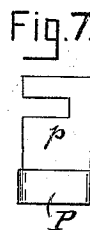
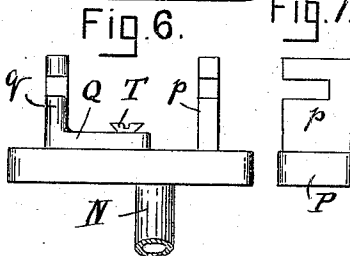
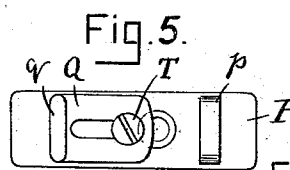
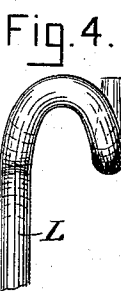
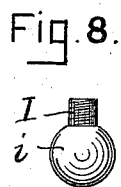
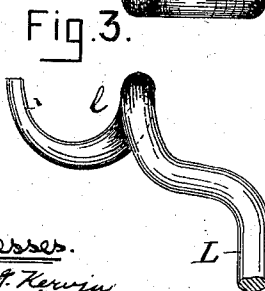
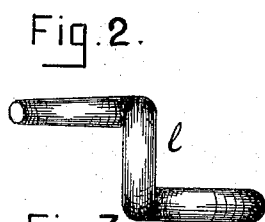
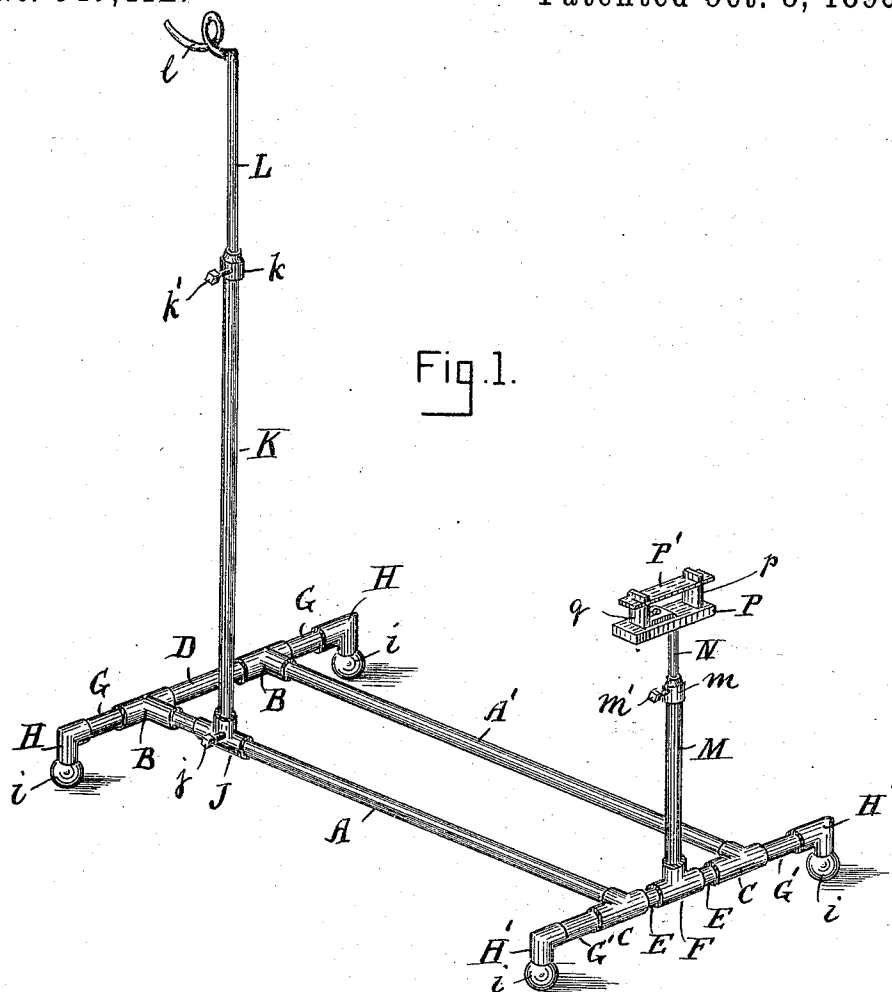


(No Model.)

A. H. BOERUM.
BICYCLE STAND.

No. 547,412.

Patented Oct. 8, 1895.



Witnesses.
 James J. Kerwin
 Caleb W. Swan

Inventor.
Abraham H. Boerum
by Edwin Blanta
Attorney.

UNITED STATES PATENT OFFICE,

ABRAHAM H. BOERUM, OF BOSTON, MASSACHUSETTS.

BICYCLE-STAND.

SPECIFICATION forming part of Letters Patent No. 547,412, dated October 8, 1895.

Application filed August 27, 1894. Serial No. 521,360. (No model.)

To all whom it may concern:

Be it known that I, ABRAHAM H. BOERUM, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Bicycle-Stands, of which the following, taken in connection with the accompanying drawings, is a specification.

The object of my invention is to produce a stand for bicycles which can be adjusted according to the diameter of the wheels of the machine to be supported.

The invention consists of a base or rectangular frame having at one end a standard in which is adjustably fitted a bar carrying a cross-piece upon which the lower rear bars of the bicycle-frame rest, and a standard adjustably secured to one of the longitudinal bars, said standard carrying an adjustable bar having a hook adapted to fit under the front fork, as hereinafter set forth, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 represents a perspective view of a bicycle-stand embodying my invention. Figs. 2 to 4 are respectively plan or top view, side view, and rear view of the hook for supporting the front end of the bicycle. Figs. 5, 6, and 7 are respectively plan or top view, side view, and end view of the cross-piece for supporting the rear end of the bicycle. Fig. 8 is a view of one of the balls or feet detached.

A A' represent two longitudinal bars or pipes secured at each end to T-pieces B B C C. The two T-pieces are connected together by a tube or pipe D, and the T-pieces C C by two short pieces of pipe E E and a T-piece F. To the outer ends of each of the T-pieces B B and C C are secured short pieces of pipe G G', to the end of which are attached elbows H H', that project downward and into the ends of each of which is secured a plug I, (see Fig. 8,) formed at its lower end with a ball *i*. These parts form the base or horizontal frame.

On the bar or rod A is fitted, so as to slide freely, a T-piece J, which can be secured in any desired position by a set-screw *j*. To the T-piece J is secured a pipe K, having at its upper end a cap *k*, through which passes a

rod L, which is held at the required height by a set-screw *k'*. The upper end of the rod L is formed with a hook *l*, that projects transversely and longitudinally of the frame, so that it will project between the fork just under the fork-crown to support the front end of the bicycle.

To the T-piece F is secured a pipe M, having at its upper end a cap *m*, through which passes a rod N, which is held at the required height by a set-screw *m'*. To the upper end of the rod N, is secured a block P, formed with a lug or projection *p*, and upon the block P is an adjustable angle-piece Q, formed with a slot, through which passes a set-screw T, by means of which the piece Q can be adjusted to the required position. In the upper end of both the projection *p* and the piece *q* is formed a slot, in which a piece P' is inserted, so as to hold the frame of the bicycle to prevent it rising. The projection *p* and the angle-piece Q fit between the lower rear bars of the bicycle-frame near the front of the sprocket-wheel of the machine, and the object of having the angle-piece Q adjustable is to allow it to be shifted according to the width between said bars.

When a bicycle is supported by a stand thus constructed, the wheels are clear of the ground, so that they can be rotated when cleaning same, and if it is desired to remove one or both the wheels for repairs the frame will be held in the proper position. Further, should an intending rider desire to obtain the proper foot-motion before he commences to go upon the road, he can easily do so when the machine is supported by the frame.

What I claim is—

1. A stand for supporting bicycles consisting of a frame of metal rods or pipes the forward standard being provided at its upper end with an adjustable hook such as described and adapted to pass between the front fork just under the fork crown substantially as set forth.

2. A stand for supporting bicycles consisting of a frame the forward standard of which is provided with an adjustable hook such as described adapted to pass between the front

fork just under the fork crown, and the rear
standard being provided with a block having
a lug or projection on one end of its upper
surface and an adjustable piece at its other
5 end and adapted to support the two side bars
of the machine between the sprocket axle and
the driving wheel substantially as set forth.
In testimony whereof I have signed my

name to this specification, in the presence of
two subscribing witnesses, on this 6th day of 10
April, A. D. 1894.

ABRAHAM H. BOERUM.

Witnesses:

CHAS. STEERE,

EDWARD PLANTA.