No. 794,472. PATENTED JULY 11, 1905.

B. E. THOMPSON.

VEHICLE WHEEL GUARD.

APPLICATION FILED MAY 25, 1903.

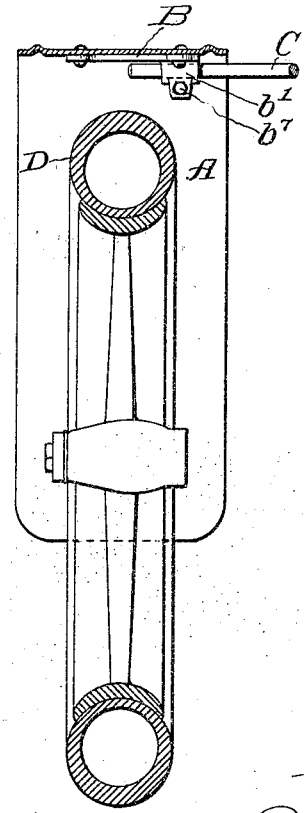
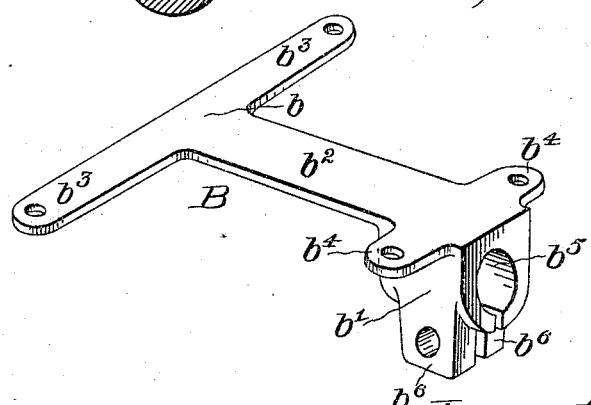


Fig. I.

Fig. II.



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No. 794,472. Patented July 11, 1905.

UNITED STATES PATENT OFFICE.

BERT E. THOMPSON, OF CLEVELAND, OHIO, ASSIGNOR TO THE WILSON & HAYES MANUFACTURING COMPANY, OF CLEVELAND, OHIO, A PARTNERSHIP.

VEHICLE-WHEEL GUARD.

SPECIFICATION forming part of Letters Patent No. 794,472, dated July 11, 1905.

Application filed May 25, 1903. Serial No. 158,566.

To all whom it may concern:

Be it known that I, BERT E. THOMPSON, a citizen of the United States, and a resident of Cleveland, county of Cuyahoga, and State of Ohio, have invented a new and useful Improvement in Vehicle-Wheel Guards, of which the following is a specification, the principle of the invention being herein explained and the best mode in which I have contemplated applying that principle, so as to distinguish it from other inventions.

My invention relates to wheel-guards of vehicles, its object being to provide a guard which may be adjusted and secured in various positions over the wheel in lateral directions and which may be placed as closely to the wheel as is possible without necessarily permitting conditions other than those pertaining to the most efficacious guarding of the wheel to limit its position.

Said invention consists of means hereinafter fully described, and particularly set forth in the claims.

The annexed drawings and the following description set forth in detail certain mechanism embodying the invention, such disclosed means constituting but one of various mechanical forms in which the principle of the invention may be used.

In said annexed drawings, Figure I represents a vertical transverse sectional view of a vehicle-wheel and my invention as applied to the vehicle and wheel, the supporting-rod of the vehicle being alone shown. Fig. II represents, on an enlarged scale, a perspective view of the supporting member, which is permanently secured to the guard.

The guard or fender A has secured upon its lower surface, preferably by means of rivets, the supporting member B. This member B consists of a fastening or holding portion b and a bearing portion b', formed integral with the holding portion. The latter consists of a main stem b^2, two major end arms b^3 b^3, and two minor end arms b^4 b^4. The one end, preferably that formed with the minor arms, is provided with the bearing portion b'. Said bearing portion is formed with a split cylindrical bearing b^5 and two ears b^6 b^6, forming a seat for a tightening-screw b^7, Fig. I, by means of which the bearing b^5 may be contracted to hold a rod located therein. The axis of said bearing is substantially parallel with the main stem b^2.

A rod C is secured in any suitable manner to the side of the vehicle-body and projects a short distance over the wheel D. The member B is secured to the lower surface of the guard, as before mentioned, and in a central position relatively to the central longitudinal vertical plane of the guard, as shown in Fig. I, the bearing portion b' being so brought into a position laterally located relatively to the said plane and on the side nearest the vehicle. The rod C is passed through the bearing portion b' and is secured therein by means of the tightening-screw b^7. It will thus be seen that the guard may be adjusted laterally to assume various positions over the wheel to conform with varying requirements and securely fastened in such position. It will further be seen that since the bearing portion b' by reason of its lateral location relatively to the guard may during the latter's occupation of such various positions always be caused to occupy a lateral position relatively to the vertical central plane of the wheel and is so removed as far as possible therefrom vertically. By reason of such position less liability of injury to the tire by reason of contact of the said bearing portion is encountered during the oscillation of the body of the vehicle when the latter is mounted upon compressible springs, which allow the vehicle body and wheel to constantly change their relative positions when such vehicle is in motion. It will also be seen that the above-described construction renders the guard readily removable and that the adjustability permits the device to be used upon vehicles having their wheels removed laterally from the body at different distances without altering the length of the supporting-rod. One or more of the devices may be used upon a single guard as may be required by varying conditions and sizes thereof.

Other modes of applying the principle of

my invention may be employed instead of the one explained, change being made as regards the mechanism herein disclosed, provided the means stated by any one of the following claims or the equivalent of such stated means be employed.

I therefore particularly point out and distinctly claim as my invention—

1. In a vehicle, the combination with a wheel-guard, of a supporting member permanently secured thereto, said member being provided with a split bearing for slidably receiving a supporting-rod and with a screw for contracting same, the construction being such that said bearing is always located laterally of the longitudinally central plane of the guard, for the purpose set forth.

2. In a vehicle, the combination with a wheel-guard, of a supporting member permanently secured thereto intermediate of the wheel and guard, said member being provided with a contractible bearing for slidably receiving a supporting-rod, said bearing being located laterally of the longitudinally central plane of the guard.

3. In a supporting device for fenders and the like, the combination with an intermediate part attached to the under side of the fender, comprising a plate and its securing-lug, of a bracket rod or arm adapted to be fastened to the supporting-body of the vehicle or device, having a terminal stem whereon the lug is secured in angularly-adjusted position thereon, and means for clamping the lug upon the stem.

4. In a support and fastening for vehicle-fenders, the combination with a bracket-rod attached to the vehicle-body and having a substantially cylindrical terminal part, of a fender or guard, an intermediate plate attached beneath the same, a stem mounting said plate and fitting adjustably upon the terminal part of the bracket-rod, and means for securely clamping it in its adjusted position thereon.

5. In a supporting and fastening device for guards or fenders, the combination with an intermediate part having a flush attachment to the fender, comprising a plate and depending stem terminating in a split collar or lug, of a bracket rod or arm rigidly attachable to the supporting-body of the vehicle adjacent to the wheel, and having a cylindrical terminal part whereon the split collar is adapted to be secured in adjusted position, and a bolt and nut for clamping said collar upon the terminal part.

Signed by me this 19th day of May, 1903.

BERT E. THOMPSON.

Attest:

D. T. DAVIES,

A. E. MERKEL.