J. X. DAVIS.

MUD GUARD.

APPLICATION FILED MAY 7, 1908.

914,390. Patented Mar. 9, 1909.

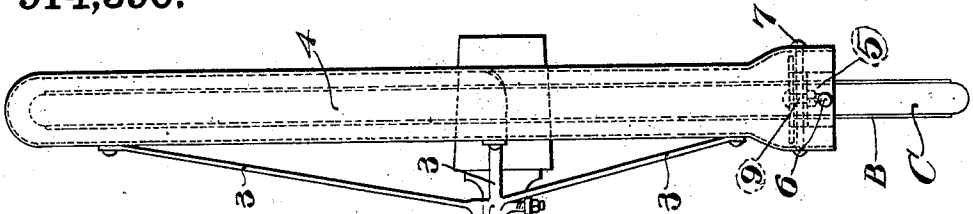


Fig. 2.

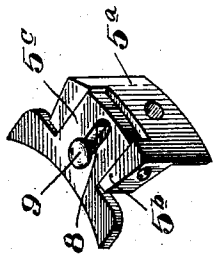


Fig. 3.

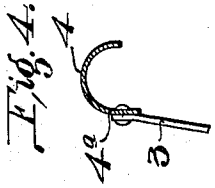


Fig. 4.

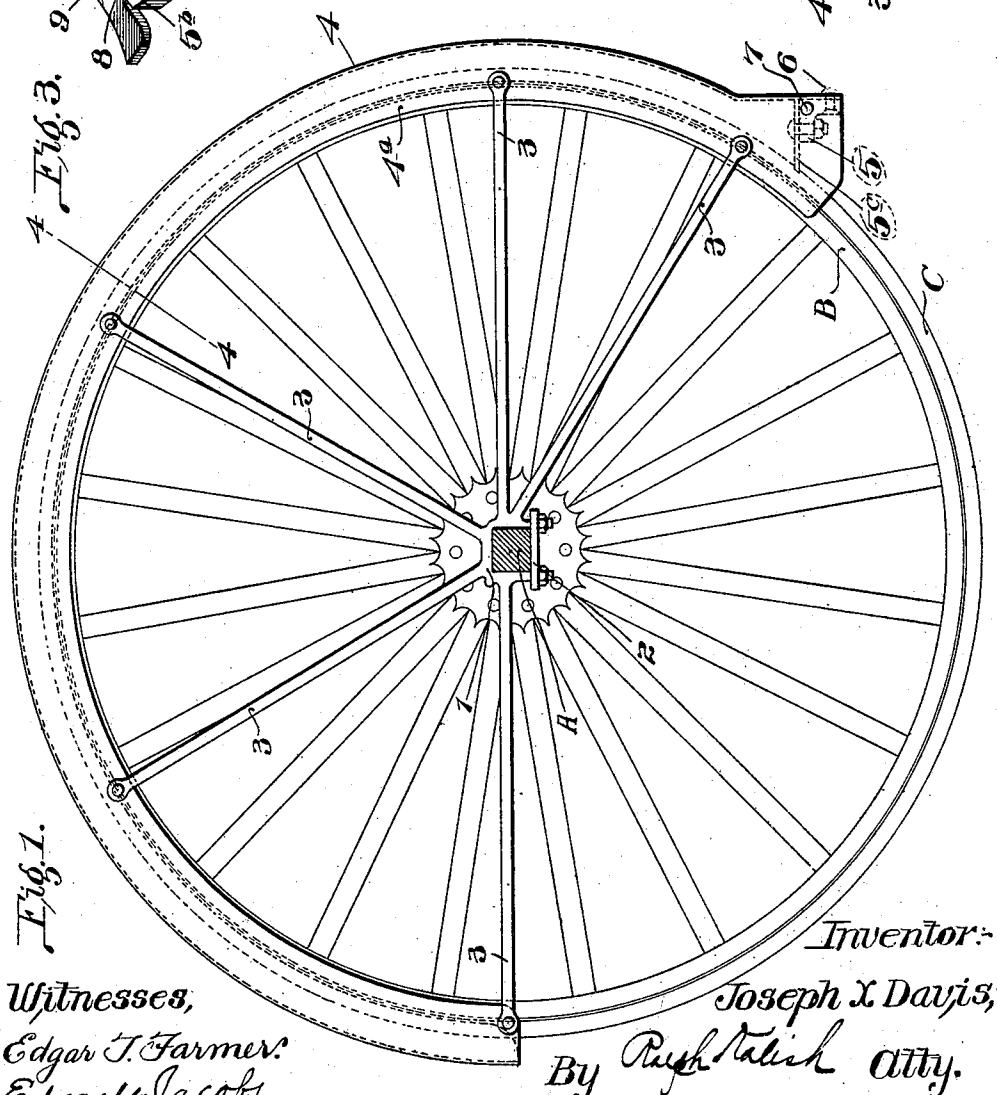


Fig. 1.

Witnesses,
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Inventor:
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UNITED STATES PATENT OFFICE.

JOSEPH X. DAVIS, OF ST. LOUIS, MISSOURI.

MUD-GUARD.

No. 914,390. Specification of Letters Patent. Patented March 9, 1909.

Application filed May 7, 1908. Serial No. 431,437.

To all whom it may concern:

Be it known that I, JOSEPH X. DAVIS, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Improvement in Mud-Guards, of which the following is a specification, reference being had to the accompanying drawing, forming a part hereof, in which—

Figure 1 is a side elevational view, looking from the inner side, of a wheel, showing my improved mud guard in position thereon and also showing, in dotted lines, the mud-shaver; Fig. 2 is a rear elevational view of the same; Fig. 3 is a perspective view of the mud-shaver; and Fig. 4 is a cross-sectional view on the line 4—4, Fig. 1.

This invention relates to a new and useful improvement in mud-guards for carriage, automobile, or other wheels, the object being to provide a construction of the kind described which is light, durable, easily applied in position or removed whenever desired, and cheap to manufacture.

With this object in view, my invention consists in the novel construction, arrangement, and combination of the several parts, all as will hereinafter be described and pointed out in the claim.

In the drawings, A indicates an axle upon which the wheel B is mounted.

C indicates a tire, preferably of rubber, fitting on the wheel B.

1 indicates a block adapted to be mounted on the axle A and to be securely attached thereon by the cross-piece 2, which is bolted or otherwise secured to the block 1, as shown in Fig. 1.

3 indicates rods made integral with, or otherwise secured to, the block 1 and which project radially therefrom to about the rim of the wheel.

4 indicates the mud-guard, which is preferably semi-circular in cross-section, but has a straight portion 4^a at one edge adapted to extend down on the inner side of the wheel when the guard is in position and to which the rods 3 are adapted to be bolted or otherwise secured. The lower rear end of guard 4, as shown in Figs. 1 and 2, is made flaring and has mounted therein the mud-shaver 5. This mud-shaver 5 consists of the block 5^a having the laterally-projecting portion 5^b. The block 5^a is adapted to be secured to the guard 4 by means of the bolt or screw 6, while, as a further securing means, the bolt 7 is adapted to pass through both sides of the guard 4 and through the portion 5^b, so that said mud-shaver is firmly held in position. The top surface of portion 5^b is preferably grooved and has adjustably mounted therein the blade 5^c. The outer edge of said blade 5^c is preferably made curved so as to encircle the ordinary rubber tire, while the portion of said blade which fits in said groove in the portion 5^b is provided with an elongated slot 8, in which the screw or bolt 9, which passes through the portion 5^b, is adapted to fit, whereby the blade 5^c may be adjusted to different positions fitting various sizes of tires, or in case a tire should wear, the blade 5^c may be properly adjusted so as to fit closely up against the tire.

I prefer to use for my mud-guard and shaver any light material, so that the same do not add much weight to the construction on which they are used. It is also seen that the construction is simple and easily applied in position, but one block 1 and one set of attaching rods 3 being used for each guard 4; and the block 1 and rods 3 being arranged on the inner side of the wheel and the rods 3 being attached to the guard along its inner edge, the same present a very neat and attractive appearance. The mud-shaver 5 is easily placed, and firmly held, in proper position, and by loosening the screw or bolt 9, the blade 5^c may be readily moved and adjusted to different positions whenever required.

The uses to which my invention may be put are obvious. The mud-shaver scrapes from the tire of the wheel any mud or other substance which may adhere thereto, while the mud-guard prevents any water or other matter passing under the mud-shaver from flying off onto the vehicle.

The guard and its attaching means, as well as also the mud-shaver, may, of course, be made in various sizes to fit different sizes of wheels, and I am also aware that minor changes in the arrangement, construction, and combination of the several parts of my invention may be made and substituted for those herein shown and described without departing from the spirit of my invention.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

The combination with an axle, of a wheel mounted thereon, a supporting-block adapted to be removably mounted on said axle,

spider-arms integral with and projecting from said block, a mud-guard adapted to cover the greater part of the circumference of said wheel, said mud-guard having a flaring enlarged lower rear end, an integral extension along one side of said mud-guard to which said arms are adapted to be attached, whereby said mud-guard is supported in position, and a mud-shaver adapted to be arranged in the said flaring end of said mud-guard, said mud-shaver comprising a block 5^a adapted to be fixedly secured to the under side of said mud-guard and having the inwardly-projecting grooved portion 5^b and a mud-shaving blade 5^c fitting in and having a slot-and-pin connection with said grooved portion 5^b; substantially as described.

In testimony whereof, I have signed my name to this specification in the presence of two subscribing witnesses.

JOSEPH X. DAVIS.

Witnesses:

JAMES L. SECOR,

EDGAR W. JACOBS.