

J. W. GOSLING.  
Carriage Wheel Fender.

No. 89,759.

Patented May 4, 1869.

Fig. 1.

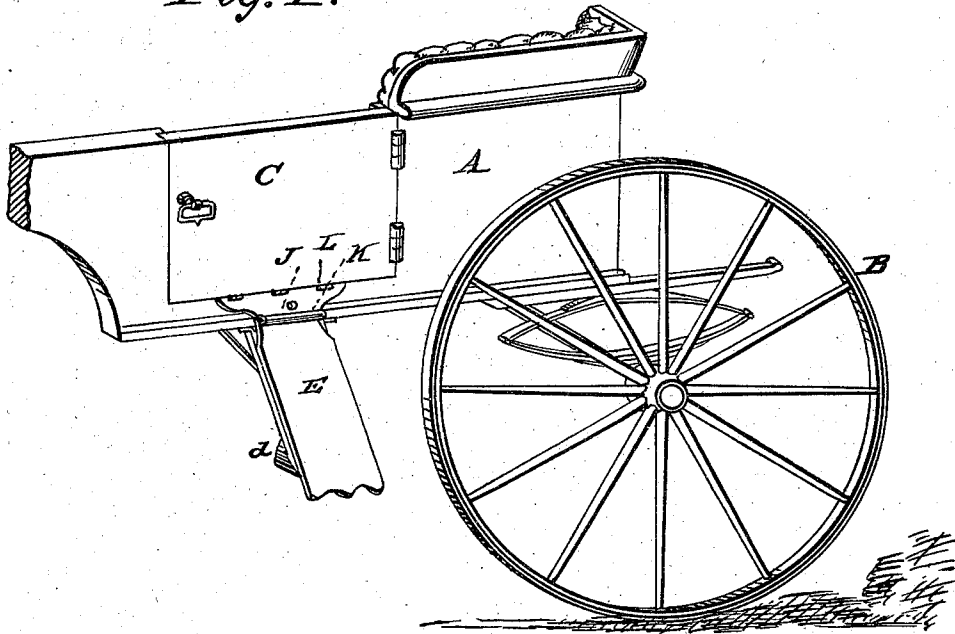
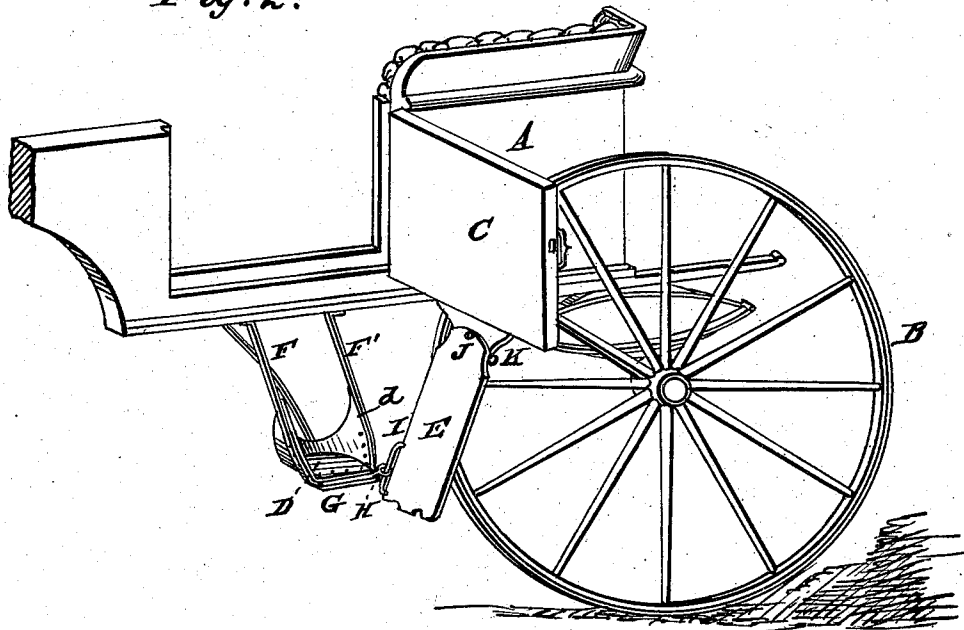


Fig. 2.



Witnesses:  
James H. Casman.  
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# United States Patent Office.

JOHN W. GOSLING, OF CINCINNATI, OHIO.

Letters Patent No. 89,759, dated May 4, 1869.

## IMPROVEMENT IN CARRIAGE-STEPS AND WHEEL-FENDERS.

The Schedule referred to in these Letters Patent and making part of the same.

### To whom it may concern:

Be it known that I, JOHN W. GOSLING, of Cincinnati, Hamilton county, Ohio, have invented a new and useful Improvement in Combined Step-Cover and Wheel-Fender for Carriages; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

This is an improvement on the "step-cover and wheel-fender" patented to me on the 26th day of February, 1867, and consists in—

First, the provision, around the sides and back of the step, of a raised margin or boxing, which, in conjunction with the flap or plate of my aforesaid patent, serves to more completely protect the step from mud and dirt than can be done by the flap alone.

Second, a pivoted connection between the flap proper, and that part of it which is hinged to the carriage-door, whereby the device is made applicable to a much greater variety of styles and proportions of parts in the carriage.

Third, the provision of a lip or cushion of rubber, or other suitable material, at the front edge of the step, to save the step from concussion and rattling.

In the accompanying drawings, portions of a carriage-body, provided with my improved flap, are shown in perspective—

Figure 1 representing the flap in its closed, and Figure 2, in its open condition.

A represents the carriage-body.

B, the rear wheel.

C, the door.

D, the step.

*d* is a raised rim or boxing, around the back and sides of the step, to the rear sides of the obliquely-projecting bars *F F'*, which support the front edge of the step.

Bolted, or otherwise secured to the outer edge of

the step, is a pad or cushion, G, of rubber or leather, to receive the impact of the door in the act of closing the same, and to prevent rattling.

Projecting from the corner of the step which is nearest to the rear wheel, is an eye, H, which receives the bar I upon the rear edge of the flap or plate E, whose upper end is attached, by a pivot, J, to a short flap or leaf, K, which leaf has a hinge L, or other flexible connection, to the lower edge of the door, or is itself flexible.

It will be seen, that by means of my above-described improvements, the dimensions and relative distances of the door, the step, and the wheel can be allowed to take a much wider range, and that the builder can arrange these parts to the best advantage, without reference to the step-cover, whose sliding lower connection, and pivoted and hinged upper connection, enable it to assume any position required.

The flap, in this arrangement, is not necessarily flexible, and may be of metal, leather, wood, or other suitable material.

I claim herein as new, and of my invention—

1. The fixed step *D d F F'*, flap E, pad or cushion G, and connections H I, constructed, arranged, and operating as and for the purpose set forth.

2. The arrangement of flap E, having the combined pivoted and hinged connection to the carriage-door, and sliding connection to the step, substantially as and for the purpose set forth.

3. The pad or cushion G, when used in combination with the fixed step *D d F*, and flap E, in the manner and for the purpose described.

In testimony of which invention, I hereunto set my hand.

JOHN W. GOSLING.

Witnesses:

GEO. H. KNIGHT,

JAMES H. LAYMAN.