

(No Model.)

J. A. DUNNING.
FENDER FOR VEHICLE WHEELS.

No. 368,912.

Patented Aug. 23, 1887.

Fig. 1.

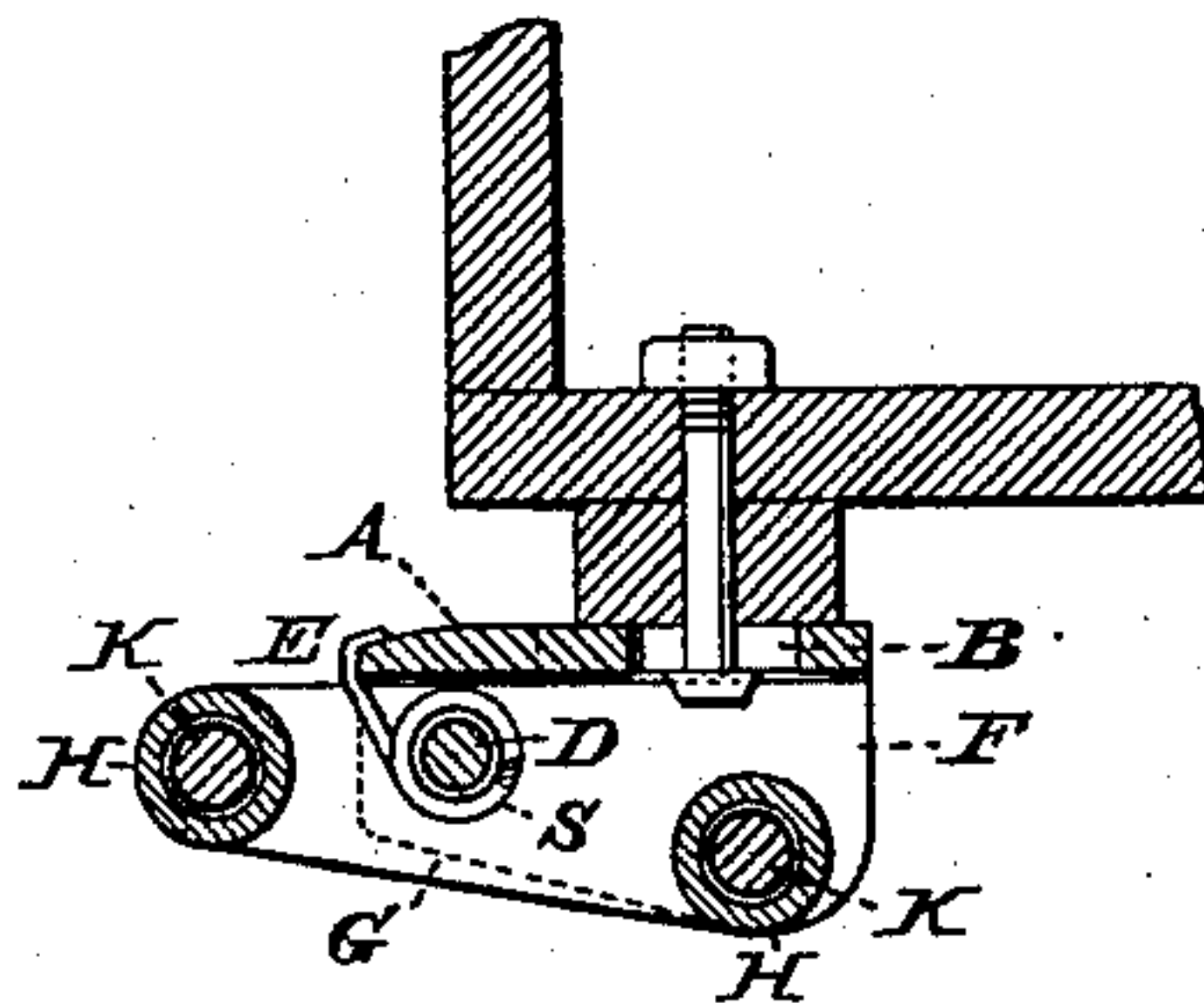


Fig. 2.

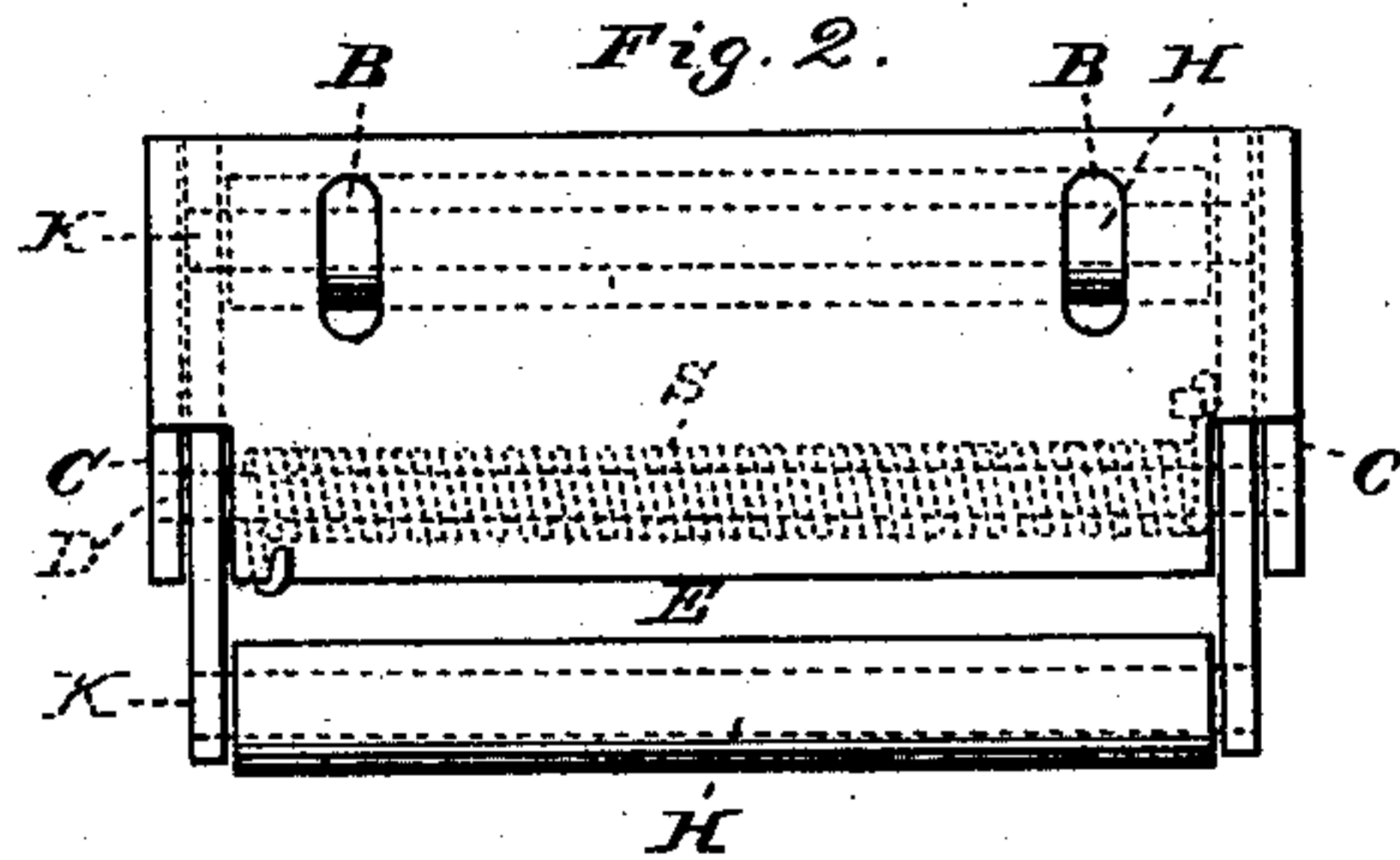
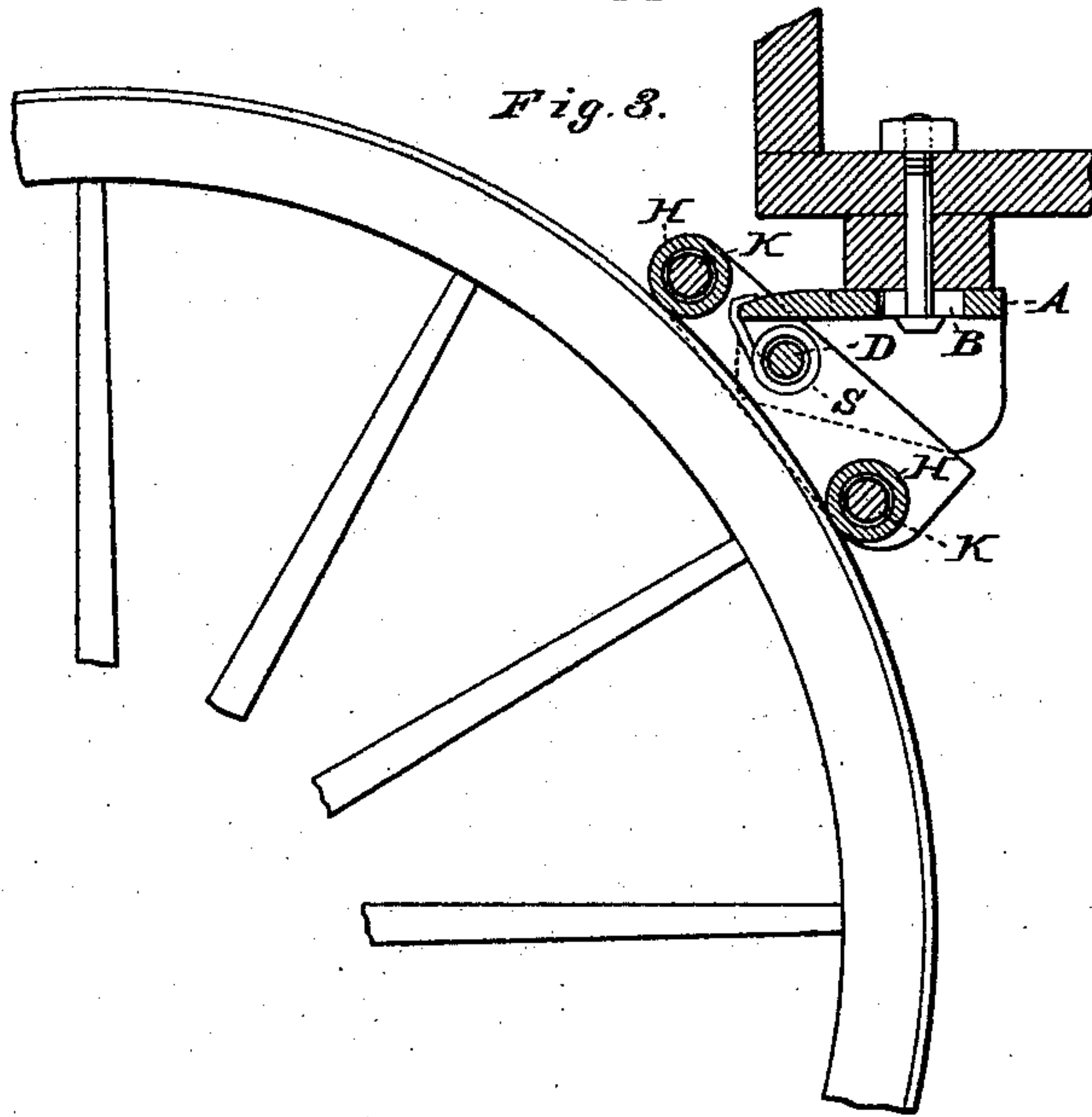


Fig. 3.



WITNESSES

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JAMES A. DUNNING, OF AULANDER, NORTH CAROLINA.

FENDER FOR VEHICLE-WHEELS.

SPECIFICATION forming part of Letters Patent No. 368,912, dated August 23, 1887.

Application filed June 9, 1887. Serial No. 240,766. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. DUNNING, a citizen of the United States, residing at Aulan-
der, in the county of Bertie and State of North
5 Carolina, have invented certain new and use-
ful Improvements in Fenders for Vehicles; and
I do 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
10 it appertains to make and use the same, refer-
ence being had to the accompanying drawings,
and to letters or figures of reference marked
thereon, which form a part of this specification.

Figure 1 of the drawings is a representation
15 of this invention, and is a vertical section taken
through one of the slots. Fig. 2 is a top view.
Fig. 3 is a vertical section, and shows the ap-
plication to a wheel.

This invention has relation to rub-irons or
20 graze-irons for vehicles; and it consists in the
construction and novel combination of parts,
as hereinafter set forth.

In the accompanying drawings, the letter A
designates the frame-plate, which is to be se-
25 cured to the iron framing under the body of
the buggy or other vehicle. This plate is usu-
ally slotted, as indicated at B B, for the secur-
ing-bolts. The plate is formed with the end
flanges, C C, to which are connected the ends
30 of the pivot or bearing rod D, which extends
lengthwise of the plate under the same and
near its front margin, E.

F is the graze-frame or fender-frame, which
is provided with the ends or arms G, which
35 are pivoted by their middle portions on the
rod D. These arms are provided with the
rollers H, which extend lengthwise and paral-
lel to each other and to the rod D, when such
rod is used, for it is evident that the arms may
40 be pivoted to short studs of the flanges of the
frame-plate. The rod, however, is preferred,
as it makes a strong brace, holding the flanges
from spreading.

The arms G are adjacent to and parallel to
45 the flanges C, and are arranged next the inner
sides of said flanges, as shown, and the rollers
H are located one outward from the rod D, or
in a projecting position beyond the margin of

the frame-plate, and the other inward or back
of the rod D under the frame-plate. In its 50
normal position the roller-frame is parallel, or
nearly so, to the frame-plate, and is elastically
held in such position by a spring or springs.

In the drawings the spring S is represented
as coiled around the rod D, and its ends are 55
extended to engage the frame-plates and an
arm of the roller-frame. When the upper por-
tion of the wheel strikes the front or outer
roller, its action is such as to press this roller
upward, thereby tipping the frame-plate to 60
inclined position and bringing the rear roller
to bear, so that a broad rolling fender is op-
posed to the wheel, effectively preventing it
from passing under and lifting the body of the
vehicle. 65

In the construction preferred the ends of the
arms G are connected by the rod-bearings K,
on which the rollers H are seated, as shown
in the drawings; but the construction may be
varied by pivoting the rollers to the arms G 70
and bracing these arms by independent con-
nections, and other modes of constructing the
tipping-roller plate may be readily devised
without departing from the principles herein-
before set forth. 75

What I claim as my invention, and desire to
secure by Letters Patent, is—

1. The graze-iron consisting of a frame-plate,
tipping-roller frame pivoted thereto and car-
rying the outer and inner parallel rollers, and 80
the spring elastically connecting the frame-
plate and the roller-frame, substantially as
specified.

2. The combination, with the frame-plate
having end flanges and the bearing-rod con- 85
necting the same, of the tipping-roller frame
pivoted on said rod, the outer and inner roll-
ers, and the spring elastically connecting the
frame-plate and the roller-frame, substantially
as specified. 90

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

JAMES A. DUNNING.

Witnesses:

THEO. MÜNGEN,
PHILIP C. MASI.