accompanying drawing, wherein—

Figure 1 is a side elevation of the carriage having my improvement applied thereto;

Figure 2 is a sectional view showing some of the details of the attaching means;

Figure 3 is a transverse sectional view taken on the line III—III of Figure 2;

Figure 4 is an inverted plan view of the step itself, showing the preferred mechanism which I employ for securing the attachment in question;

Figure 5 illustrates a modified specific means whereby variation in the position of the fender may be attained in connection with the use of only a single bolt where the attaching device of Figure 4 requires two bolts, and

Figure 6 shows still another modification for securing variation in the position of the fender.

Referring now more particularly to Figures 1 to 4 inclusive, it will be seen that I have therein shown a carriage step marked 7 supported from the frame 6 of the vehicle by a downwardly projecting bracket or arm 8, and having at each side the fenders 9 and 10 arranged to protect the wheels in the usual manner.

The lower end of the supporting projection 8 may be integral with the step 7, or arranged so the step will be slidable laterally of the carriage by means of the horizontal part 11 which is confined between the lower face of the step 7 and a notched cross-bar 12 held in place by the bolts 13, the whole being so arranged that the step can be moved in or out to alter its position.

The lower end of the frame-work of each of the fenders 9 and 10 is provided with a horizontal projection or extension 14 adapted to be held in place between the notched recess 15 on the under face of the step and a clamping bar 16 secured by means of the bolts 17 in the manner shown in Figure 3, the head 18 of the bolts engaging sockets 19, which are arranged, as indicated, in the right side of Figure 4, with slotted openings 20, an enlarged part of the slotted openings 21, so that the heads can be readily inserted.

It will be seen from examination particularly of Figures 2 and 4 that the horizontal projecting end 14 of the fender frame can be moved longitudinally within its socket by loosening the nuts on the bolts 17, and can be fastened firmly in place in any position desired to secure proper relative location between the fender and the step. Both of the fenders in my construction are secured in this manner to the step—it being thus possible in conjunction with the means for varying the fender position to locate the position of the step with reference to the fenders as well as with reference to the transverse position of the vehicle—the whole being therefore capable of proper positioning to meet the requirements of various different vehicles.

Another method of constructing the attaching means already before described is that shown in Figure 5 in which the step is provided with two downward projections 22 and 23 arranged with slotted openings 24 adapted to receive the shank or projecting end of the fender, the downward projections 22 and 23 being provided with horizontal apertures 25 adapted to receive a single bolt 26 having a nut 27 thereon for clamping and pinching the ears or downward projections so as to securely fasten the stems 14 of the fenders.

In Figure 6 I have shown a construction of the lower end of the stem 14 in which there is provided a notched slotted opening 28 to which may be secured a vertically disposed bolt the head whereof should be anchored in the step—this notched slotted opening in conjunction with the bolt having its head anchored in the step providing a means whereby similar variation in the position of the fender may be obtained, although the fender will not be by this mechanism as securely held as by the devices before described.

Having thus described my invention and illustrated its use, what I claim as new and desire to secure by Letters Patent, is the following:

1. A vehicle fender attaching device comprising in combination, means upon the fender constructed to be secured to a vehicle step, means upon said step adapted to engage the said securing means upon the fender, the means of engagement between the fender and step being constructed to permit a greater or lesser dimension between the lower end of the fender and the center of the step, and means to rigidly secure the fender in any adjusted position.

2. In vehicle fender attaching mechanism the combination with a step, of fender securing means at each end of said step, said fender securing means being constructed to permit movement of each of said fenders toward or away from the step, and to securely hold the same in selected position, substantially as described.

3. The combination of a vehicle step, and means for supporting said step to permit its adjustment laterally with reference to the vehicle, and means at the end of said step for permitting attachment of the fender and variation of the position of said fender, substantially as described.

In testimony whereof I have hereunto signed my name in the presence of the two subscribed witnesses.

HORACE E. MORRILL.

Witnesses:
CHAS. R. BROADBENT,
JAMES N. CRAIG.