

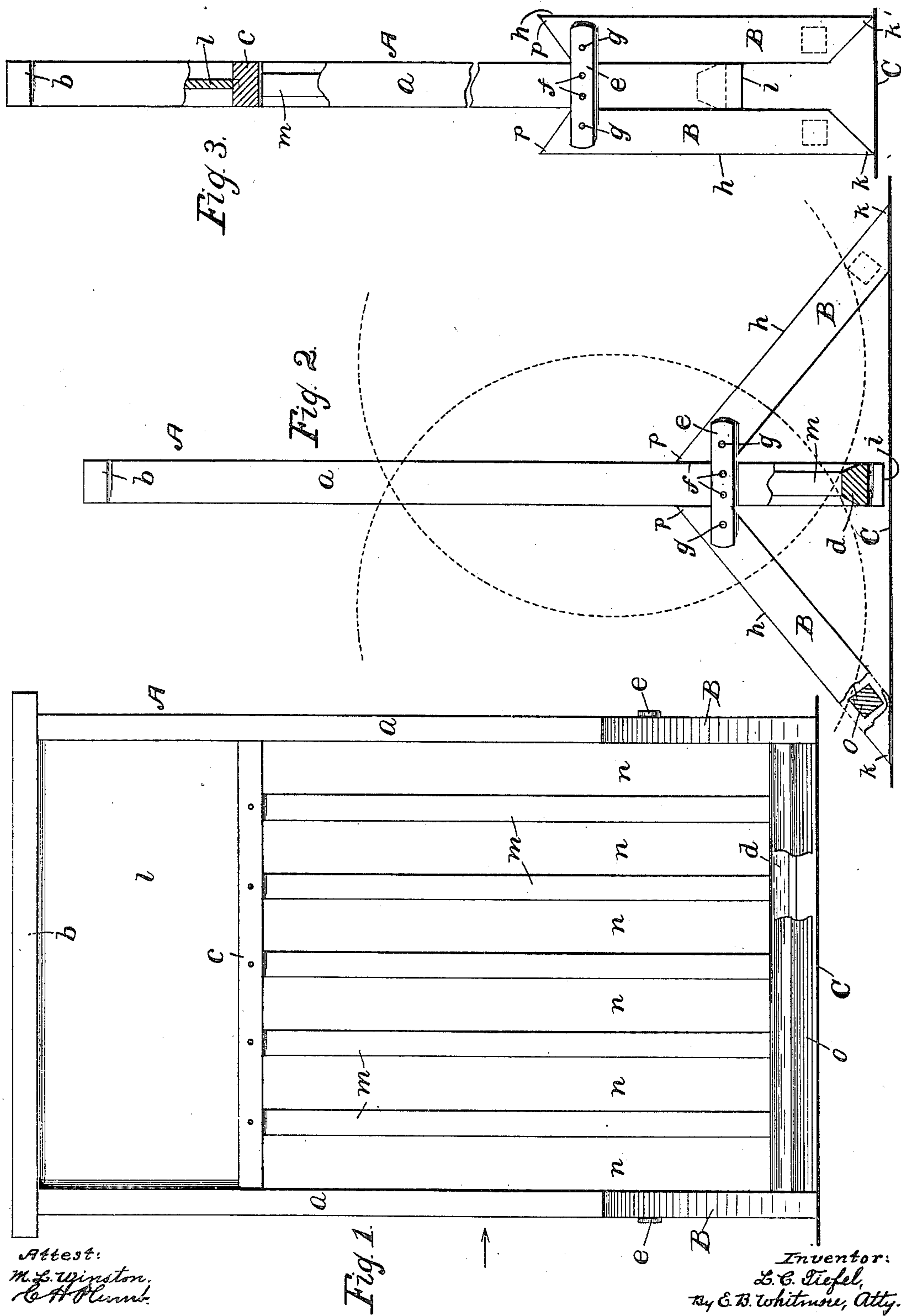
No. 661,359.

Patented Nov. 6, 1900.

L. C. TIEFEL.
BICYCLE RACK.

(Application filed May 26, 1900.)

(No Model.)



Attest:
M. L. Winston,
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Fig. 1.

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UNITED STATES PATENT OFFICE.

LEONARD C. TIEFEL, OF ROCHESTER, NEW YORK.

BICYCLE-RACK.

SPECIFICATION forming part of Letters Patent No. 661,359, dated November 6, 1900.

Application filed May 26, 1900. Serial No. 18,142. (No model.)

To all whom it may concern:

Be it known that I, LEONARD C. TIEFEL, of Rochester, in the county of Monroe and State of New York, have invented a new and useful Improvement in Bicycle-Racks, which improvement is fully set forth in the following specification and shown in the accompanying drawings.

My invention is a rest or rack for temporarily holding bicycles adapted to be placed upon the sidewalk or at other convenient or suitable place for receiving bicycles during brief periods, the same being hereinafter fully described, and more particularly pointed out in the claims.

One object of the invention is to produce a bicycle-rack provided with pivotal or folding legs, so as to be brought into a smaller compass when not in use.

A further object of the invention is to produce a bicycle-rack having folding legs so constructed that the weight of the body of the rack and of the supported bicycles shall tend to hold the legs more firmly in their opened positions.

A further object of the invention is to form the rack so that when the legs are folded it will still stand erect upon four feet, it not being required to lean the folded device against a supporting object or to lay it flat upon its side.

Referring to the drawings, Figure 1 is an elevation of one of the faces of my improved bicycle-rack in position for use, a part being broken away. Fig. 2 is a side view of the rack when in use, seen as indicated by arrow in Fig. 1, parts being broken away and vertically sectioned. Fig. 3 is a side view of the rack when folded, parts being broken away and sectioned.

A is the frame of the device, preferably made of wood, consisting of two upright side bars *a a*, with horizontal cross-bars *b c d* and vertical dividing-bars *m*.

B are the legs, four in number, forming a pair at either face of the frame and secured to the latter by horizontal metal straps *e e*, made rigid with the respective side bars *a a* by means of simple holders *f*. The straps *ee*, one on each side of the frame, are equal and at the same distance from the bottom of the frame, the respective legs being held pivotally

to the straps by pivot pins or bearings *g*. On account of this construction of the device the supporting-legs may assume the open position, as when in use, (shown in Fig. 2,) or closed, as shown in Fig. 3. When closed, the inner faces of the legs are in contact with the opposing faces of the side bars *a a*, the planes of the outer faces *h* of the legs being parallel with each other and with the corresponding faces of said side bars. Both ends of each leg are made inclined or slanting, and when the legs are opened out to support the frame for use, as shown in Fig. 2, their lower ends bear flat or broadly upon the floor *C* and their upper slanting ends bear broadly against the opposite faces of the side bars. When opened out for use, the lower ends of the supporting-legs extend below the lower end *i* of the frame, the latter being up clear from the floor or suspended, as shown, the upper projecting parts *p* of the legs bearing against the respective side bars, constituting stops to prevent a further spreading out of the legs. Constructing the device in this manner causes the weight of the suspended frame and that of the incumbent bicycles to more firmly hold the supporting-legs in their opened positions, thus adding firmness and stability to the rack.

The two supporting-legs on either side of the frame are joined or tied by rigid horizontal bars *o*, parallel with the frame, upon which bars and the central bar *d* of the frame the forward wheels of the bicycles rest (see dotted circular lines, Fig. 2) when the bicycles are placed in the rack. When the bicycles are in place, the forward wheels project (in either direction, as the case may be) through the openings *n* between the dividing-bars *m*. When folded or out of use, as shown in Fig. 3, the extreme lower ends *k* of the respective legs constitute four feet for maintaining the rack in an upright position, so that it may be set aside in an erect position without requiring other support or to be placed flat upon its side. The frame, which is rectangular, is preferably constructed to receive a panel *l* for advertising or other purposes, this being a common feature in devices of this kind.

What I claim as my invention is—

1. A rack for holding bicycles, consisting of side bars connected at their upper ends, a bar

connecting the lower ends of said side bars and upon which the wheel of a bicycle is designed to rest when in use, and legs pivotally connected to the side bars in the same plane
 5 therewith and having inclined upper and lower ends whereby when the legs are spread the side bars are brought toward the ground and the lower cross-bar into position to receive the bicycle-wheel, and the inclined upper
 10 ends of the legs engage opposite sides of the side bars of said frame, substantially as shown and described.

2. A rack for holding bicycles, consisting of a rectangular frame, with lower connecting-
 15 bar to receive the weight of the wheel of a bicycle and legs secured pivotally thereto in the same plane therewith with their lower ends reaching below the frame, the latter having horizontal bars and vertically equally
 20 spaced minor bars reaching between the horizontal bars, substantially as and for the purpose set forth.

3. A bicycle-rack consisting of a frame, and foldable legs secured thereto in the same
 25 plane therewith, the legs being formed with slanting or inclined lower ends constituting feet for supporting the device when folded and their upper ends inclined to engage opposite sides of the side bars of the frame and
 30 the said side bars having a lower connecting-

bar which is brought into position to receive the wheel of a bicycle by the spreading of said legs, substantially as shown and described.

4. A bicycle-rack consisting of a holding- 35 frame having a lower connecting-bar to receive the wheel of a bicycle and legs secured pivotally to the side bars of said frame in the same plane as the side bars thereof on either side of the frame, and horizontal bars parallel with the frame and connecting the legs 40 on either side of the frame, substantially as shown and described.

5. A rack for holding bicycles, comprising a frame having openings for receiving the 45 wheels and a lower cross-bar upon which a bicycle-wheel may rest, and pivotal foldable legs joined to the frame, the legs when opened out or spread for use bearing at their upper ends flat against the frame and at their lower 50 ends flat upon the floor, substantially as shown and described.

In witness whereof I have hereunto set my hand, this 24th day of May, 1900, in the presence of two subscribing witnesses.

LEONARD C. TIEFEL.

Witnesses:

ENOS B. WHITMORE,
 M. L. WINSTON.