

No. 617,836.

Patented Jan. 17, 1899.

O. PETERSON.  
MUD GUARD.

(Application filed June 3, 1897.)

(No Model.)

FIG. 1.

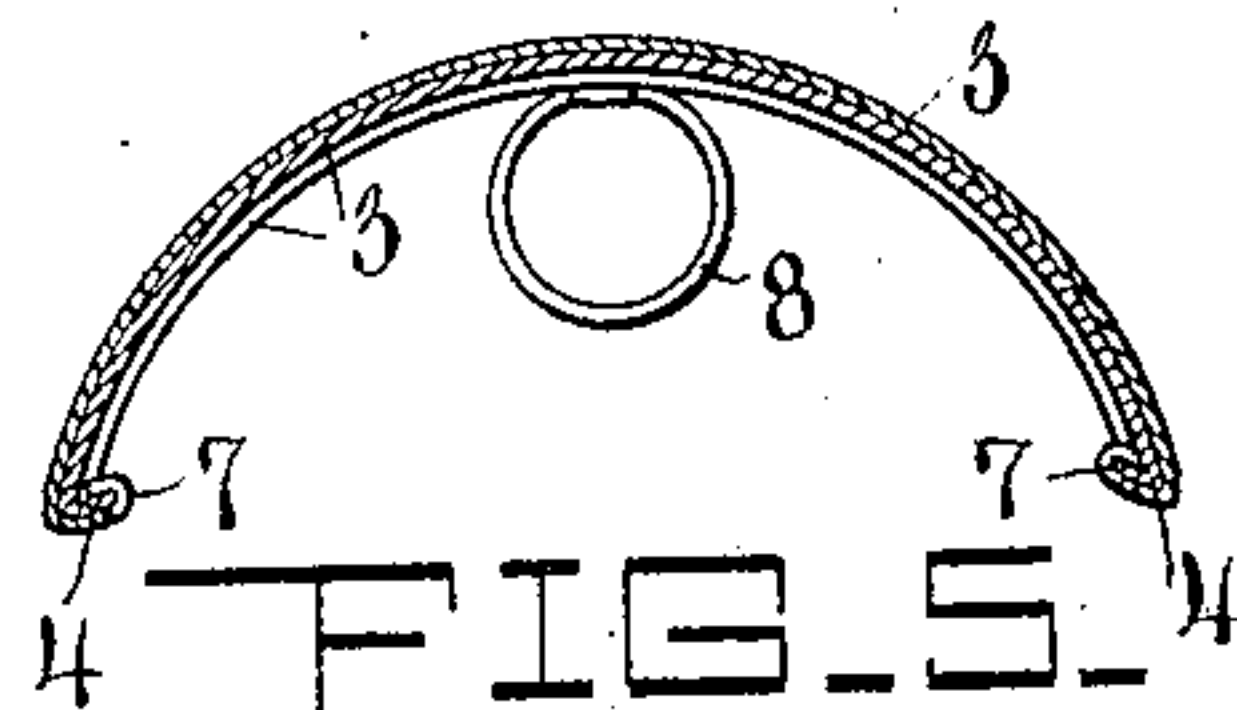
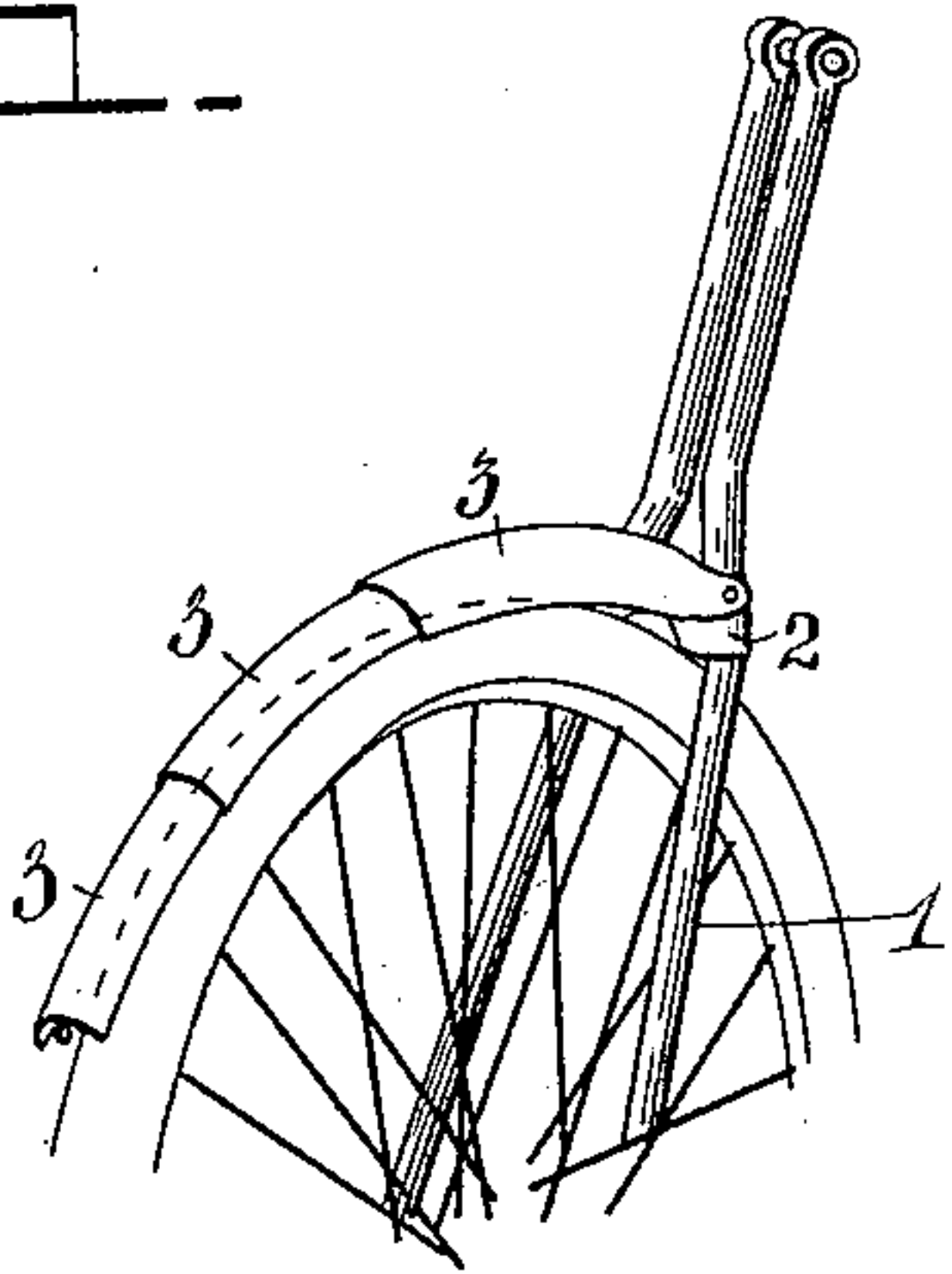


FIG. 2.

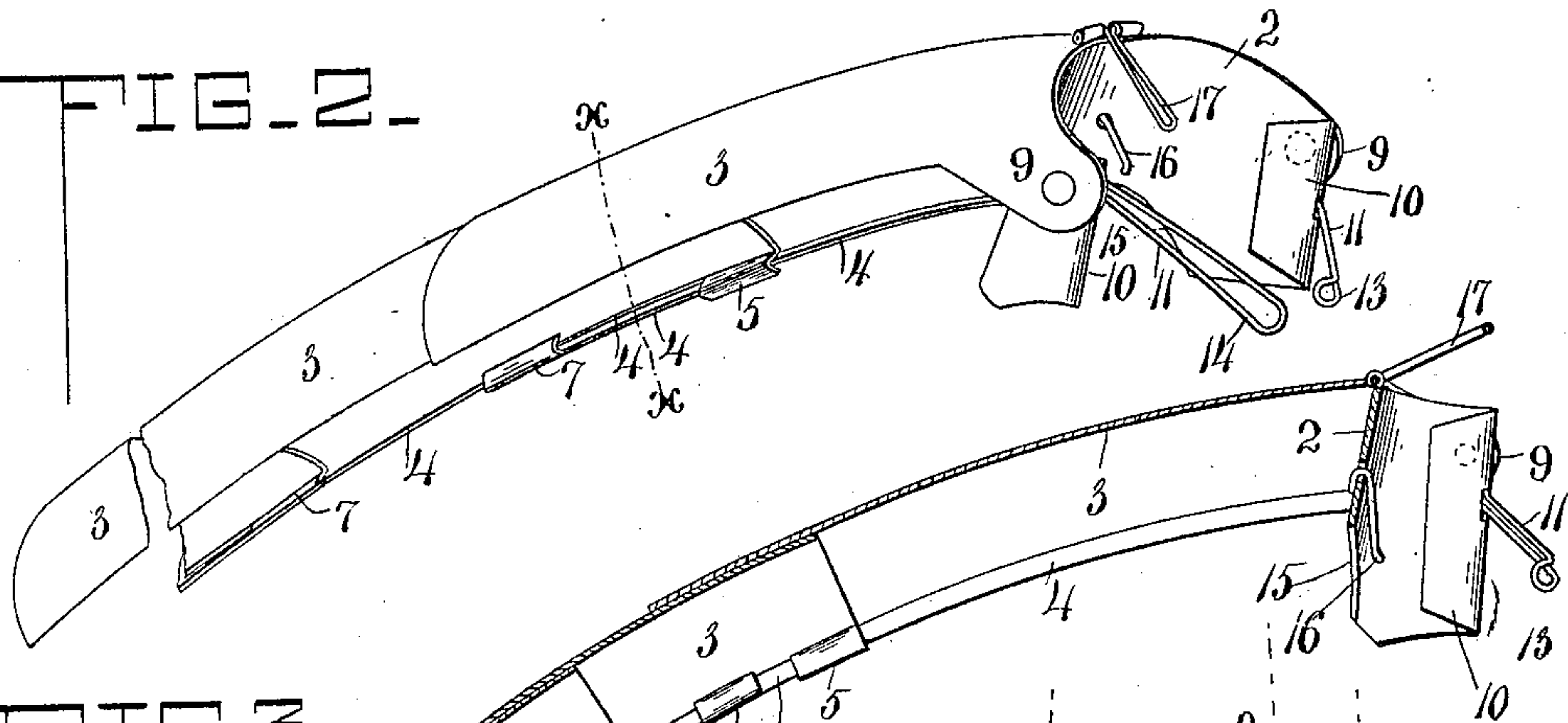


FIG. 3.

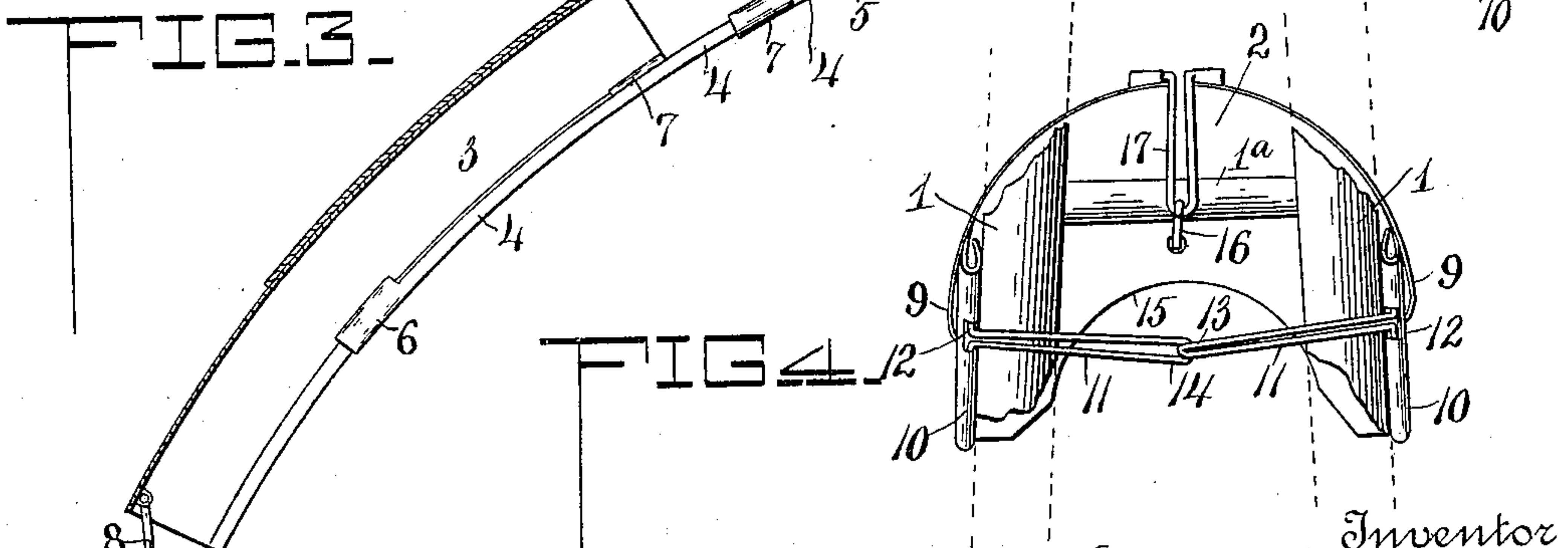
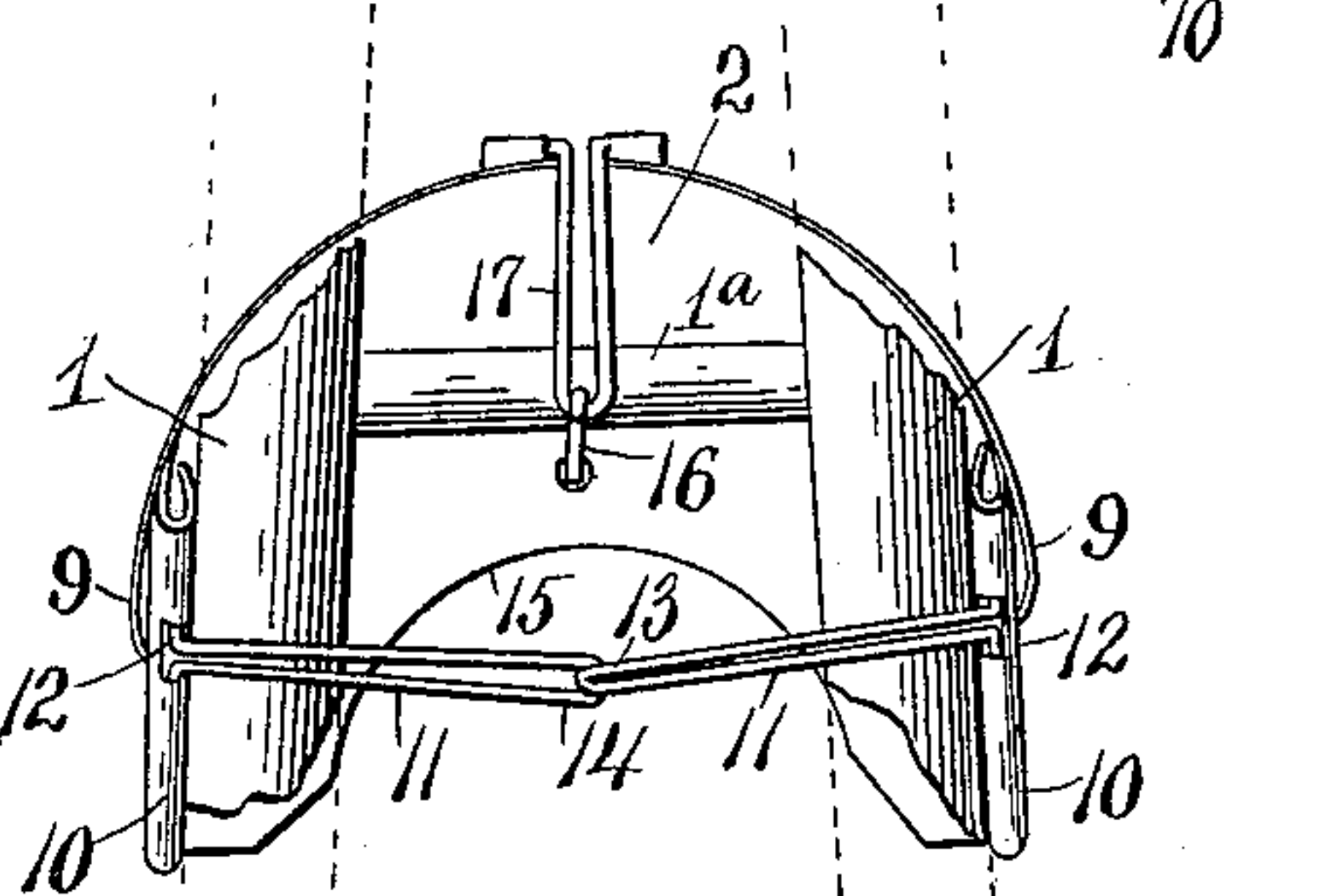


FIG. 4.



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OLIVER PETERSON, OF HOWE, PENNSYLVANIA.

## MUD-GUARD.

SPECIFICATION forming part of Letters Patent No. 617,836, dated January 17, 1899.

Application filed June 3, 1897. Serial No. 639,301. (No model.)

*To all whom it may concern:*

Be it known that I, OLIVER PETERSON, of Howe, in the county of Jefferson and State of Pennsylvania, have invented certain new and  
5 useful Improvements in Mud-Guards; and I do hereby 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 it appertains to make and use the same.

10 This invention relates to a mud-guard; and it consists, essentially, of a telescoping frame adapted to be clamped to the rear part of a frame of a bicycle or mounted over the wheel of a vehicle and adapted to be disconnected  
15 and reduced to compact form for convenient transportation.

The invention further consists of the details of construction and arrangement, which will be fully hereinafter described and claimed.

20 The object of the present invention is to provide an efficient guard that can be readily applied or disconnected and wherein the parts are strong and durable, comparatively simple in their construction, and cheaply manufac-  
25 tured.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a bicycle-frame, showing the improved mud-guard applied thereto. Fig. 2 is a detail perspective  
30 view of the mud-guard. Fig. 3 is a central longitudinal section. Fig. 4 is a front view of parts. Fig. 5 is a transverse vertical section on the line *x x* of Fig. 2.

Referring to the drawings, wherein similar  
35 numerals of reference are employed to indicate corresponding parts in the views, the numeral 1 designates the backstays of a bicycle having a cross-brace 1<sup>a</sup>, to which is removably and adjustably connected a clamp 2, having  
40 projecting therefrom and rearwardly over the rear wheel a series of telescoping sections 3 of concavo-convex form and constructed of suitable material, preferably sheet metal. Each section has its opposite edges intumed to form  
45 guide-flanges 4, which fit over and in similar flanges of the other sections in such manner as to be reduced by sliding into each other. The first section has the clamp 2 movably attached thereto, the second section moves  
50 into and out of the first, and the third section is adjustable in the second. The second and third sections move unitedly into the first,

and the number of said sections may be increased, if desired.

The flanges 4 of the second section are 55 formed with extensions 5 and 6 at their opposite ends, the extensions 5 being bent outwardly over the flanges 4 of the first section and the extensions 6 bent inwardly under the flanges 4 of the third section. The outer ends 60 of the flanges 4 of the first section and the inner ends of the similar flanges of the third section are provided with extensions 7 and form stops by engaging the extensions 5 and 6 when the sections are extended. To facili- 65 tate the withdrawal of the sections, a ring 8 is secured to the under side of the outer end of the third section, and by holding the inner end of the first section this operation is readily attainable. 70

The inner end of the first section has inwardly-extending ears 9, to which the opposite sides of the clamp 2 are pivotally attached. The said clamp is also of concavo-convex form, and ends 10 are bent inwardly to stiffen 75 it at these points and also to form means for movably inclosing rebent rods 11, from which arms 11 extend inwardly, one having a hook 13 formed on the free end thereof and the other an eye or loop 14 to removably receive said 80 hook. The under edge 15 of the clamp is cut out to permit the wheel-tire to travel freely thereunder without contact, and to the upper edge of the said clamp a retaining-latch 16 is movably connected, which is adapted to en- 85 gage a loop 17, loosely attached to the central portion of the inner end of the first section.

In applying the device to a bicycle the sections are extended and the clamp 2 is fitted over the backstays 1 and secured by the 90 arms 12, connected to each other. The latch 16 is then brought over the cross-brace 1<sup>a</sup> and held by the loop 17. This arrangement positions the guard at a proper angle and shields the rider from the particles of mud or other 95 material centrifugally thrown from the rear wheel. When not in use, the clamp 2 may be readily disconnected from its support and the parts folded into compact form and carried in the pocket of the rider or permitted 100 to remain on the machine.

The said attachment is also adapted to be applied to vehicles generally, and in this application the clamp will be connected to a

suitable support in such manner as to throw the sections over the wheels.

The several parts of the device may be suitably ornamented or plated, and it is obviously  
5 apparent that many minor changes in the details of construction might be made and substituted for those shown and described without in the least departing from the nature or spirit of the invention.

10 Having thus described the invention, what is claimed as new is—

In a mud-guard, the combination of a series

of telescopic sections having inturned engaging flanges and extensions forming stops, a clamp movably attached to one of said sections, and means for holding said clamp to its support, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

OLIVER PETERSON.

Witnesses:

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