

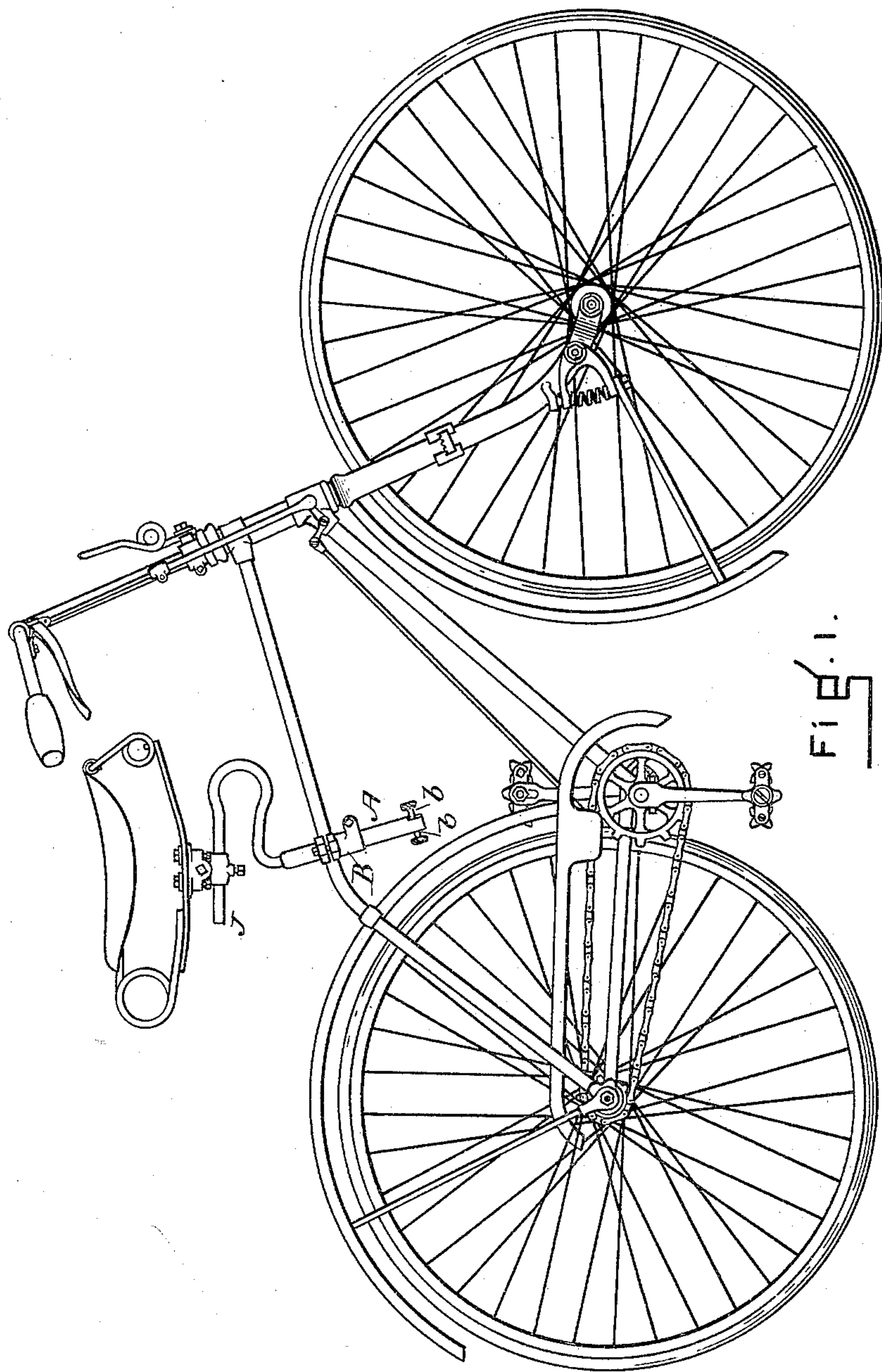
(No Model.)

2 Sheets—Sheet 1.

J. T. ROBINSON.
VELOCIPÈDE.

No. 462,018.

Patented Oct. 27, 1891.



WITNESSES
H. W. Allen
C. E. Wheeler

INVENTOR
John T. Robinson
By Charles E. Pratt
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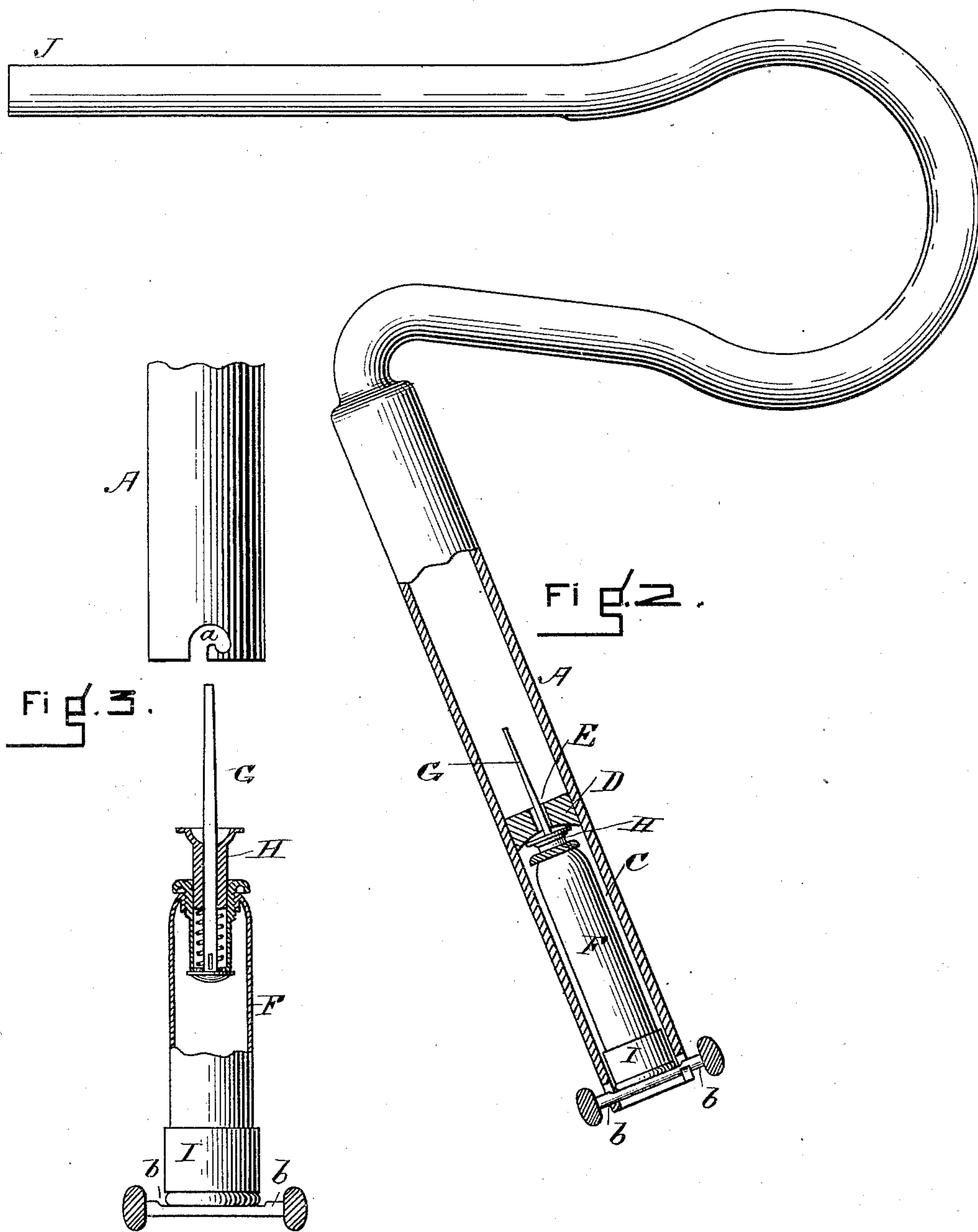
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UNITED STATES PATENT OFFICE.

JOHN T. ROBINSON, OF HYDE PARK, MASSACHUSETTS, ASSIGNOR TO THE
POPE MANUFACTURING COMPANY, OF PORTLAND, MAINE.

VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 462,018, dated October 27, 1891.

Application filed April 30, 1891. Serial No. 391,077. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. ROBINSON, of Hyde Park, county of Norfolk, State of Massachusetts, have invented new and useful Improvements in Velocipedes, of which the following is a specification, taken in connection with accompanying drawings, forming a part thereof, and in which—

Figure 1 represents a side view of a velocipede embodying my invention. Fig. 2 represents a side view of the seat-supporting spring, the spindle being in vertical section, showing the oil-can in side view. Fig. 3 represents a side view of the lower portion of the spindle, showing the lock for securing the oil-can; Fig. 4, a sectional side view of the oil-can detached.

This invention relates to an improvement in velocipedes, having for its object to construct a portion of the machine as a pocket to receive and safely carry the oil-can.

In the machines as generally constructed provision for carrying the oil-can is made by means of a detachable "tool-bag," the oil-can lying therein. In such arrangement the oil-can must be of a construction to prevent the escape of oil while in the bag. By my invention a pocket is formed in the lower end of the seat-supporting spindle adapted to receive the oil-can through the lower end of the spindle into the pocket, with a locking device of some character to secure the can in the said pocket, it thus being held securely and without any substantial change in the general construction of the part in which the pocket is formed.

In Fig. 1 I represent a bicycle having the seat-supporting rod A adjustably arranged in a bracket B on the reach, and so that the seat-supporting spindle may be raised or lowered to adjust the elevation of the seat. The connection between the seat and rod is immaterial, that represented in the drawings being one well adapted to the particular class of machine illustrated.

The seat-supporting spindle A is made tubular and open at its outer end, so as to form a pocket C vertically within the spindle. The said pocket is of a length corresponding to the required length of the body of the oiler,

and, as here represented, the upper end of the pocket is produced by a block D, introduced into the tubular spindle and secured at the proper position, the block having a central opening E formed therein. At the lower end of the pocket the spindle is constructed to form a locking device to secure the oiler therein. As here represented, the locking device is the common bayonet-slot *a*, (see Fig. 3,) open at the lower end and turned transversely with a depression at the inner end—a common construction of lantern or bayonet joint.

F represents the oiler, which is of a diameter to permit its ready introduction into or removal from the pocket in the spindle A. The oiler is provided with a distributing-tube G in its upper end, which, as the oil-can is introduced into the pocket, will pass through the opening E in the top of the pocket, as clearly seen in Fig. 2. At the lower end of the oil-can lateral projections *b* are formed, adapted to pass into the locking-slot *a* of the pocket and so as to engage therewith, as represented in Fig. 2, which interlocks the oil-can with the pocket, so as to prevent its accidental displacement.

Preferably I employ an oil-can having a spring-plug H in its upper end, adapted to slide into the upper end of the can against the pressure of the spring, and so that the said plug H normally stands projecting from the upper end of the can, making the extreme length of the can in this normal condition greater than the depth of the pocket. Consequently in introducing the can into the pocket the end of the plug comes to a bearing against the upper end of the pocket before the can has passed into its place in the pocket; but a force applied to the can tending to drive it into the pocket compresses the spring below the plug, so as to permit the can to be forced into its place in the pocket. Then the reaction of the spring will bring the interlocking projections *b* into the depressions in the end of the locking-slots *a*. This spring-pressure will prevent the can from rattling in the pocket and insure its being firmly held in its place.

As another protection for the can and pre-

ventive of its rattling an elastic or flexible band I is placed around the lower end of the can, of an external diameter somewhat less than the internal diameter of the pocket, or so as to enter the pocket and prevent contact between the surface of the can and the side of the pocket, this band forming a cushion between the band and pocket of such a character as to prevent the rattling, which would be liable to occur without protection of some character.

While I prefer to employ the can with the spring-plug in the upper end—a common construction of can—that plug may be omitted, the cushion I being sufficient to prevent the rattling. The spring-plug, however, is desirable as an aid to the secure locking of the can in its place. By this construction the oil-can is readily accessible much more conveniently than when in the tool-bag. It does not increase or change the size of the part in which the pocket is formed, and that part or spindle being usually tubular it is only necessary to shape the can to conform to the inner shape of the tube, as described.

While preferring to form the pocket and the interlocking device therefor in the tubular seat-supporting rod, it may be formed at other points in the machine—as, for illustration, in the end J of the spring, or in the rear end K of the mud-guard, which is also made tubular. I therefore do not wish to be understood as limiting the invention to any particular position or part of the machine, it only being essential that the part shall present an open end in which to form the pocket.

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

1. In a velocipede, a tubular pocket formed in the exposed end of one of the parts, the pocket opening from the said end, combined with an oil-can adapted to set into said pocket, the can and the pocket at their open end constructed with interlocking devices, substantially as described, and whereby the oil-can is removably secured in said pocket.

2. In a velocipede, an end of one of the exposed parts constructed with a tubular pocket opening from the said end, the inner end of

the pocket constructed with a central opening through it, combined with an oil-can of a length corresponding substantially to the depth of the said pocket, the tube of the can adapted to pass through the said opening in the upper end of the pocket, the can and the pocket constructed with interlocking devices to engage the said can when placed in the pocket, substantially as described.

3. In a velocipede having one of its tubular parts presenting an open end, the said part provided with a block D to form the upper or inner end of a pocket opening through the end of the tube, combined with an oil-can of length corresponding substantially to the depth of the pocket, its upper end arranged to bear against the said block D, the can and the tube constructed with interlocking devices, substantially as described, and whereby the said can may be removably locked in the said pocket.

4. In a velocipede, one of the tubular parts having an open end to form a pocket for the reception of an oil-can, combined with an oil-can adapted to set into said open end, the can and tube constructed with interlocking devices to removably secure said can in the pocket, and a can provided with a cushion upon its outer surface to bear upon the inner surface of the pocket, substantially as and for the purpose described.

5. In a velocipede, one of the tubular parts having its open end exposed, the said part constructed with a block D distant from the said open end corresponding to the length of the can and so as to form the inner end of the pocket, the said block having a central opening E through it, combined with an oil-can F, constructed with a spring-plug adapted to bear against the block D, while the tube passes through the said opening E, the can and the tube constructed with interlocking devices to removably secure the can in the pocket, substantially as described.

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Witnesses:

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