

(No Model.)

C. L. & A. L. SEAQUEST.
MUD GUARD FOR BICYCLES.

No. 606,091.

Patented June 21, 1898.

Fig 1.

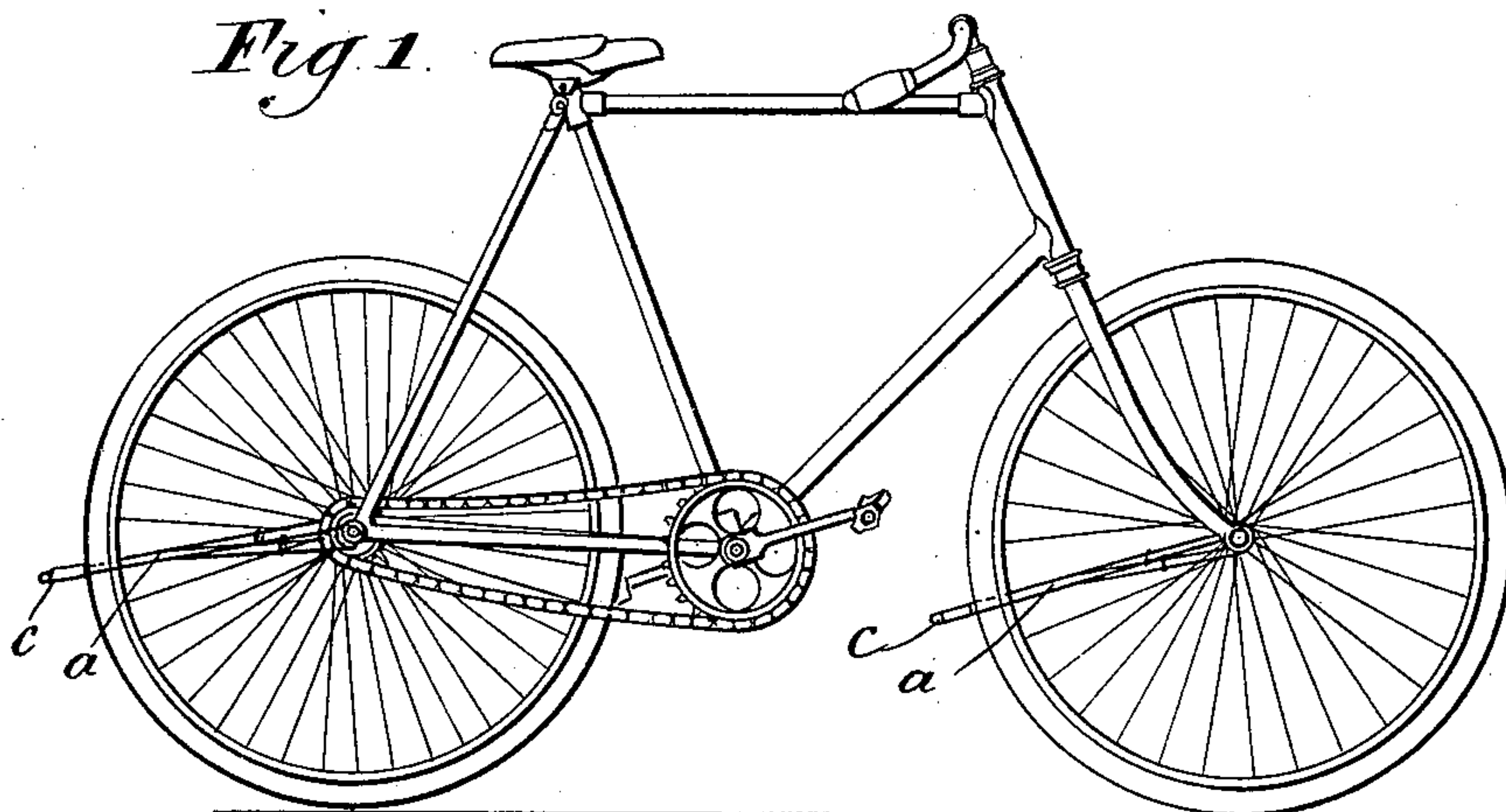


Fig 2.

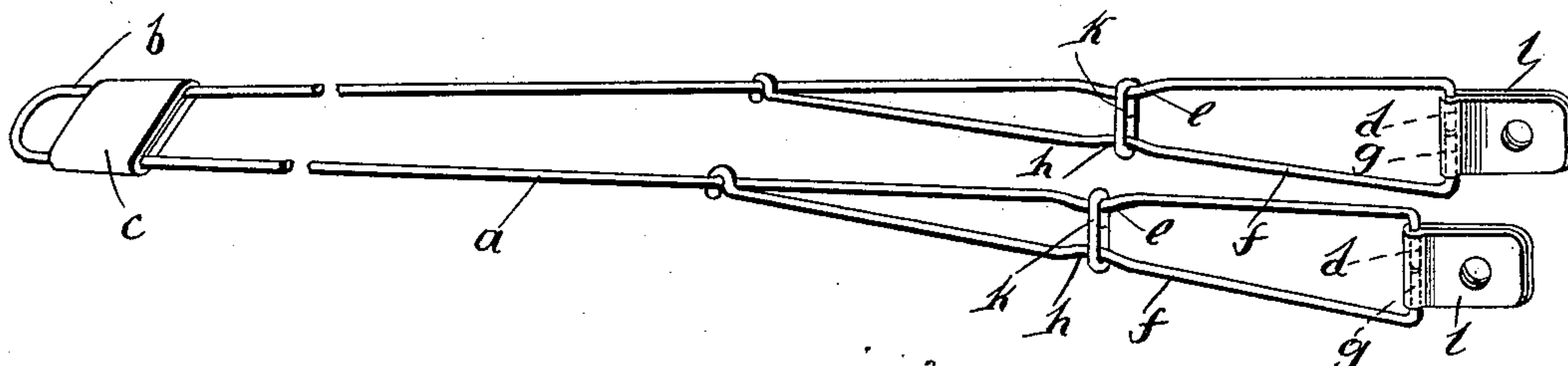


Fig 3.

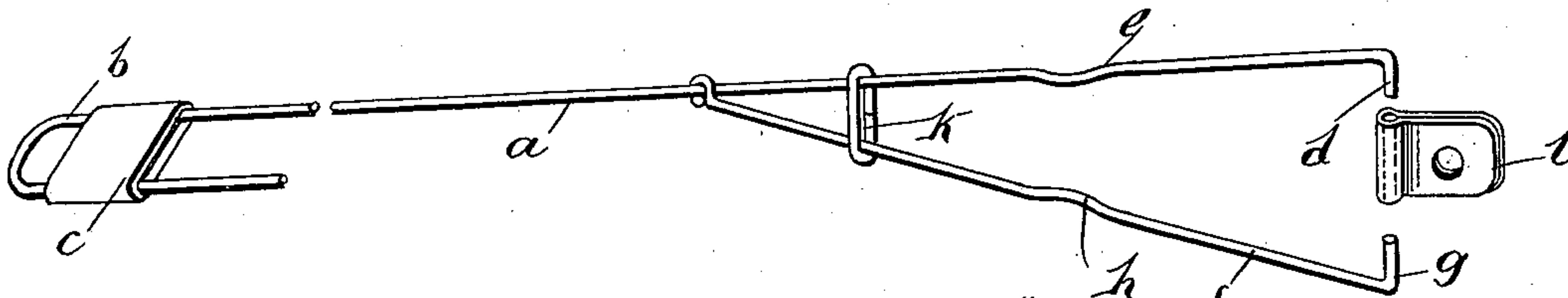


Fig 5.

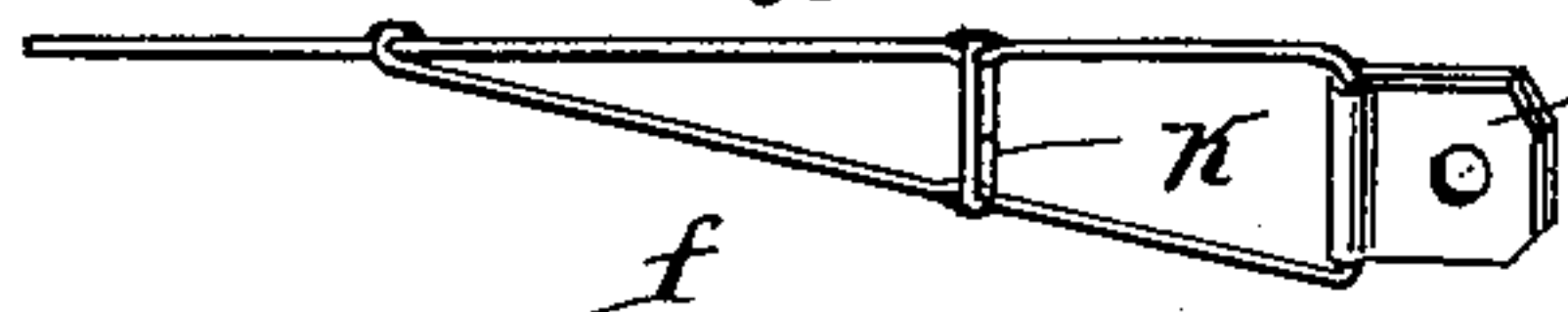


Fig 4.

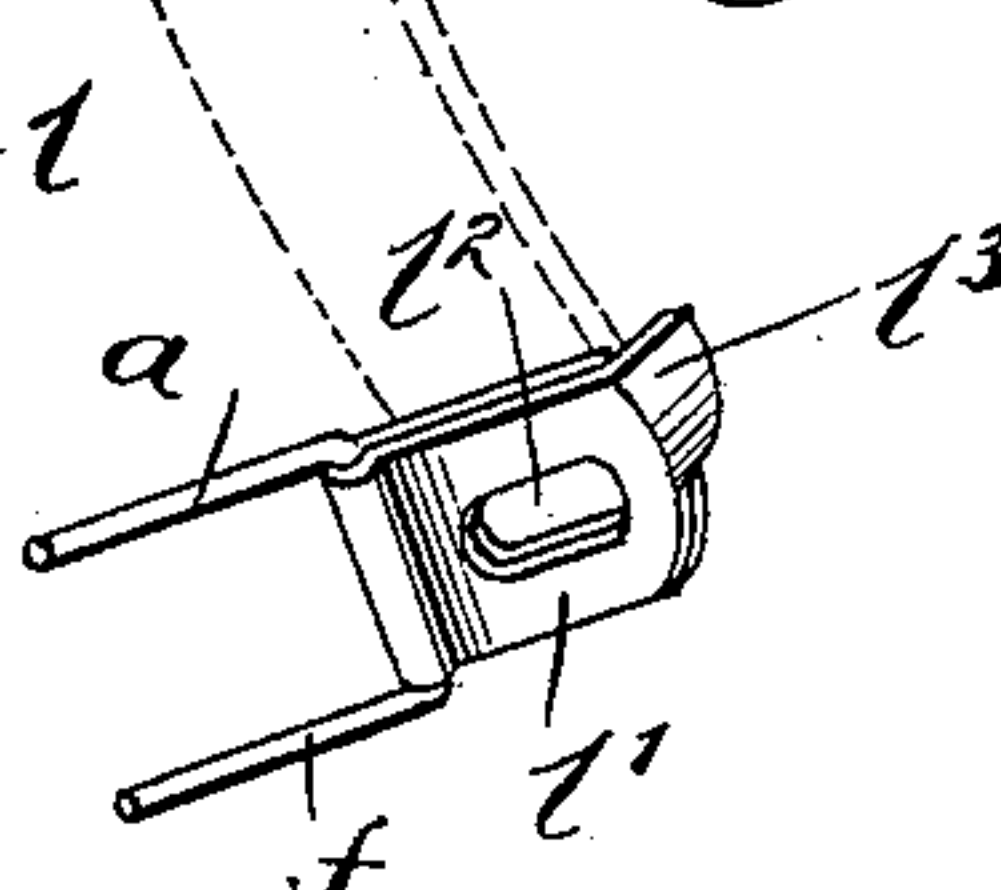


Fig 6.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES L. SEAQUEST AND ALFRED L. SEAQUEST, OF PORTLAND, OREGON.

MUD-GUARD FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 606,091, dated June 21, 1898.

Application filed November 27, 1897. Serial No. 660,005. (No model.)

To all whom it may concern:

Be it known that we, CHARLES L. SEAQUEST and ALFRED L. SEAQUEST, of Portland, in the county of Multnomah and State of Oregon, have invented a new and Improved Mud-Guard for Bicycles, of which the following is a full, clear, and exact description.

This invention is a mud-guard designed to be applied to the axles of bicycle-wheels and to reach to the rear peripheries of the wheels, so as to keep the mud from flying up against the rider; and the invention is particularly characterized by a very simple and staunch construction which makes the guard highly effective and at the same time easy to produce and manipulate.

This specification is the disclosure of several forms of our invention, while the claims define the actual scope of the invention.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a bicycle having our improvement applied. Fig. 2 is an enlarged perspective view of the invention. Fig. 3 is a fragmentary view showing the action of the parts of the invention. Fig. 4 is an enlarged perspective of a detail to be hereinafter described, and Figs. 5 and 6 are side elevations of modified constructions of the invention.

Each wheel is provided with a mud-guard and each mud-guard comprises a length of wire *a* bent at the point *b* and provided at said bend with a rubber web *c*, that forms the guard proper, being arranged to lie in contact with the periphery of the wheel, so as to guard the rider from mud. Each end of the length of wire *a* is provided with an inwardly-bent portion *d*, and adjacent to each end of the wire *a* the wire is provided with an indentation *e*. Firmly connected with each arm of the wire *a* at approximately the middle of each arm is a short length of wire *f*, the remaining or free end of which is bent upward to form a portion *g*, matching with the portion *d* of the wire *a*. Each wire *f* has an indentation *h*, matching with the indentations *e*. The wires *f* and *a* are held in the positions shown in Fig. 2 by means of links *k*, which fit removably in the indentations *h* and *e*.

The bent ends *d* and *g* are held by means of clips *l*, which are formed of sheets of metal bent at intermediate points and tubulated at said points to receive the parts *d* and *g*. The clips *l* are provided with orifices through which projected portions of the axles of the wheels may pass. The clips are arranged in each guard, one on each side of the corresponding wheel, and held securely and rigidly in place by means of nuts screwing on the axles and bearing against the clips. Fig. 1 shows the position of the clips relatively to the wheels, it being understood that the arms of the wire *a* embrace the wheel and lie one on each side thereof, so as to coincide with the location of the clips *l*.

The parts may be readily connected and disconnected for placing and displacing the guard in the manner shown in Fig. 3—that is to say, by removing the links *k* from the recesses *e* and *h*, whereupon the wires *a* and *f* may be sprung apart, so that their ends *d* and *g* will be disconnected from the clips *l*. This permits the mud-guard to be removed from the wheel and placed thereon whenever desired. The clips *l* are intended to remain always rigidly on the wheel, so that the other portions of the guard may be connected and disconnected when desired.

The mud-guard at the front of the bicycle is provided with clips *l'*, as shown in Fig. 4. These clips are adapted to bear against the steering-fork of the bicycle, and to facilitate the rigid attachment of the clips and prevent sagging thereof the clips are provided each with an elongated slot *l²* and a lug *l³*. The slot *l²* of each clip receives the axle and permits the adjustment of the clip, while the lug *l³*, bearing against the steering-fork, as Fig. 4 indicates, prevents the clip from turning on the axle and thus permitting the displacement of the guard.

The members *f* and *a*, if desired, may be integral parts of a single piece of wire, as shown in Figs. 5 and 6, in which event they will be permanently attached to the clips *l*, and the links *k* may be employed or dispensed with, as found desirable.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. A mud-guard having a length of wire

bent at an intermediate point, a web attached to the wire adjacent to said bend and forming the mud-guard proper, two additional wires respectively connected with the arms of the first-named wire, a link embracing each of said additional wires and each arm of the first-named wire, and two clips each having a tubular portion, and each end of the first-named wire and the free ends of the second-named wires being bent transversely to fit into said tubular portions.

2. A mud-guard for wheels having a member capable of running around each side of the wheel and provided at its outer end with a guard proper, an additional member mounted to swing on each side of the first-named member at the inner end thereof, a link embracing each of said additional members and also embracing the adjacent side of the first-named member to hold said parts together,

and a clip engaging the free and inner end of each of said additional members and also engaging each side of the first-named member to support the mud-guard.

3. In a mud-guard for wheels, the combination of two clips adapted to be supported adjacent to the axle of the wheel, a member capable of extending around each side of the wheel and having each of its inner ends held by one of the clips, a guard proper carried at the outer end of said member, and two additional members carried respectively by the sides of the first-named member and extending downwardly and inwardly to engage the respective clips.

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Witnesses:

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