(No Model.)

LE ROY B. THOMSON & W. BURKE.

BICYCLE REST.

No. 560,178. Patented May 12, 1896.

Fig. 1.

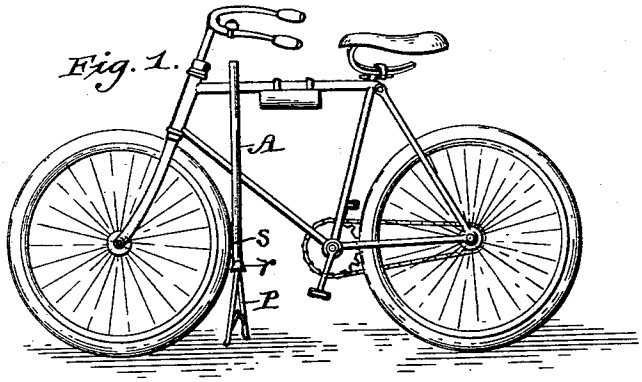


Fig. 2.

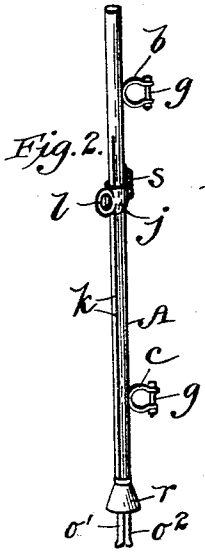


Fig. 3.

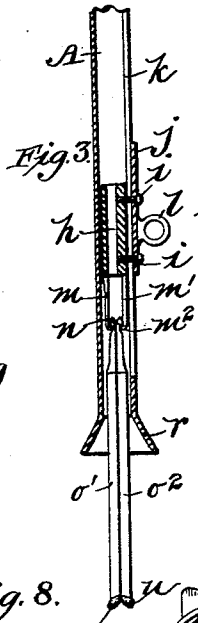


Fig. 4.

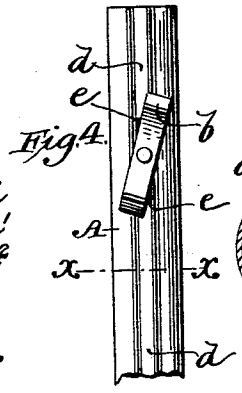


Fig. 5.

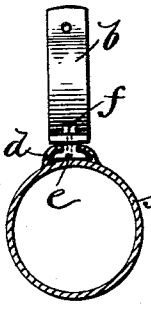


Fig. 7.

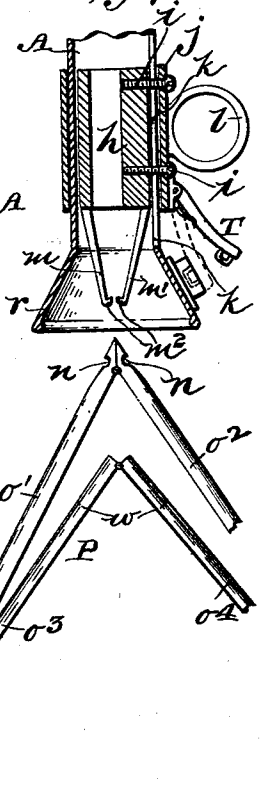


Fig. 8.

Fig. 9.

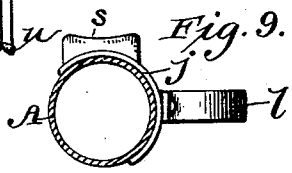


Fig. 11.

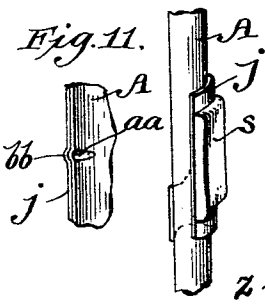


Fig. 10.

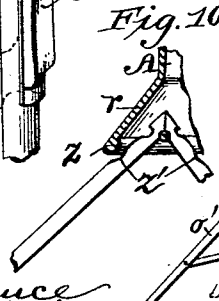
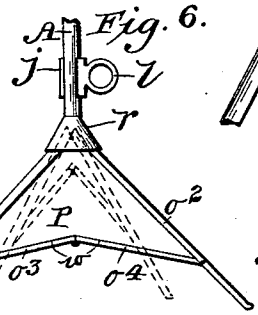


Fig. 6.



WITNESSES

Severance
Olin G. Johnson

INVENTORS

Le Roy B. Thomson
Walter Burke
By T. J. Geisler
Attorney.

UNITED STATES PATENT OFFICE.

LE ROY B. THOMSON AND WALTER BURKE, OF PORTLAND, OREGON, ASSIGNORS OF ONE-THIRD TO THOMAS SCOTT BROOKE, OF SAME PLACE.

BICYCLE-REST.

SPECIFICATION forming part of Letters Patent No. 560,178, dated May 12, 1896.

Application filed September 19, 1895. Serial No. 562,996. (No model.)

To all whom it may concern:

Be it known that we, LE ROY B. THOMSON and WALTER BURKE, citizens of the United States, residing at Portland, Multnomah county, and State of Oregon, have invented a new and useful Attachable Bicycle-Rest, of which the following is a specification, reference being had to the accompanying drawings as a part hereof.

The object of our invention is to provide a supporter or rest for bicycles which may be attached to any machine and then will be allowed to remain on the machine, the rider being enabled to manipulate our device so as to drop the foot thereof when wishing to stand his bicycle and to raise the foot again when proceeding with his ride.

Our device for this purpose is very simple, as will be seen from the accompanying drawings.

In the drawings, Figure 1 illustrates an elevation of a bicycle with our rest attached thereto. Fig. 2 shows one of our rests. Fig. 3 is a partial vertical section of the same. Fig. 4 illustrates the adjustability of the spring-clamps by means of which our invention is attached to the frame of a bicycle. Fig. 5 is an end view, partially in section, on the line x x of Fig. 4. Fig. 6 is a view of the lower part of our rest, showing the operation of the foot thereof. Fig. 7 is a partial section of the same parts on a larger scale for the purpose of showing the arrangements of the adjustable foot mechanism. Fig. 8 in perspective and Fig. 9 in transverse section show the shoe of the brake for holding the front wheel of a bicycle provided with our device while being supported by the same, and Figs. 10 and 11 are details which will be more fully described in the body of this specification.

Referring now to the letters, our invention consists of a tube A, provided with two swivel-clamps b c, mounted on plates e, which are pivotally adjustable in the vertically-extending grooves d, so that our device may be attached to bicycles of different sizes. The swivel-clamps, when properly adjusted, are each fixed in place by two set-screws f, and the two ends of such clamps are tightened over the frame of the bicycle by means of ordinary nut-bolts g.

The supporting device of our invention consists of a sliding cylindrical block (or piece of tube) h, contained in the hollow standard or tube A, and such block h is fastened to a half-round plate j by means of screws i i', projecting through such plate and the vertically-extending slots k, and such plate j being provided with a ring or other finger-piece whereby to move the same up or down, and with it the supporting device P, attached thereto. From the base of said sliding block h extend two strong flat springs m m', provided with inverted tips m^2, which are inserted in the grooves n and press upon the upper ends of the outer members or feet of the supporting device P. The feet o' o^2 and the braces o^3 and o^4 of the supporting device P are all made of half-round tubing, and the same are hinged as shown, the braces o^3 and o^4 folding into the said feet as the latter are drawn upon into the hollow standard A. The interior ends of the braces are weighted from the hinge to w, so that as the supporting device is lowered the said braces will, by dropping, assist the action of the springs m m' in opening out the feet. The upper ends of the feet are tapered, so as to offer no resistance when drawn up into the hollow standard A, to facilitate which still further we have provided the funnel r at the base of said tube or standard A.

s (see Fig. 8) represents a brake consisting of a shoe with slightly-concaved surface for engaging and holding the front wheel of the machine after the supporting device P has been dropped.

The manipulating of our invention is very simple. Supposing the same properly attached to a bicycle, the rider before mounting takes hold of the ring l and lifts the supporting device P. At the end of his ride he takes hold of the ring l again and drops said supporting device, bringing the brake s against the front wheel, for the purpose described. It may also be well to provide a spring-latch T, operating in the style of a trunk-lock, for locking the supporting device down and preventing any one without the proper key from lifting the same again. The base of the feet may be provided with rubber tips, as indicated in Fig. 3 by u u.

In Fig. 10 we have illustrated means for steadying the feet of our supporting device when the latter has been dropped. This we accomplish by providing the ends of the base of the funnel r with half-round studs z and the feet o' o^2 with depressions z' for such studs z to fit into. It may be necessary also to provide some means for retaining the supporting device P in place when lifted, so that the same will not be dropped by the vibrations of the machine while traveling. For this purpose we provide, as illustrated in Fig. 11, a rib a a on the hollow standard A at the point where the plate j will reach when the feet are lifted as far as they will go, and to coöperate with such rib a a we provide the said plate j with semiannular depressions b b, fitting over such rib a a, and thus by lifting the supporting device and bringing the depressions b b over the rib a a the feet of our rest will be held against dropping while riding.

Having described our invention, we claim—

1. In a bicycle-rest, the combination of a tube, a block sliding in said tube, spring-jaws secured thereon, and pivoted legs having extensions above their pivots adapted to be grasped by said spring-jaws to open said legs, substantially as described.

2. In a bicycle-rest, the combination of a tube, a block sliding therein, spring-jaws secured on said block, pivoted legs having extensions above their pivots adapted to be grasped by said spring-jaws to open said legs, and a brace pivoted on the legs below the pivot of the latter, substantially as described.

3. In a bicycle-rest, the combination of a tube, a block sliding therein, spring-jaws secured on said block, pivoted legs having extensions above their pivots adapted to be grasped by said spring-jaws to open said legs, and a sectional hinged brace folding within said legs, substantially as described.

In testimony whereof we have hereunto set our signatures, in the presence of two witnesses, this 6th day of August, 1895.

LE ROY B. THOMSON.
WALTER BURKE.

Witnesses:
THOMAS SCOTT BROOKE,
GEO. W. HAZEN.