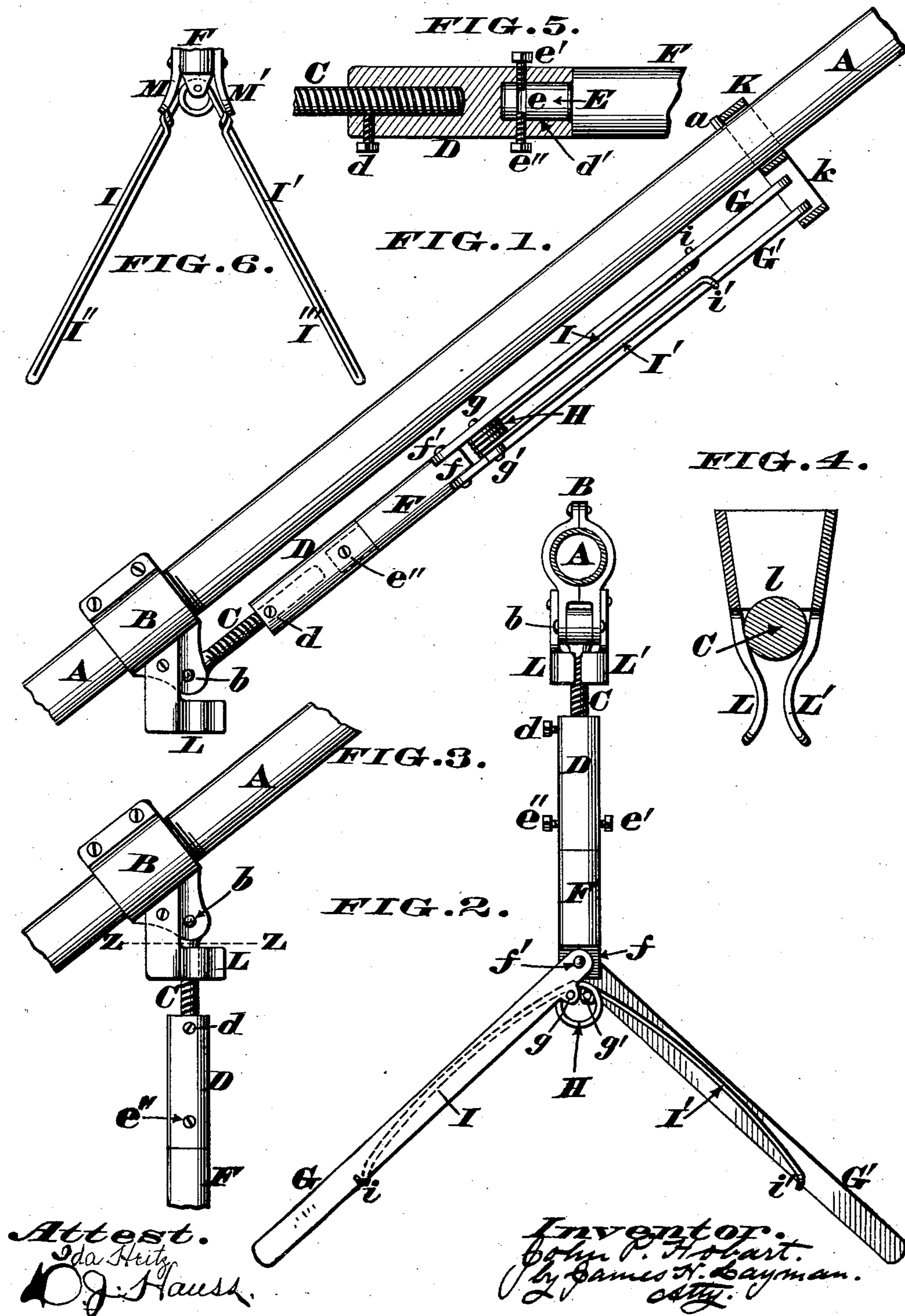


(No Model.)

J. P. HOBART.
BICYCLE SUPPORT.

No. 599,964.

Patented Mar. 1, 1898.



UNITED STATES PATENT OFFICE.

JOHN P. HOBART, OF CINCINNATI, OHIO.

BICYCLE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 599,964, dated March 1, 1898.

Application filed July 8, 1897. Serial No. 643,823. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. HOBART, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Bicycle-Supports; and I do hereby declare the following to be a full, clear, and exact description of the invention, reference being had to the annexed drawings, which form a part of this specification.

My invention comprises a light, cheap, and simple attachment to be applied to the lower tube or main brace of a bicycle-frame for the purpose of maintaining the vehicle in an erect position when not in use, the details of said support being hereinafter more fully described and then pointed out in the claims.

In the annexed drawings, Figure 1 is a side elevation of the preferred form of my support in its normal or closed position. Fig. 2 is a front elevation of the support in its open position, the main brace to which it is attached being sectioned transversely. Fig. 3 is a side elevation of the upper portion of the open support. Fig. 4 is an enlarged horizontal section of the same, said section being taken at the line Z Z of the preceding illustration. Fig. 5 is an enlarged axial section of the head of the support and its accessories. Fig. 6 is a modification of the invention.

Referring to Fig. 1, A represents a portion of the main brace of a bicycle-frame, which brace is inclined at any suitable angle, according to the peculiar construction of the vehicle, and is surrounded with a clip B. This clip is firmly secured to said tube as near the sprocket-wheel bearings as circumstances will admit, and has a pivot *b*, to which is coupled a screw C, the threaded portion of the latter being engaged with the head D of the attachment. Head D is usually cylindrical, and has a set-screw *d*, that prevents said head accidentally turning after having been properly adjusted. Furthermore, this head has at one end an axial bore *d'* to admit a cylindrical stem E, projecting from a stock F, an annular groove *e* being made around said stem, as seen in Fig. 5. *e' e''* are screws passing through the head D and having their points inserted in said groove *e*. Stock F has a flat shank *f* at one end to serve as a bearing for a pair of props G G', pivoted to said shank at *f'* and

normally tending to separate or fly out at their free ends. This normal separation may be effected by various means, but I prefer bending a wire so as to afford a coil H, whose two outer convolutions develop into levers I I', that grasp the edges of the props at *i i'*. This coil H, with its integral levers I I', is made of any suitable spring-wire, and by means of pins *g g'*, projecting from the props and bearing against the inner side of said coil, the spring is maintained in its proper place.

K is a runner adapted to be shifted along the brace A and having on its under side a socket or keeper *k*, within which the free ends of props G G' are normally housed. *a* is a stop which limits the descent of said runner.

Projecting from the under side of clip B is a clamp composed of two spring-jaws L L', adapted at the proper moment to grasp the screw C, as more clearly shown in Fig. 4.

In fitting up my attachment the clip B is so adjusted on the brace A as to cause the free ends of props G G' to be housed within the keeper *k*, which retainer must be of such a character as to resist the strain incidental to the normal tendency of said props to fly apart. Furthermore, the head D must be properly adjusted along the screw C to cause the stock F to be substantially vertical when grasped by the spring-jaws L L', as seen in Fig. 3, and after such an adjustment has been made the screw *d* is tightened. Again, the stock F must be so turned with reference to the head D as to bring the flat upper surface of prop G about parallel with the under side of brace A, and then the screws *e' e''* are tightened. The entire attachment now projects only about an inch and a half below the brace, and not being as wide as the latter there is no interference with the rider; neither is any part of the support liable to become entangled with his garments. To bring the support into service, the rider first dismounts and slides the runner K up the tube A until the props G G' are liberated from the keeper *k*, at which moment the free ends of said props are forced as far apart from each other as the spring H I I' will throw them. (See Fig. 2.) The rider next swings the attachment down and back until arrested by the stop *l*, (seen in Fig. 4,) and then the spring-jaws L L' grasp the screw C with considerable firmness, the

result being to hold the head D practically vertical. It is evident the bicycle is now supported upon the front and rear wheels and also where the props G G' rest upon the ground, and as these points of contact are about fifteen inches apart the vehicle is maintained in an erect position by four widely-separated bearings and is not liable to be accidentally overthrown. To restore the attachment to its normal position, the rider first runs the bicycle back a few inches while the props G G' are still in contact with the ground, thereby releasing the screw C from the spring-jaws L L'. The attachment is now swung up under the brace A, the free ends of props G G' grasped and drawn together, and then the keeper or other fastener K is brought into service for holding said ends, as previously described.

From the above explanation it is evident this attachment is light, is simply and cheaply made, and can be readily fitted to any construction of bicycle without interfering with its propelling or steering devices.

In Fig. 6 is shown a modification of the invention, wherein the special props G G' are omitted, and the spring-levers I I' are doubled back on themselves, as at I'' I''', to afford suf-

ficient stiffness of the wire to support a bicycle. In this construction stops M M' are applied to the stock F to limit the opening of said levers.

I claim as my invention—

1. A bicycle-support, consisting of a clip B, having a screw C, jointed to it at b, a head D, engaged with said screw; a stock F, swiveled to said head, a pair of props G, G', pivoted to said stock; and a coiled spring H, having integral levers I, I', that force apart the free ends of said props G, G', for the purpose described.

2. In a bicycle-support, the stop a, clip B, and runner K applied to the brace A; the screw C jointed to said clip at b, the head D engaged with said screw; the stock F, swiveled to said head, the props G, G', pivoted to said stock; and a coiled spring H, having integral levers I, I', that force outwardly the free ends of said props, for the purpose described.

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

JOHN P. HOBART.

Witnesses:

JAMES H. LAYMAN,
JOHN C. ROGERS.