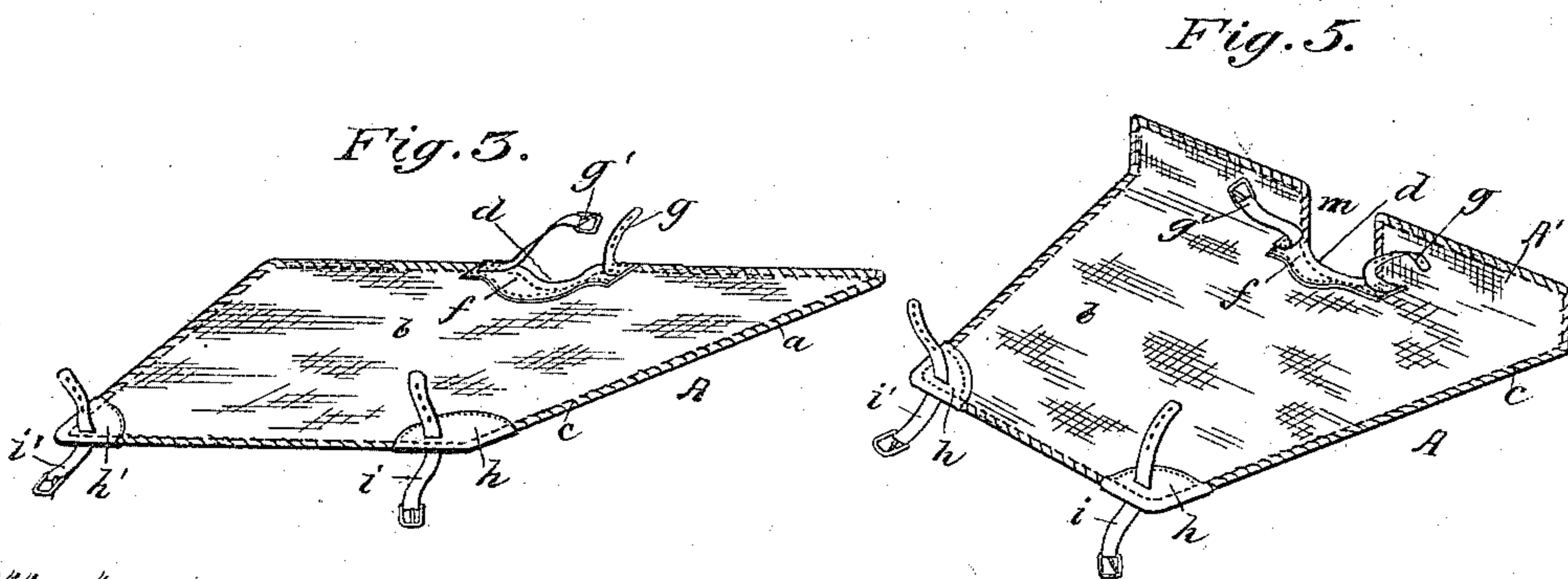
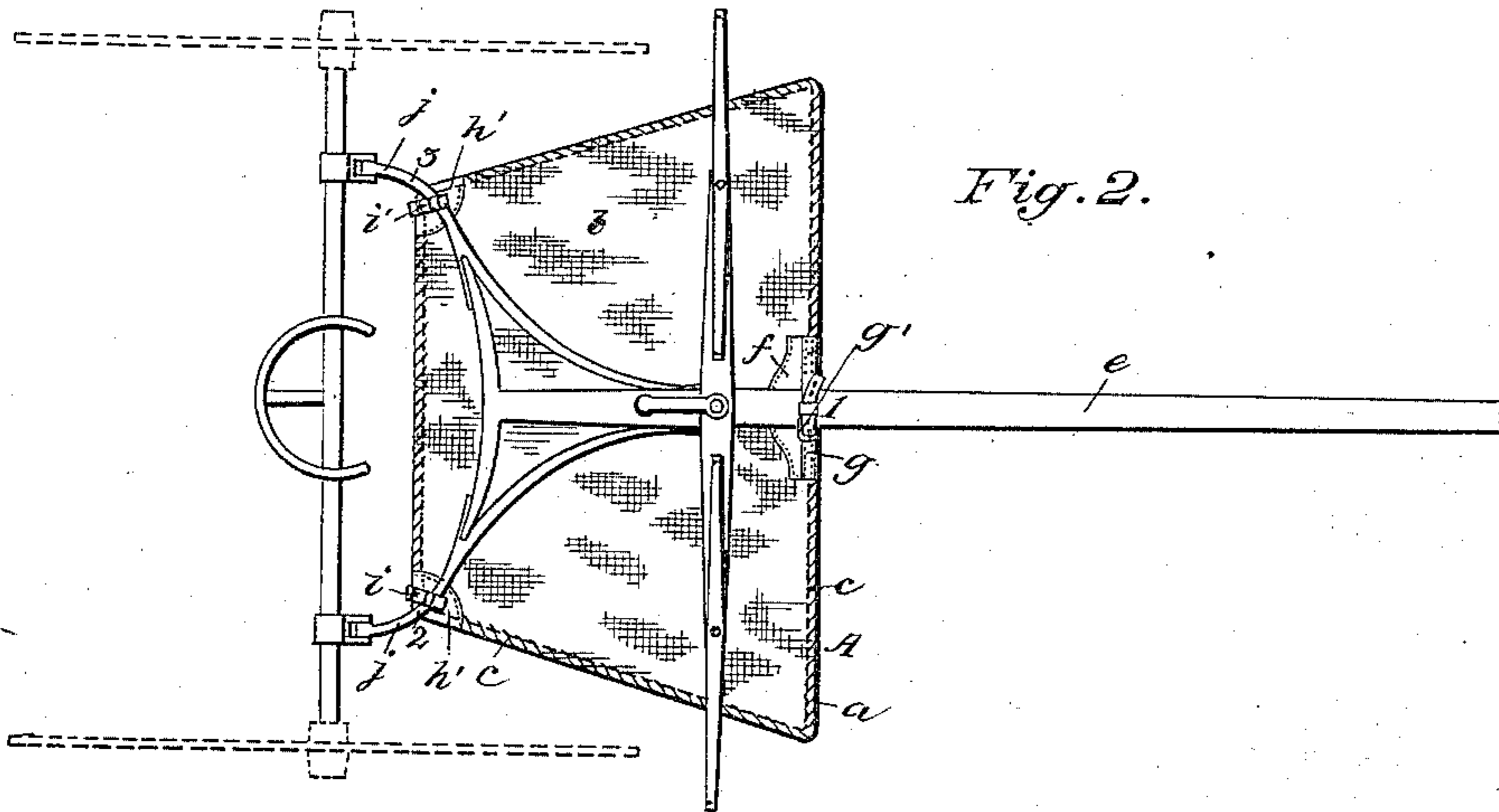
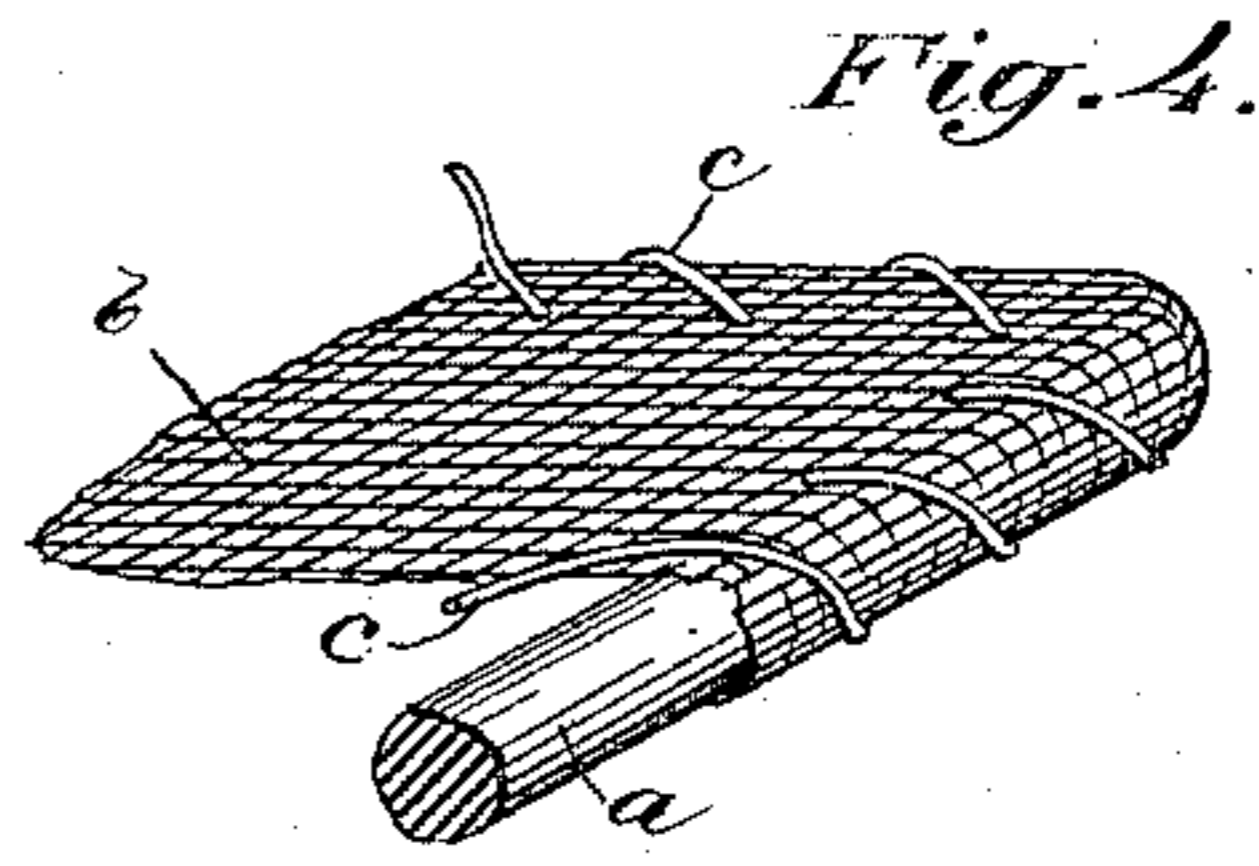
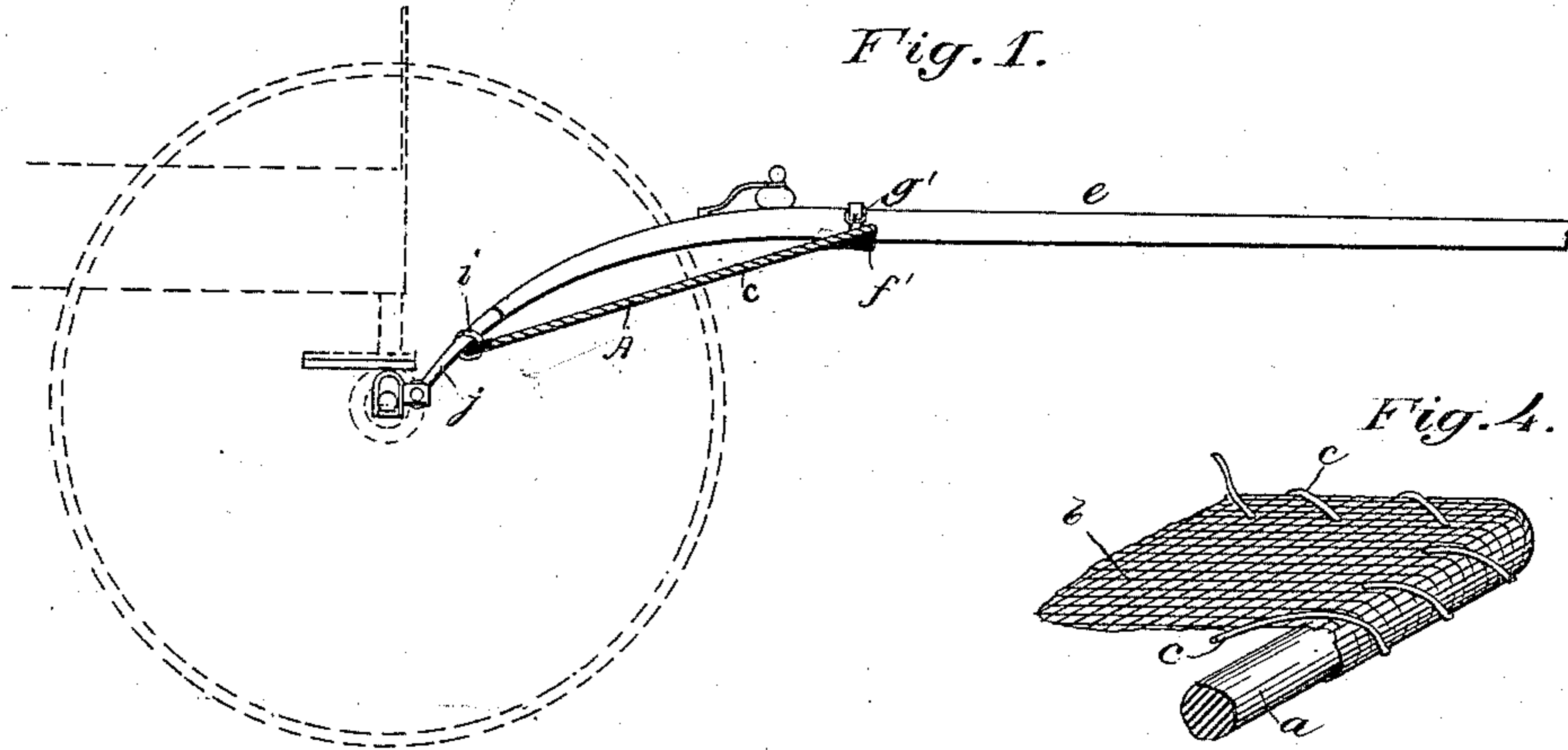


(No Model.)

S. F. SNIFFEN.
FENDER FOR VEHICLES.

No. 335,646.

Patented Feb. 9, 1886.



Attest:

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UNITED STATES PATENT OFFICE.

SAMUEL F. SNIFFEN, OF NEW YORK, N. Y.

FENDER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 335,646, dated February 9, 1886.

Application filed November 27, 1885. Serial No. 184,057. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL F. SNIFFEN, a citizen of the United States, and a resident of New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Fenders for Conveyances, of which the following is a specification.

My invention has for its main object to provide a strong and durable fender for pole road-wagons, sleighs, and other conveyances, whereby the dirt, mud, snow, or ice thrown back by the fore feet of the horses may be prevented from striking the front of the body portion of the conveyance and disfiguring or scratching the same, and be also prevented from flying into the conveyance and hitting and injuring or soiling its occupants.

To this end my invention consists, primarily, in a screen or fender formed of a rigid frame-work having tightly stretched between its sides or within its boundaries an obstructing-surface, of wire-cloth or other suitable material, and provided at suitable points with straps and buckles or other fastening devices for securing it to the pole of a conveyance; and my invention consists, secondarily, in certain features of detail construction, all of which will be hereinafter more fully described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side view of a portion of a road-wagon having my invention applied to the pole thereof. Fig. 2 is a top view of the same. Fig. 3 is a perspective view of the fender detached. Fig. 4 is an enlarged sectional elevation of a portion of the fender, to show more clearly its detail construction. Fig. 5 is a perspective view of the fender modified in construction.

In the several views the same part will be found designated by the same letters and figures of reference.

A designates the fender as an entirety, which may be made of any desired shape, although that shown is preferred. It consists of a strong rim or open frame-work, *a*, preferably of metal, to which is tightly secured an obstructing-surface of wire-cloth, *b*, covering the area bounded by the said rim or frame-work and extending around to its under side. The wire-cloth is secured to the rim preferably by a continu-

ous binding or wrapping wire, *c*, which is passed through holes in the meshes of the fabric close to the interior edges of the rim *a*, and wound around the latter and the wire-cloth in a spiral line, as clearly illustrated in the drawings. By thus securing the wire-cloth to the rim its extremities are held firmly in place, and its body may be drawn as taut as desired, to steadfastly resist the impact of the thrown objects. The frame-work of the fender at its front, and about centrally of its length, is preferably formed with a depression, *d*, to receive the under surface of the pole *e*, and permit a better securement of the fender thereto. Upon the upper and lower surfaces of the rim, at the locality of the depression or notch *d*, are sewed pieces of leather *f* and *f'*, the upper piece, *f*, forming a soft and smooth seat for the pole, and thus providing against its being scratched or marred by the binding-wire *c*.

To the upper piece of leather, *f*, on one side, is stitched a strap, *g*, and on the other side a buckle, *g'*, these devices serving to secure the front end of the fender to the pole. The rear corners of the fender are preferably provided with leather coverings *h* and *h'*, through slits in which and in the wire-cloth are passed leather straps and buckles *i* and *i'*, which are employed for fastening the rear portion of the fender to the back cross bar or irons, *j*, of the pole or shaft.

From what has already been said, and from the drawings, it will be readily understood that the screen or fender is secured to the conveyances simply by strapping it on at the points 1, 2, and 3 of the pole; and I have found in practice that fenders so applied are held sufficiently firmly in place. Of course, instead of having its rear extremity attached to the pole-irons or back bar, *j*, it may be fastened onto the forward axle or some other front portion of the conveyance.

In the modification shown at Fig. 5 the fender is formed with an upright extension, *A'*, to afford still greater protection, and is provided with a central notch or opening, *m*, for the accommodation of the pole and the inner traces of the team.

In the use of the fender it will be understood that, owing to the position in which it is placed, it will obstruct the dirt, mud, and

other substances thrown by the horses' feet and prevent the same from either striking against or shooting into the wagon or other conveyance, thus guarding against mutilation
5 of the front of the conveyance and against injury to those riding therein, it being well known that accidents frequently happen to drivers and others from gravel, &c., thrown back by the feet of fast horses.

10 Although I have shown and described the surface of the fender as made of wire-cloth, which I have found in practice is admirably suited for the purpose, of course some other material may be employed as an obstructing
15 medium; and instead of using the straps and buckles referred to, it will be understood that some other fastening devices may be used without departing from the spirit of my invention.

As will be seen, the fender is constructed in
20 a strong and durable manner, so that it will always maintain its shape, and that it may be quickly attached to and detached from the conveyance.

What I claim as new, and desire to secure
25 by Letters Patent, is—

1. A fender consisting of a rigid frame-work or rim having an obstructing-surface firmly secured thereto, and provided with fastening devices at its front and rear for attachment of
30 the same to the pole of a conveyance, whereby objects thrown by the horses' feet may be prevented from striking the front of the body portion of the conveyance and marring the same, and from flying into the conveyance and
35 soiling or injuring the occupant thereof, as set forth.

2. In combination with the pole of a conveyance, a fender composed of a rigid frame-work or rim having an obstructing-surface

firmly secured thereto, whereby objects thrown
40 by the horses' feet are prevented from striking the front of the body portion of the conveyance and marring the same, and from flying into the conveyance and soiling or injuring the occupant thereof, as set forth.

3. A fender consisting of a rigid frame-work or rim having an obstructing-surface of wire-cloth firmly secured thereto by a spirally-wound binding-wire, and provided with fastening devices for its attachment to the pole of
50 a conveyance, as and for the purpose set forth.

4. A fender consisting of a rigid frame-work or rim having an obstructing-surface firmly secured thereto, and provided with a fastening means at its front side and at each of its rear
55 corners, whereby the same may be attached to the pole of a conveyance, as set forth.

5. A fender consisting of a rigid frame-work or rim depressed at its front for the accommodation of the under side of the pole, having
60 an obstructing-surface firmly secured to said rim, and provided with devices for its attachment to the pole of a conveyance, as set forth.

6. A fender consisting of a rigid frame-work or rim having an upright slotted extension, and
65 an obstructing-surface firmly secured to said frame-work or rim and to said upright slotted extension, and provided with devices for its attachment to the pole of a conveyance, as set forth.

Signed at New York city, in the county of New York and State of New York, this 25th day of November, A. D. 1885.

SAMUEL F. SNIFFEN.

Witnesses:

JACOB FELBEL,
ANDREW W. STEIGER.