

(No Model.)

G. C. W. MAGRUDER.  
CARRIAGE WHEEL FENDER.

No. 384,989.

Patented June 26, 1888.

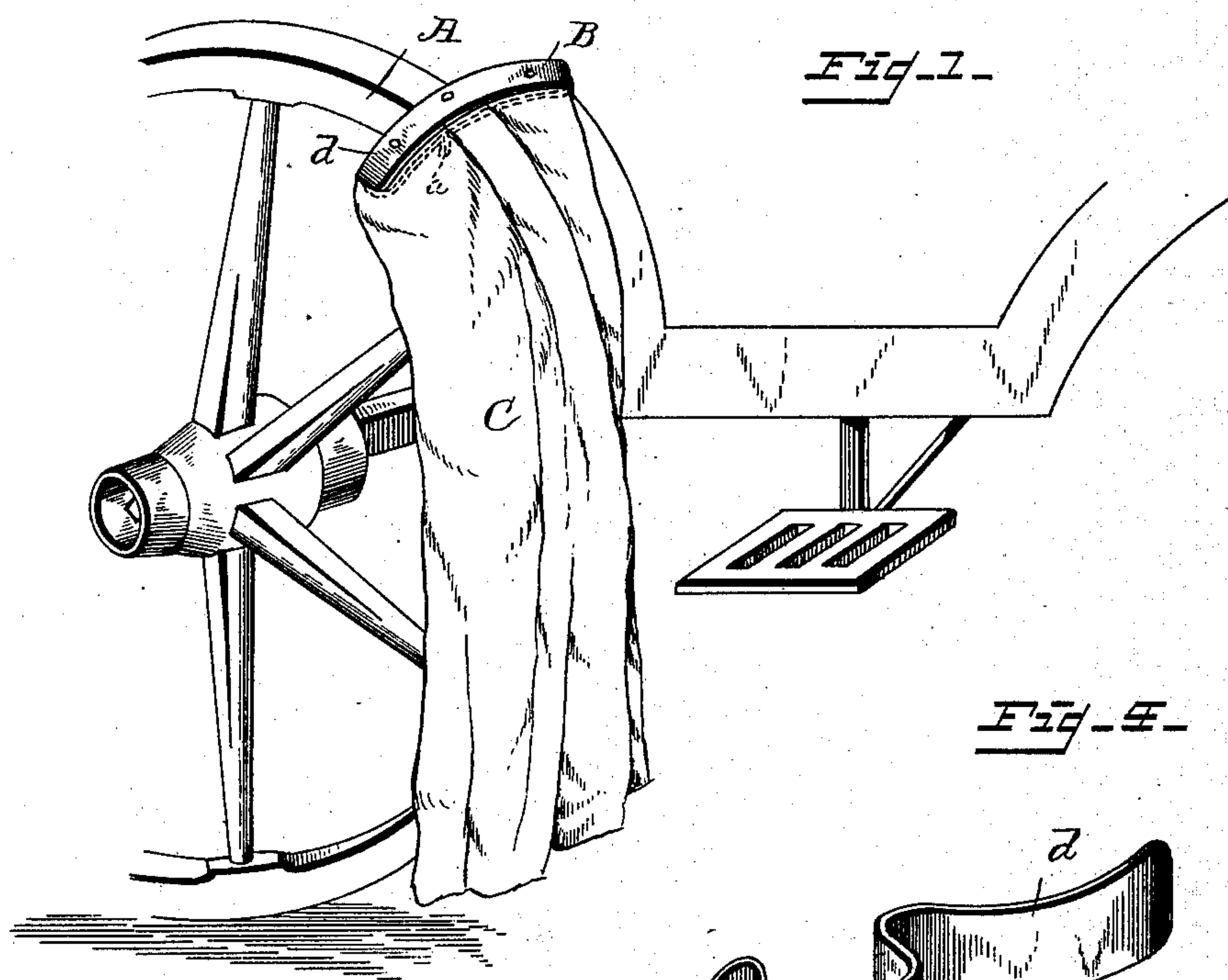


Fig. 1-

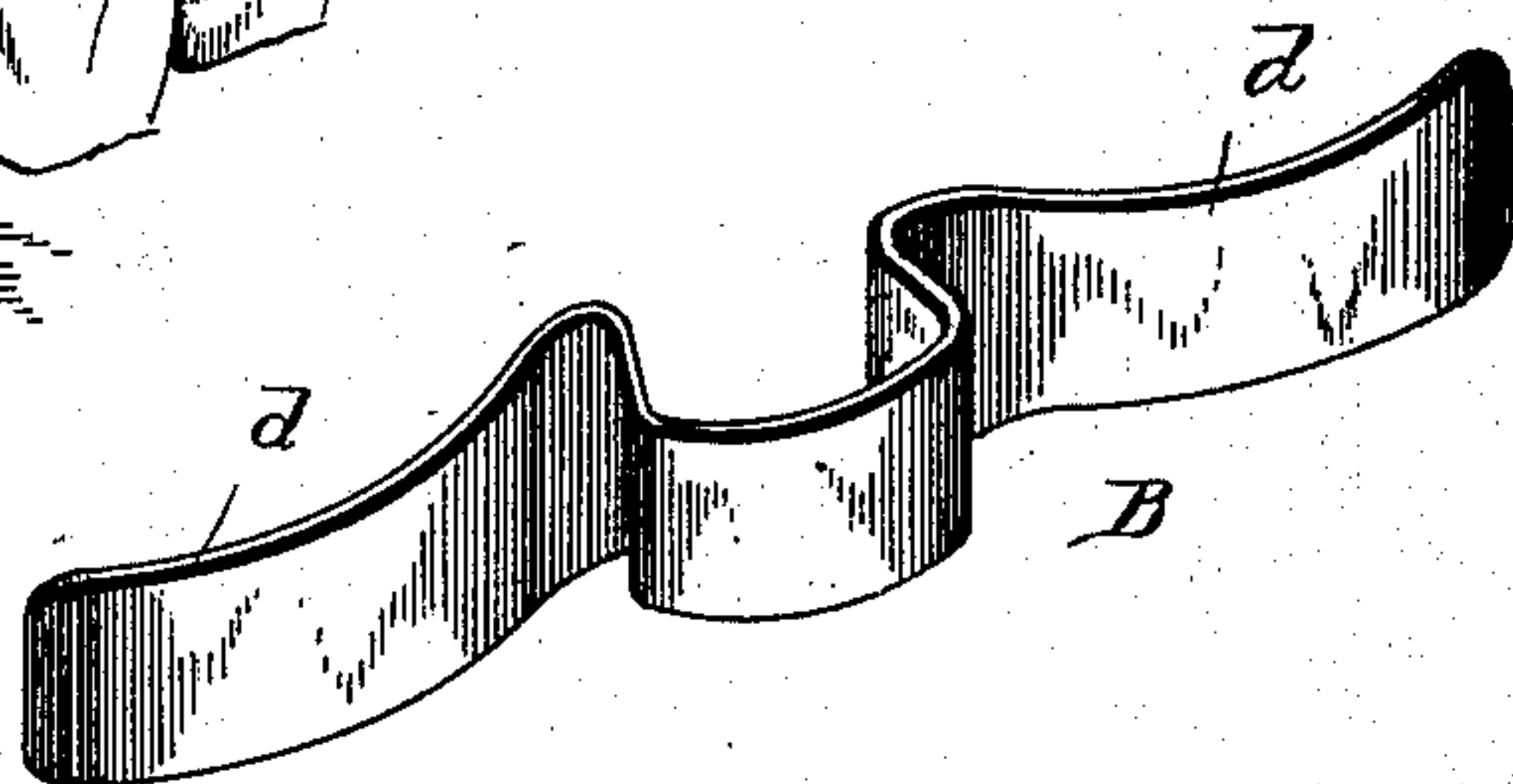


Fig. 2-

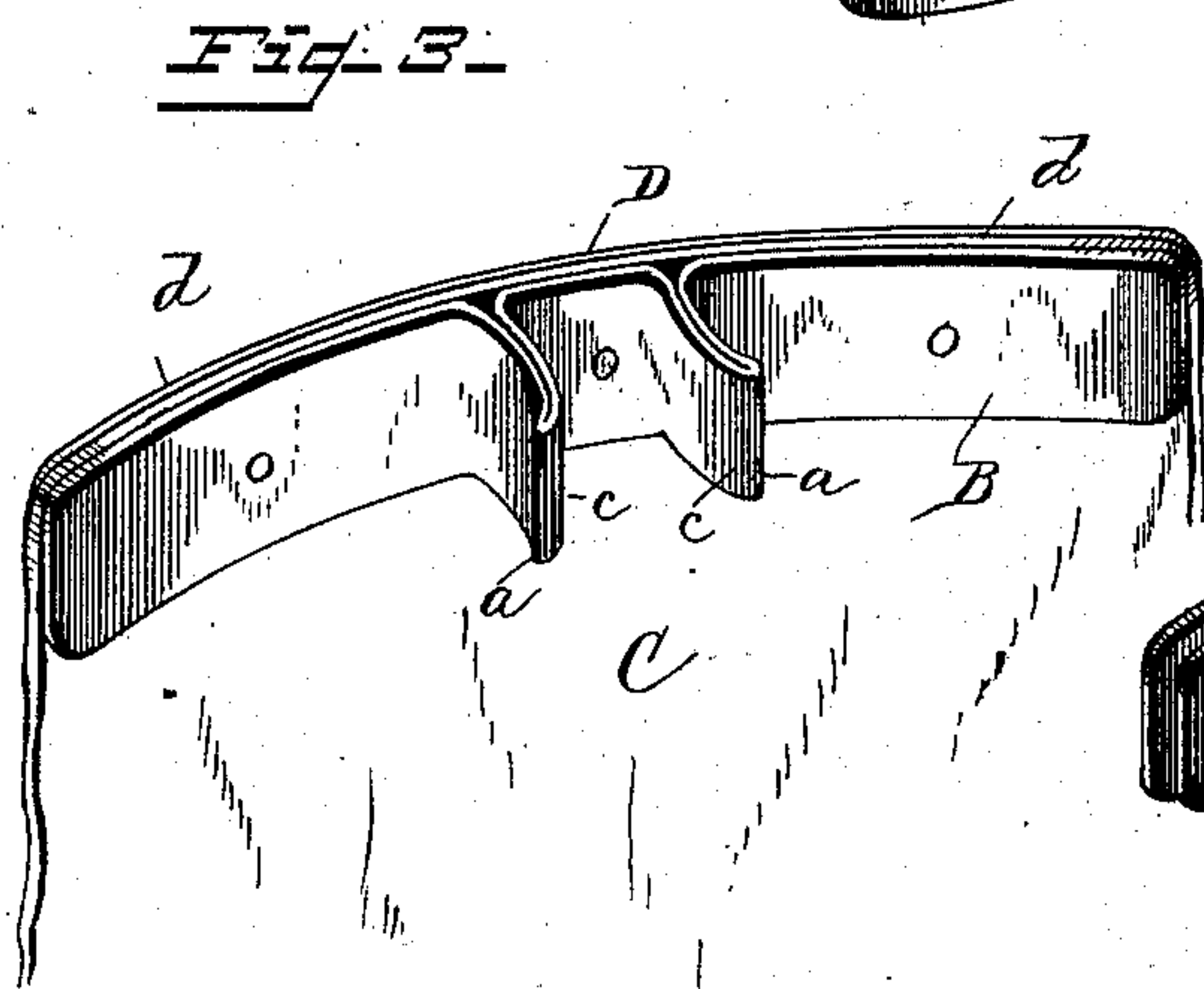


Fig. 3-

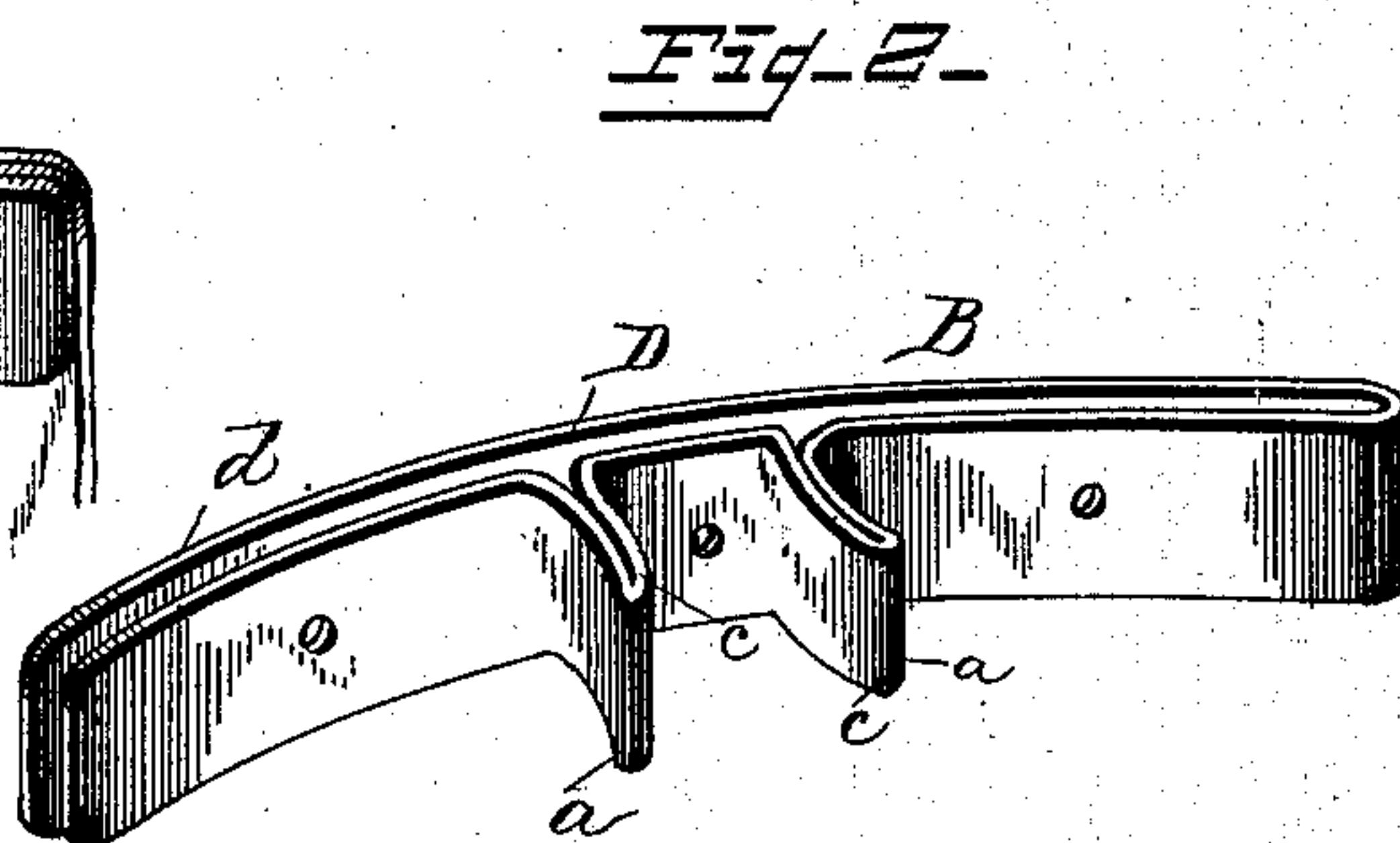


Fig. 4-

Witnesses

*Albert Spiden.*  
*E. H. Bond.*

*George C. W. Magruder, Inventor.*

*By his Attorney.*

*The American Patent Exchange.*



# UNITED STATES PATENT OFFICE.

GEORGE C. W. MAGRUDER, OF TENALLYTOWN, ASSIGNOR OF TWO-THIRDS  
TO THE AMERICAN PATENT EXCHANGE, OF WASHINGTON, DISTRICT  
OF COLUMBIA.

## CARRIAGE-WHEEL FENDER.

SPECIFICATION forming part of Letters Patent No. 384,989, dated June 26, 1888.

Application filed December 1, 1887. Serial No. 256,510. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE C. W. MAGRUDER, a citizen of the United States, residing at Tenallytown, in the District of Columbia, have  
5 invented certain new and useful Improvements in Carriage-Wheel Fenders; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable  
10 others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and  
15 useful improvements in wheel-fenders, the object of which is to prevent the wearing-apprael of persons, more especially of ladies, from rubbing against or coming in contact with the mud or dust adhering to the wheels  
20 of a carriage while the person is in the act of entering the carriage or alighting therefrom.

The invention consists and the novelty resides in the peculiar combinations and the construction, arrangement, and adaptation of  
25 parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the claims.

In the accompanying drawings, which form a part of this specification, Figure 1 represents a perspective view of a portion of a vehicle with my improved fender in place on the wheel. Fig. 2 is a perspective view of the holder detached. Figs. 3 and 4 are similar  
30 views of slightly-modified forms, but all embodying the essential of my invention.

Referring to the drawings by letter, A designates the rim of a carriage-wheel.

B designates what I term a "holder," because it holds the fender to the wheel and the  
40 apron in place.

The apron C may be of any suitable material—such as canvas, oil-cloth, or rubber—and the shape may be varied to suit the taste of the user or the convenience of the manufacturer.  
45

The holder B is formed of some spring material, and comprises the prongs or jaws *a* and the spring arms or wings *d*, the former being designed to embrace the rim of the wheel

to hold the device in place, as shown in Fig. 50 1, and the arms serving as handles, by means of which the fender is readily put on and off the wheel.

In order not to scratch or mar the paint on the rim, the jaws at their outer ends diverge 55 slightly, and are rounded, as shown at *c*. By this construction the points of the jaws will not stick into or rub against the rim.

It is important that the elasticity be not all at the jaws, but that the arms be resilient 60 also, as this greatly facilitates the putting on and off of the device.

The holder may be formed as shown in Fig. 4, and retained or secured to the apron by being confined in a pocket thereon; or it 65 may be formed as shown in Fig. 3, and the apron attached thereto by being confined between the same and the back plate, D, by means of rivets or other suitable fastenings; or the holder and back plate may be formed  
70 of a single piece, as shown in Fig. 2, and the two compressed after the apron has been placed therebetween.

I sometimes prefer, especially when designed for use with smaller vehicles, the form 75 shown in Fig. 4; but in all the different forms shown there resides the essential feature, which is the spring-jaws and the spring-arms or wings integral therewith.

The wings *d*, which preferably are curved 80 slightly, as shown, serve to spread and hold the apron out, so as to cover not only the rim, but the adjacent portion of the spokes as well

What I claim as new is—

1. The combination, with the flexible over- 85 hanging apron, of a holder therefor formed with spring-jaws adapted to embrace the rim of a wheel, as set forth.

2. The combination, with the apron, of a holder therefor attached thereto and formed 90 with spring-jaws, and spring-arms, as *d*, substantially as and for the purpose specified.

3. A wheel-fender consisting of an apron, a holder therefor formed with spring-jaws and spring-arms, and a back plate, all arranged 95 and operating substantially as and for the purpose specified.

4. A holder for a wheel-fender apron, formed

of spring material, and comprising spring-jaws and spring-arms, all formed of a single piece, substantially as described.

5 5. The improved holder described, consisting of spring-jaws, curved spring-arms, and a back plate, all formed of a single piece, as shown and described.

6. A holder for the purpose described, formed with curved spring-arms and spring-jaws, the

clamping ends of which are rounded and bent outwardly, substantially as shown and described, and for the purpose specified.

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

GEORGE C. W. MAGRUDER.

Witnesses:

J. ALBERT DUVALL,

W. C. DUVALL.