

(No Model.)

2 Sheets—Sheet 1.

J. M. REYNOLDS.
FENDER FOR VEHICLE WHEELS.

No. 459,651.

Patented Sept. 15, 1891.

FIG. 1.

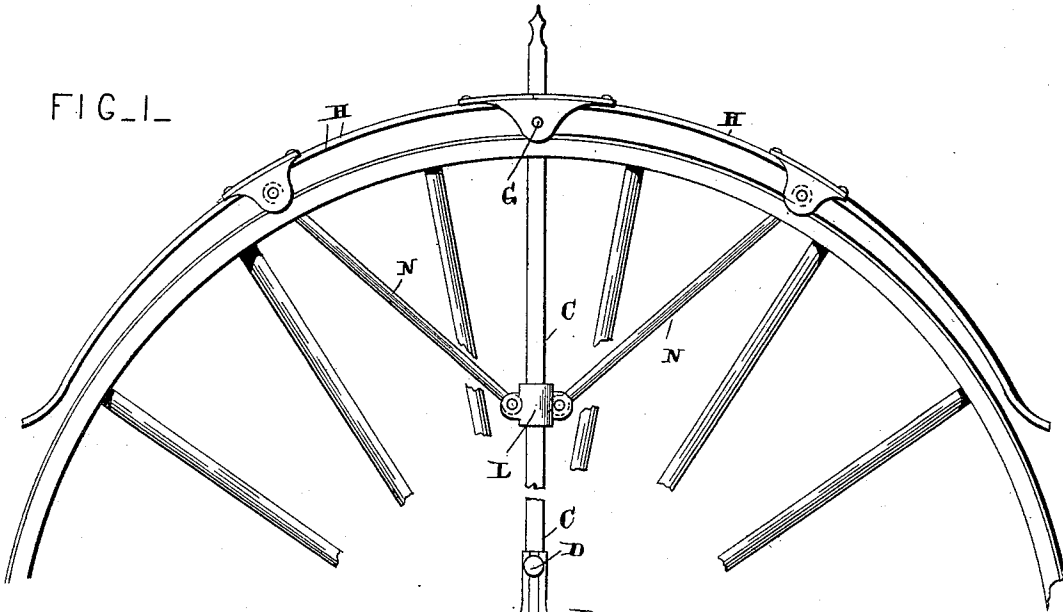


FIG. 2.

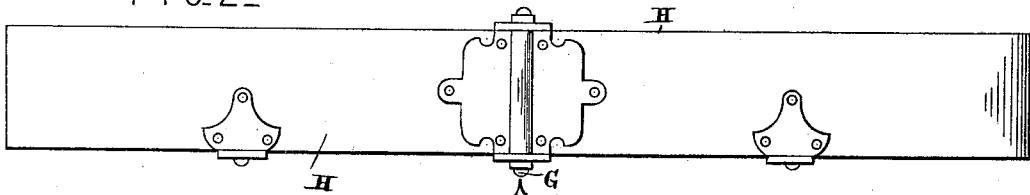
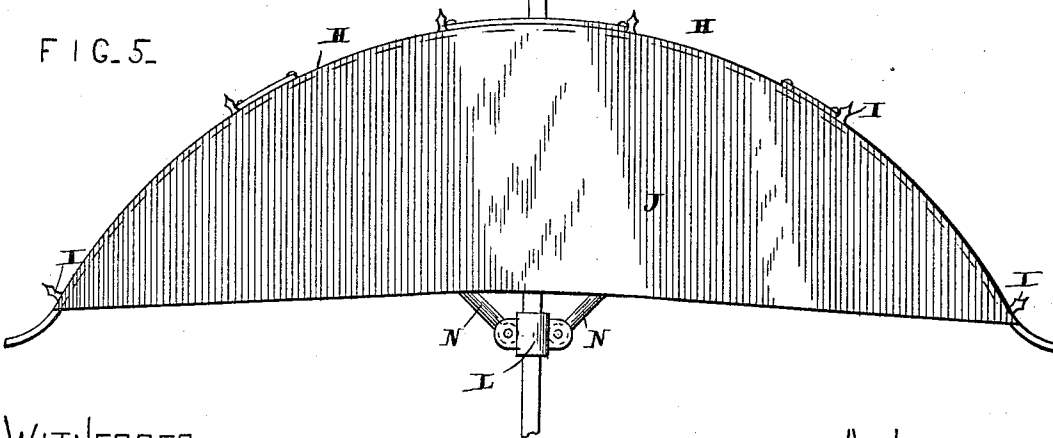


FIG. 5.



WITNESSES.

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FIG. 3_

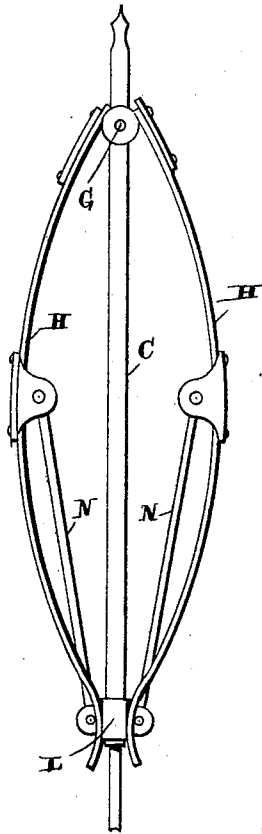


FIG. 4_

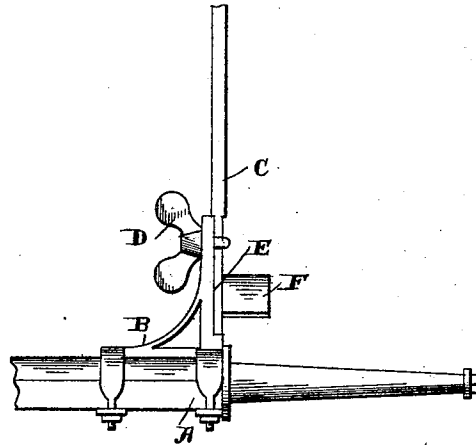
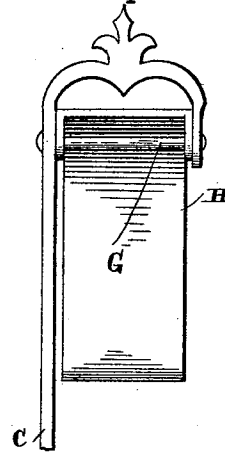
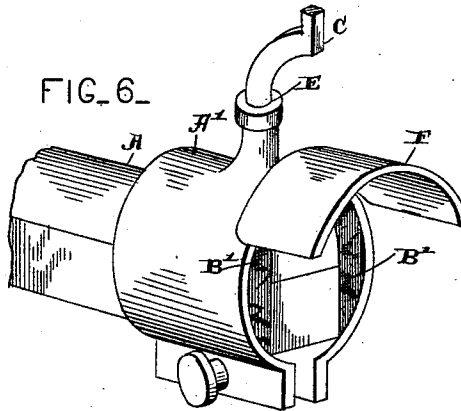


FIG. 6_



WITNESSES.

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UNITED STATES PATENT OFFICE.

JAMES M. REYNOLDS, OF COHOCTON, NEW YORK.

FENDER FOR VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 459,651, dated September 15, 1891.

Application filed June 22, 1891. Serial No. 397,094. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. REYNOLDS, of Cohocton, in the county of Steuben and State of New York, have invented certain new and useful Improvements in Fenders for Vehicle-Wheels; and I 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in fenders for vehicle-wheels; and it consists in a casting which is applied to the axle and a standard or vertical support which is attached to the casting, combined with folding fenders which are hinged or otherwise loosely connected at their inner ends, braces connected to the two parts of the fender, and a runner placed upon the upright or standard, as will be more fully described hereinafter.

The object of my invention is to provide a removable folding fender which can be applied to vehicle-wheels of all kinds, and which when not needed can be folded up and placed in the vehicle where it will be out of the way.

Figure 1 is a side elevation of a fender which embodies my invention. Fig. 2 is a plan view of the same. Fig. 3 is a side elevation showing the fender folded after it is removed from the wheel. Fig. 4 is a detached view of the casting and the standard to which the fender is applied. Fig. 5 is a side elevation of the fender, showing curtains applied thereto. Fig. 6 is a perspective view showing a slight modification.

A represents an axle of a buggy, carriage, wagon, or vehicle of any kind, and secured thereto by suitable clamps is the casting B, which may either be of the shape here shown or any other that may be preferred, and which serves as a base to which the lower end of the standard or upright C is removably secured by means of a suitable clamp D, either of the form here shown or any other that may be preferred. In this casting is formed a vertical recess or opening E, in which the lower end of the standard C is placed, and which recess and clamp D allow the standard to be adjusted vertically, so as to accommo-

date itself to the height of wheels of different sizes.

Formed with or secured to the casting B upon the side next to the wheel is the flange F, which forms a sand band or guard for the inner end of the hub, and which prevents the mud, dust, and dirt from dropping upon the inner end of the hub and upon the axle and working into the boxing. This casting B, after being secured to the axle, is allowed to remain in position because it is entirely out of the way, and allows the shield to be brought into use or removed whenever so desired; but the casting may be removed, if so desired, whenever the fender is taken away.

The standard C, which is vertically adjustable upon the casting B, so as to adapt it to the height of the wheel in connection with which it is to be used, has its upper end curved or bent outwardly and downwardly, so as to extend over the top of the shield, and this upper end may be given any ornamental finish or design that may be preferred. Extending horizontally through the upper bent portion of the standard C is the pivotal rod G, which serves not only to brace and strengthen the upper part of the standard, but as the pivot upon which the two parts of the fender H turn. This fender is made of two parts, which are hinged together at their inner ends, and the hinge of one part should be made to lap over or fit into the hinge of the other, so as to form a tight joint at this point. The fender may be made of papier-maché, metal, wood, or any other suitable substance, and as the hinges are preferably secured to the upper sides of the two parts of the fender they may be made of any ornamental material or be given any ornamental finish that may be preferred. If desired, buttons or fastenings I of any kind may be secured to the two parts of the fender, and then curtains J may be secured to one or both edges thereof, so as to prevent the persons in the vehicle from being splashed with mud or having dust thrown upon them from the wheels. As it is intended to make the fenders removable from the wheel whenever so desired and to fold them up and place them under the seats of the vehicles, so as to be entirely out of the way, there is placed a runner L upon the standard C, and which is

secured in any desired position by means of a thumb-nut or other suitable fastening device. Loosely attached to this runner L and the two parts of the fender H are the braces 5 N, which serve to support the fender in an open position, as shown in Fig. 1, and which permit it to be closed, as shown in Fig. 3, when removed from the wheel, so as to take up as little room as possible. The upper ends 10 of these braces N are fastened to metallic plates O, which are secured to the two parts of the fender, as shown, and which also may be given any ornamental finish that may be desired.

15 A slight modification is shown in Fig. 6, in which the clip is made semicircular, so as to clasp the axle. This clip A' is so constructed as to clasp a rubber cushion B' and thus relieve the fender of much of the jolting of the 20 vehicle when passing over rough roads. The lower free ends of the clip are turned down, as shown, and connected by a screw-bolt, so that the clip may be securely clamped to the axle.

25 Having thus described my invention, I claim—

1. A casting or support secured to the axle, combined with a standard which is adjust- 30 ably connected thereto and which has its upper end turned or bent so as to extend across

the top of the fender, and the fender made in two parts that are hinged or loosely connected at their inner ends, substantially as shown.

2. In a fender for vehicles, the standard 35 and a suitable support therefor, combined with the fender made in two parts, the braces, and the runner, substantially as described.

3. The casting secured to the axle and which is provided with a sand-band and a socket or 40 recess to receive the lower end of the standard, combined with the standard, a clamping device for securing it to the casting, the fender made in two parts which are hinged or loosely connected together, the braces, and 45 the runner, substantially as set forth.

4. In a wheel-fender, a clip formed of spring metal and provided with turned-down meeting edges, an elastic packing placed between the axle and the clip, a standard supported 50 on the said clip, and a fender on the upper end of the standard, the parts being combined substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES M. REYNOLDS.

Witnesses:

A. M. SMITH,
JOHN WAGNER.