

No. 622,642.

Patented Apr. 4, 1899.

H. W. TOMLINSON.
CYCLE STAND.

(Application filed Jan. 31, 1899.)

(No Model.)

Fig. 1.

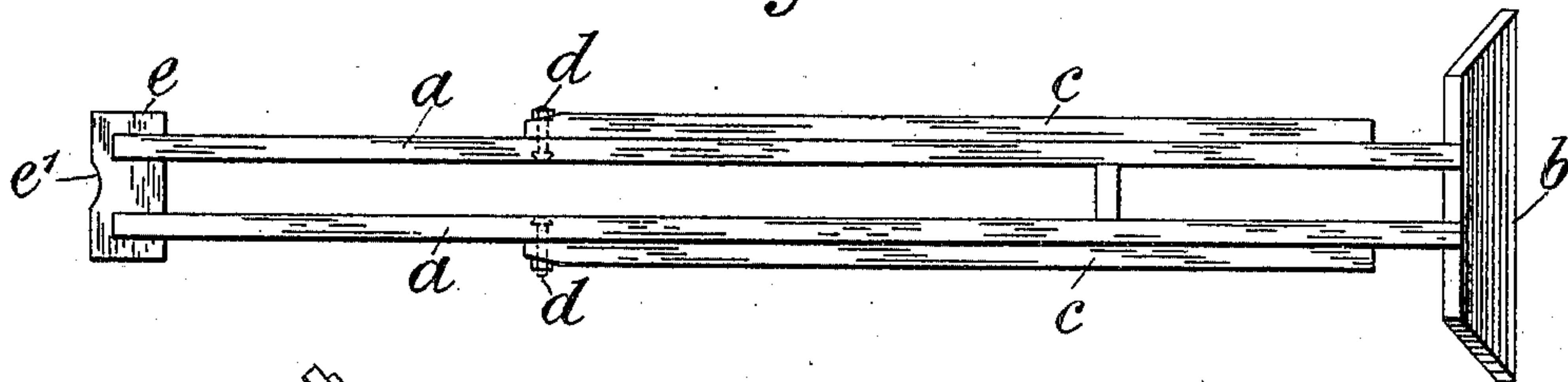


Fig. 2.

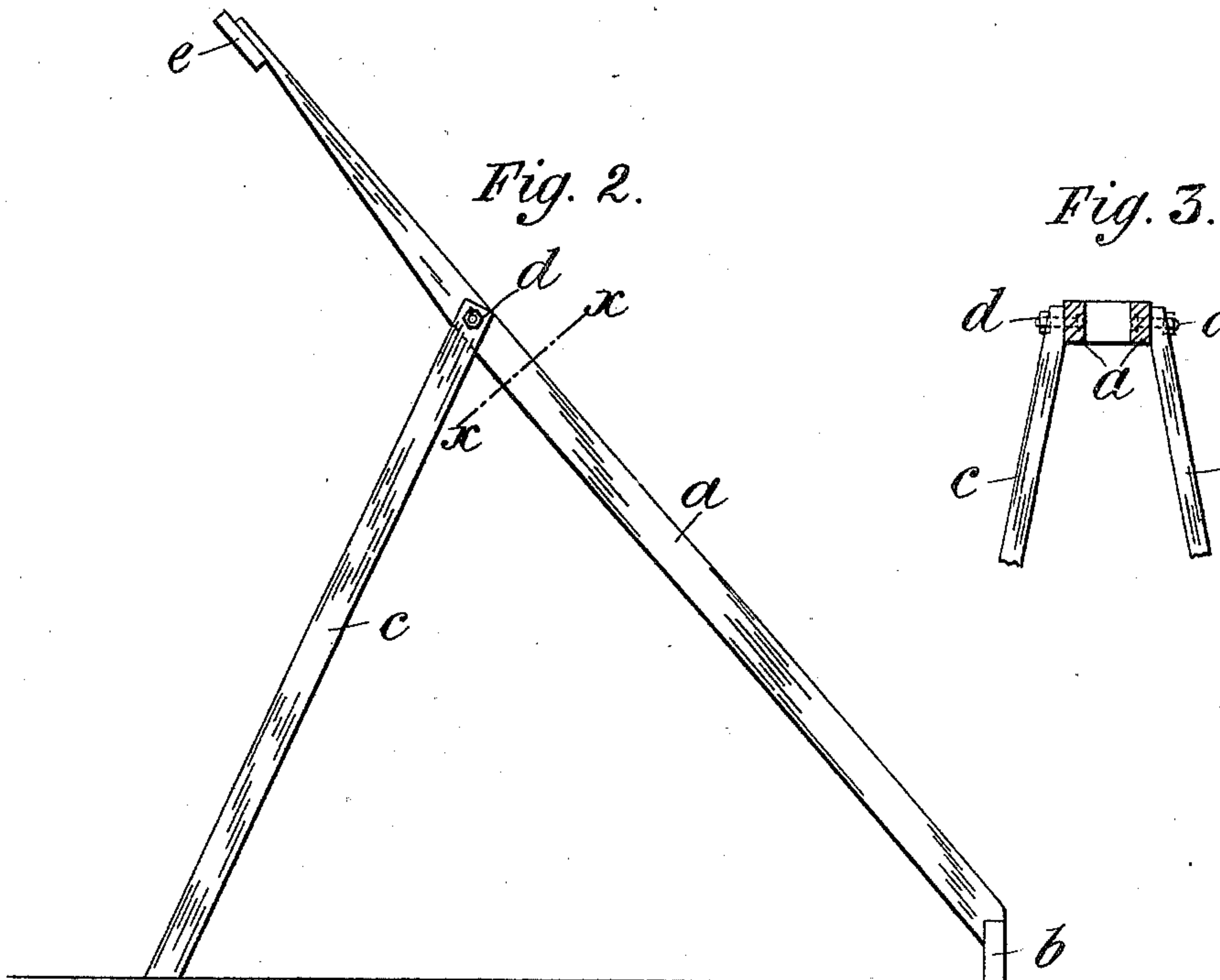


Fig. 3.

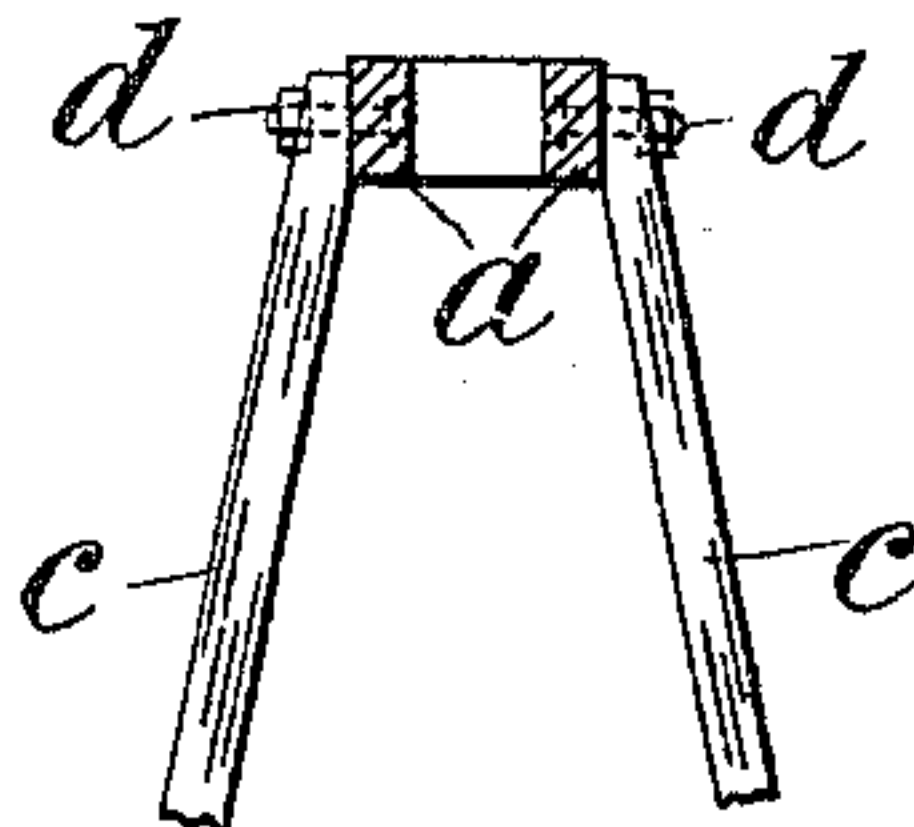


Fig. 4.

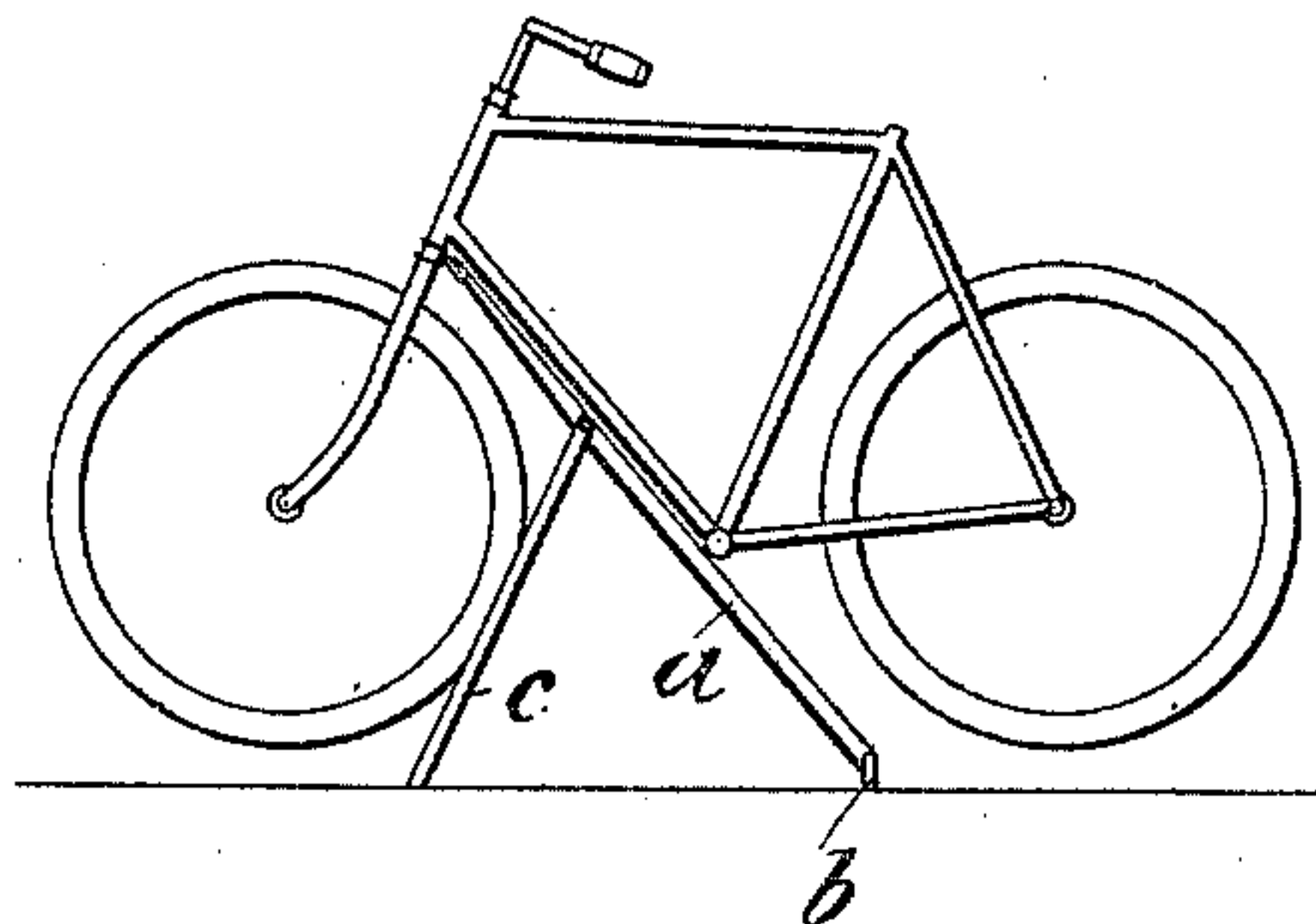
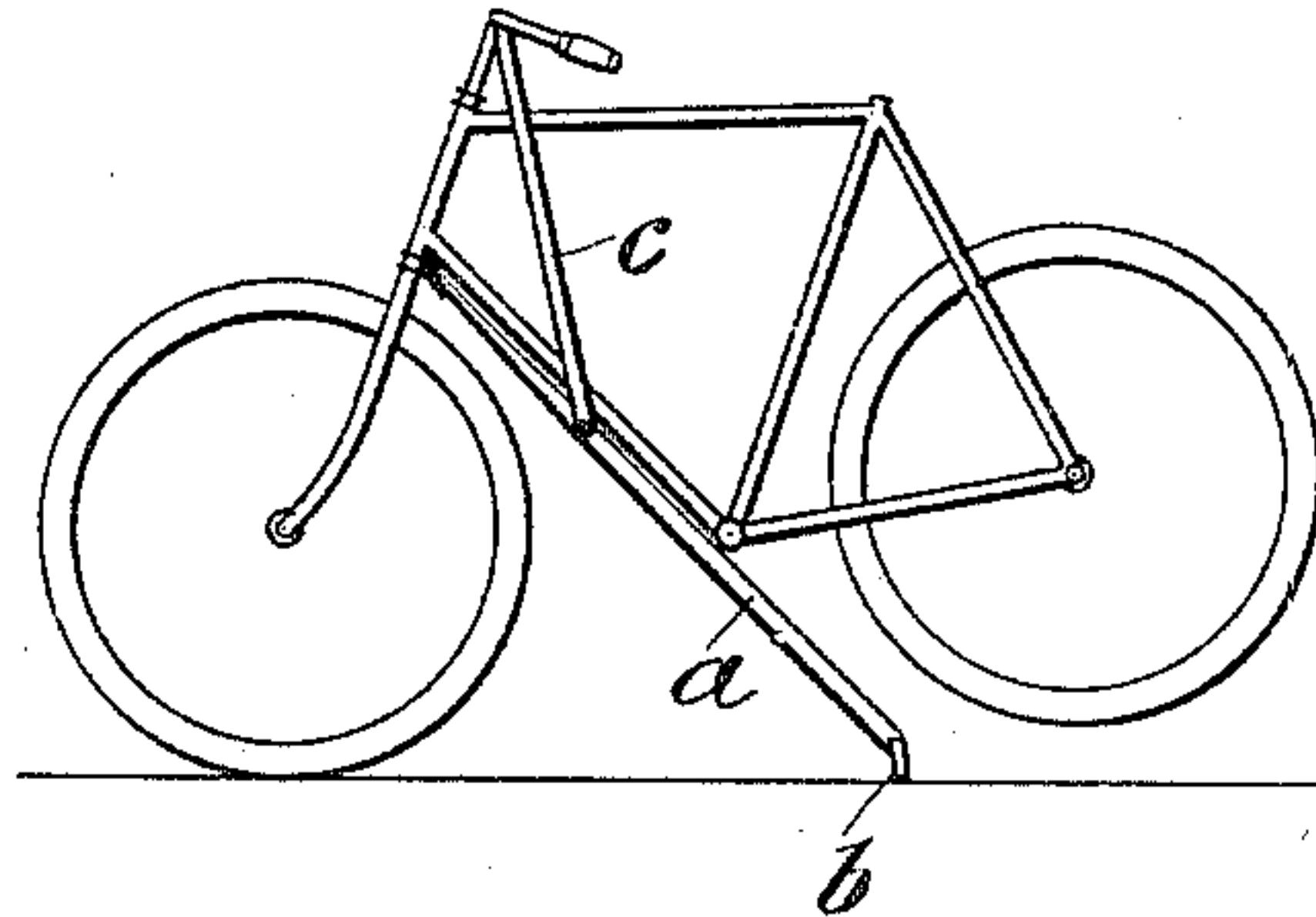


Fig. 5.



WITNESSES:
Ella L. Giles.
O. W. W. W.

INVENTOR
Herbert William Tomlinson
BY
Richardson & Co.
ATTORNEYS

UNITED STATES PATENT OFFICE.

HERBERT WILLIAM TOMLINSON, OF KETTERING, ENGLAND.

CYCLE-STAND.

SPECIFICATION forming part of Letters Patent No. 622,642, dated April 4, 1899.

Application filed January 31, 1899. Serial No. 704,035. (No model.)

To all whom it may concern:

Be it known that I, HERBERT WILLIAM TOMLINSON, coachman, a subject of Her Majesty the Queen of Great Britain and Ireland, residing at Burton Latimer, Kettering, in the county of Northampton, England, have invented certain new and useful Improved Cycle Stands or Supports; 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.

The object of the present invention is to provide an effective stand or support for bicycles which will be of economical and simple construction and adapted for packing into a small compass.

In order that my invention may be clearly understood, I will now fully describe the same, having reference to the annexed sheet of explanatory drawings, in which—

Figure 1 is a plan view of a stand constructed in accordance with my invention, showing the same folded up. Fig. 2 is a side elevation showing the stand in position ready for use. Fig. 3 is a section on xx , Fig. 2. Figs. 4 and 5 illustrate methods of using the stand.

Similar letters refer to like parts in all the figures.

It will be seen on referring to Fig. 2 of the drawings that in general arrangement the stand resembles an inclined trestle or horse having a single pair of legs by which it is supported at an angle with the ground.

$a a$ are two parallel bars disposed sufficiently far apart (about one and a half inches) to admit between them the down-tube of a bicycle.

b is a steadying cross-piece which connects the bars a at one end and rests upon the ground.

$c c$ are a pair of legs or struts pivotally and detachably connected by the bolts and nuts d with the bars a . When extended, as shown in Figs. 2, 3, and 4, these legs or struts support the stand at an angle with the ground, and when the stand is not in use they may be folded up, so as to lie close to the bars a and in the plane thereof, as shown in Fig. 1, the studs being, as clearly shown in said figure, of less length than the distance from their

pivots to the lower cross-piece b to permit their folding into the same plane with the bars a .

e is an end piece which connects the elevated or front ends of the bars a , said end piece abutting against the rear of the fork-crown and steadying the front wheel when the bicycle is placed upon the trestle or horse with its bottom bracket or crank-hanger resting on the bars a , as shown clearly in Figs. 4 and 5. A small clearance e' may be formed in the end piece for the reception of the lower ball-race of the head. The width over all of the bars a should not exceed that of the bottom bracket or crank-hanger—say, three inches—so that the cranks may clear the said bars if revolved.

The stand or support may be used, as shown in Fig. 4, with the legs or struts extended and resting on the ground, in which case both wheels will be lifted clear of the latter, or the front wheel may be allowed to rest upon the ground, when the back wheel will be raised therefrom, as shown in Fig. 5. In this latter case the legs or struts c may be turned upward, so as to engage the handle-bars and assist in steadying the front wheel. When the stand is arranged as represented in Fig. 5, the bicycle and stand can readily be wheeled from one place to another. The length over all of the stand must be sufficient to cause the rear wheel to be lifted clear of the ground when the stand is in use. In practice I find about thirty-seven inches to be a convenient length.

The space between the bars a being only utilized in those exceptional cases where (as in some ladies' machines, for example) the down-tube is curved, it is not needed for the ordinary type of bicycle. I prefer, however, to construct the support as represented in the drawings both for appearance and lightness and also since it enables the stand to accommodate a bicycle with curved down-tube if necessary.

It will be noted, Figs. 1 and 3, that the upper end of each leg or strut c is chamfered off on one side. This enables the legs or struts to be so fixed to the bars a as to spread apart and give a firm base, Fig. 3, or by reversing their positions on the bolts d to be folded close to the aforesaid bars, Fig. 1.

Although represented in the drawings as constructed of wood, the stand may obviously be made of metal or any other suitable material.

5 What I claim, and desire to secure by Letters Patent of the United States, is—

A bicycle-stand comprising a pair of parallel bars connected at one end by a steadying cross-piece adapted to rest upon the ground,
10 and at the other end by an end piece having a notch adapted to bear against the rear of the bicycle-fork, and an independent leg or

strut pivoted to the outer face of each of the parallel bars, said strut being of less length than the distance from their pivots to the
15 lower cross-piece, whereby they may be folded into the same plane with said parallel bars, substantially as described.

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

HERBERT WILLIAM TOMLINSON.

Witnesses:

A. E. ALEXANDER,
H. W. KNOTT.