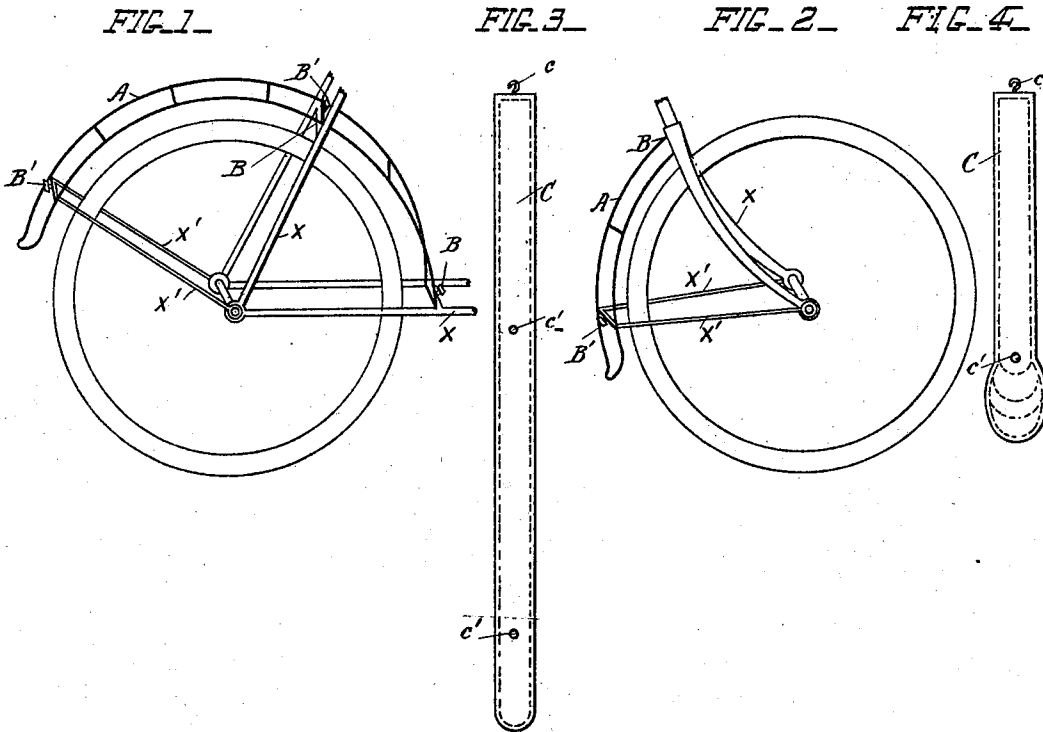


(No Model.)

R. M. WOODHEAD.
MUD GUARD FOR VELOCIPEDES.

No. 502,802.

Patented Aug. 8, 1893.



WITNESSES:

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RICHARD MORRISS WOODHEAD, OF NOTTINGHAM, ENGLAND.

MUD-GUARD FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 502,802, dated August 8, 1893.

Application filed March 21, 1892. Serial No. 425,789. (No model.) Patented in England June 20, 1891, No. 10,550, and in Germany February 21, 1892, No. 64,912.

To all whom it may concern:

Be it known that I, RICHARD MORRISS WOODHEAD, a subject of the Queen of Great Britain, residing at Nottingham, in the county of Notts, England, have invented a new and useful Improvement in Mud-Guards for Velocipedes, (for which I have obtained patents in Great Britain, No. 10,550, bearing date of June 20, 1891, and in Germany, No. 64,912, dated February 21, 1892,) of which the following is a specification.

My invention relates to an improved mud-guard or shield for the wheels of velocipedes and it consists of a skeleton frame of wire, whalebone, or other suitable material, and of a cover made of leather, rubber, or any suitable textile material, adapted to be stretched and fastened on the skeleton frame, thereby completing the mud-guard for use, the object being to enable the guard to be quickly removed, folded, or otherwise compressed or stowed away whenever it is not actually required to prevent the rider being splashed by mud. As mudguards are a hinderance to propulsion, especially when running against the wind, an arrangement for readily removing them, or reducing their area, whenever they are not really required for the above purpose is an obvious advantage and convenience to the rider. I attain this end in the manner shown by the accompanying drawings throughout the several views of which similar parts are marked with like letters of reference.

Figures 1 and 2 are perspective views of the mud guard frame attached to the driving and steering wheels respectively. Figs. 3 and 4 are plan views of the mud guard covers for the driving and steering wheels respectively.

The frame A for carrying the guard is made of skeleton form, of wire, whalebone, cane, or other light material and it is adapted to be fixed to the frame X of the machine at the point B, and to be clamped to the frame X and to the supports or forks X' adapted to carry the free end of the guard by suitable clamp bolts B', B'.

The cover C consists of a strip or sleeve of any light, flexible, and preferably waterproof fabric, and it is provided with one or more hooks or their equivalents c and holes c' the former to enable one end to be attached to the frame A, and the latter to enable the clamping bolts B, B, &c., to pass through it. When the flexible cover C is removed the wind has less surface to press on; and when the skeleton frame A is taken off the supports X' may be folded back against the frame X out of the way. In order to permit the supports X' to be folded back they are pivotally connected at their lower ends to the frame X as near the axle as possible and are preferably journaled upon the ends of the axle.

What I claim is—

A mud guard for a velocipede wheel, consisting of folding supports pivoted to the frame near the axle of the wheel and adapted to be turned back against the frame when not in use, a curved skeleton frame carried by the said supports, and a flexible cover attached to the said frame, substantially as set forth.

RICHARD MORRISS WOODHEAD.

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