

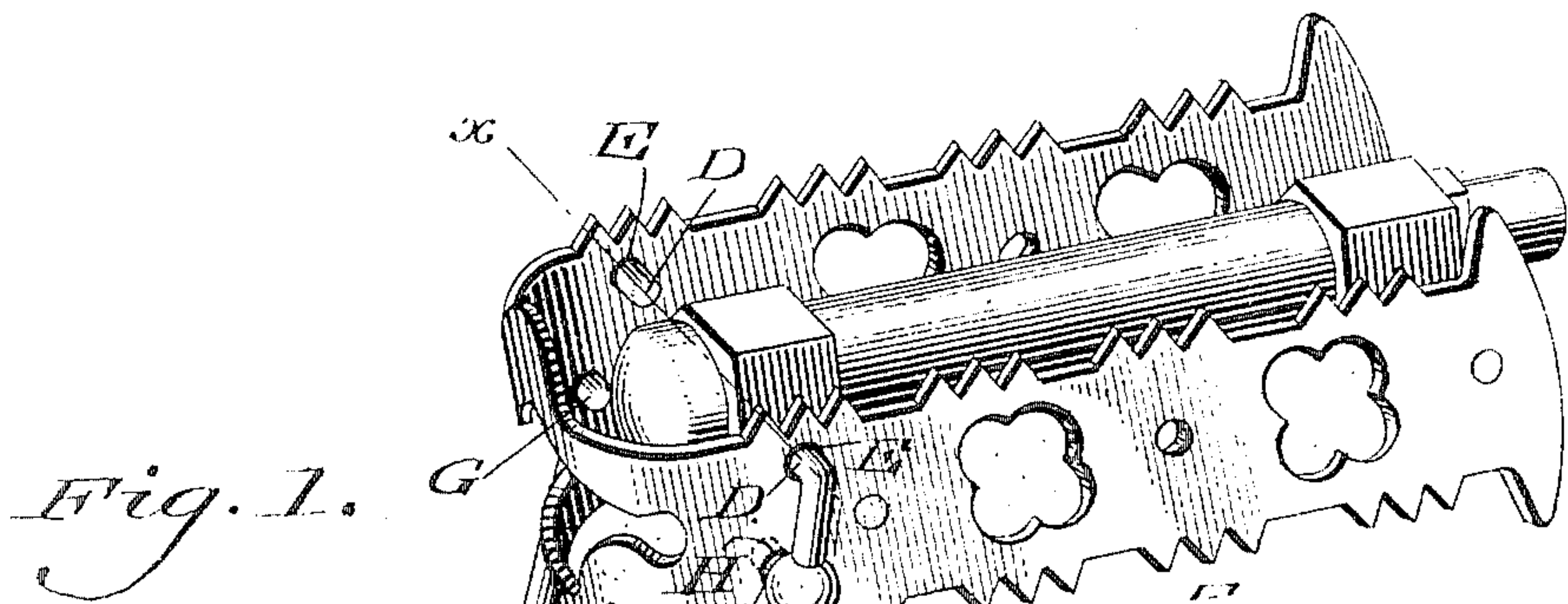
No. 640,382.

Patented Jan. 2, 1900.

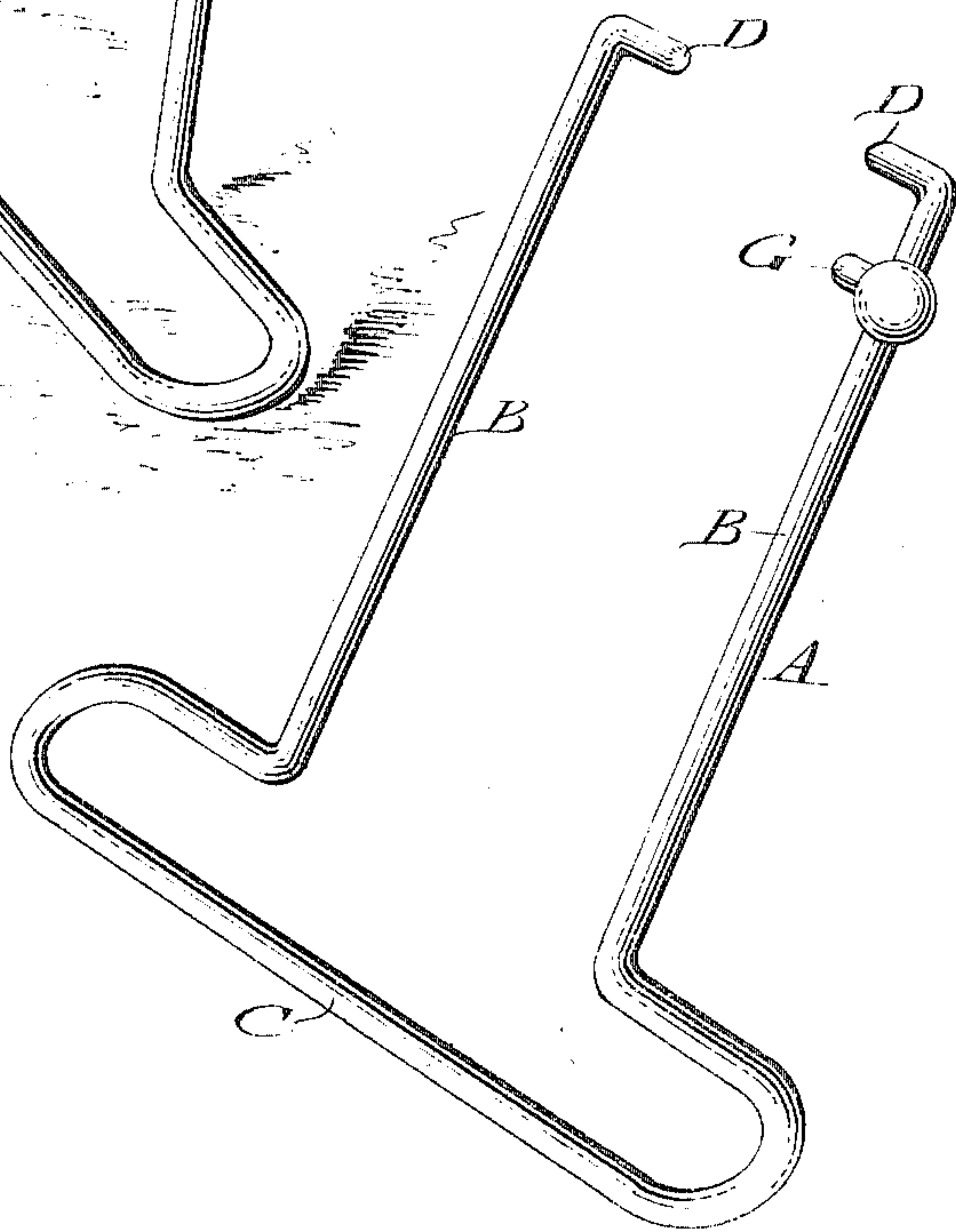
W. H. HART, JR.  
BICYCLE SUPPORT.

(Application filed Mar. 6, 1899.)

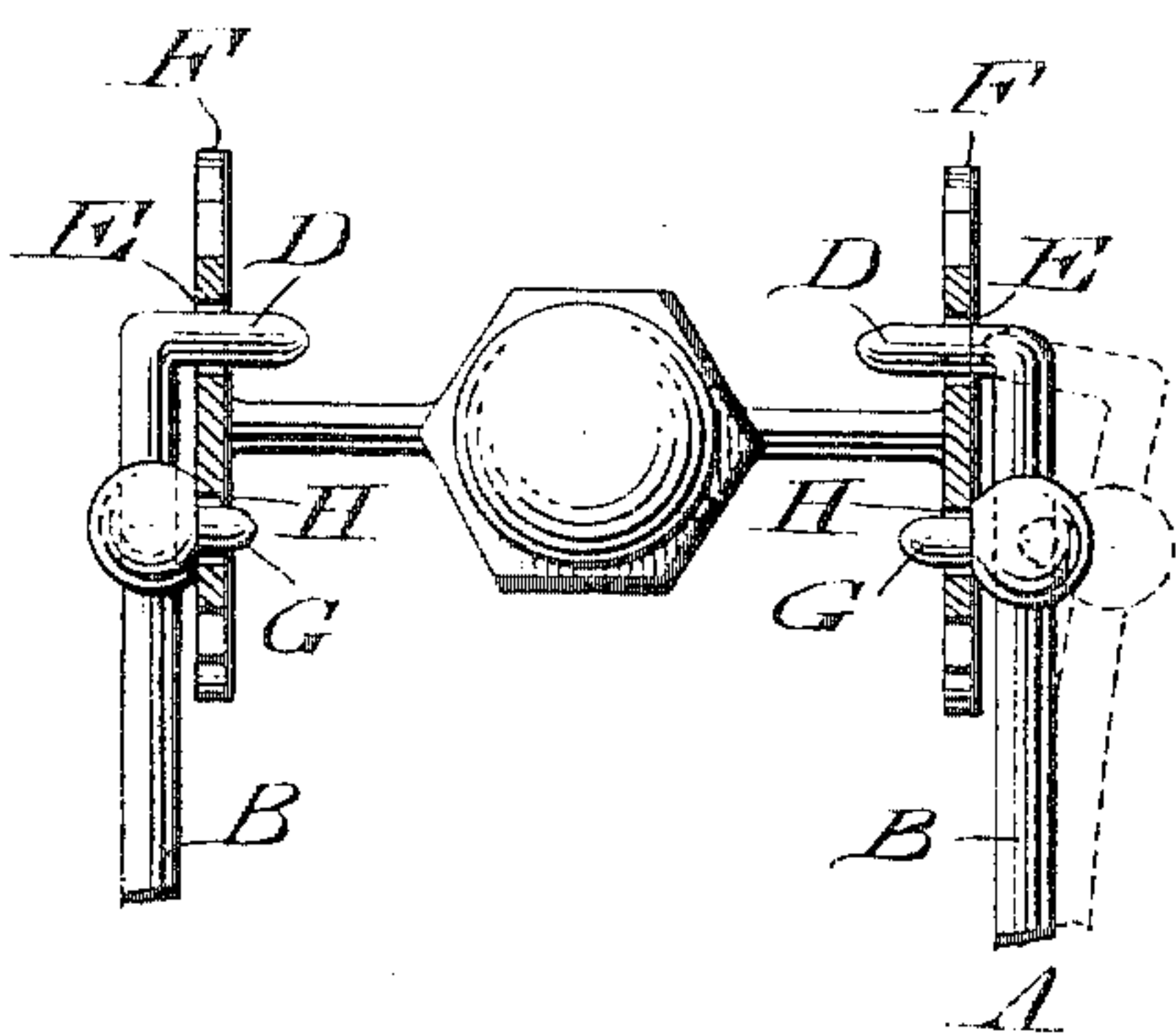
(No Model.)



*Fig. 2.*



*Fig. 3.*



Witnesses  
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# UNITED STATES PATENT OFFICE.

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## BICYCLE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 640,382, dated January 2, 1900.

Application filed March 6, 1899. Serial No. 707,915. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. HART, Jr., a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Bicycle-Supports, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of an improved construction of bicycle-support which is adapted to be readily disconnected from the pedal-frame and to be applied thereto when it is desired to support the bicycle, the support being cheaply manufactured and readily applied or disconnected, according to requirements.

It further consists of novel details of construction all as will be hereinafter fully set forth, and particularly pointed out in the claims.

Figure 1 represents a perspective view of a bicycle-support embodying my invention and a pedal-frame to which the same is applicable. Fig. 2 represents a perspective view of another form of support, the same being shown in detached position. Fig. 3 represents a section on line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A designates a bicycle-support, the same consisting of the legs B, joined by the base-piece C, the latter being adapted to rest on the ground when the support is in operative position. The upper extremities D of the support are deflected inwardly, so as to enter the openings E in the side pieces of the pedal-frame F, preferably near the end of the latter, the support being prevented from shifting by means of the engagement of the inturned studs or members G with the openings H in the side pieces of the pedal-frame, it being evident that, if desired, but a single member G can be employed,

as seen in Fig. 2, without departing from the spirit of my invention.

The operation is as follows: The support normally appears when in operative position as indicated at Fig. 1, the bicycle being thus effectively supported, as is evident. When it is desired to disconnect the support from the pedal-frame, it is only necessary to spring the legs B apart, as seen dotted in Fig. 3, sufficiently to allow the members D and G to become disengaged from the openings E and H, respectively, whereupon the support can be removed and transported in any desired manner.

It will be evident that slight changes may be made by those skilled in the art which will come within the scope of my invention, and I do not, therefore, desire to be limited in every instance to the exact construction I have herein shown and described.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a bicycle-support, legs having their upper ends deflected inwardly and adapted to engage with a pedal-frame and an inturned member adjacent to said ends also engaging said frame for locking said legs on the latter, said pedal-frame having openings at different places for the reception of said members in the operative position of said legs.

2. The combination of a bicycle-support having legs; the upper extremity of each of which is deflected inwardly and has a locking member on the inner portion of said leg, and a pedal-frame having openings therein at different places in which the deflected ends and said member are adapted to enter and thus interlock the legs with said frame.

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