

J. J. TOBIN.
SUPPORT AND LOCK FOR CYCLES.
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1,060,649.

Patented May 6, 1913.

Fig. 1.

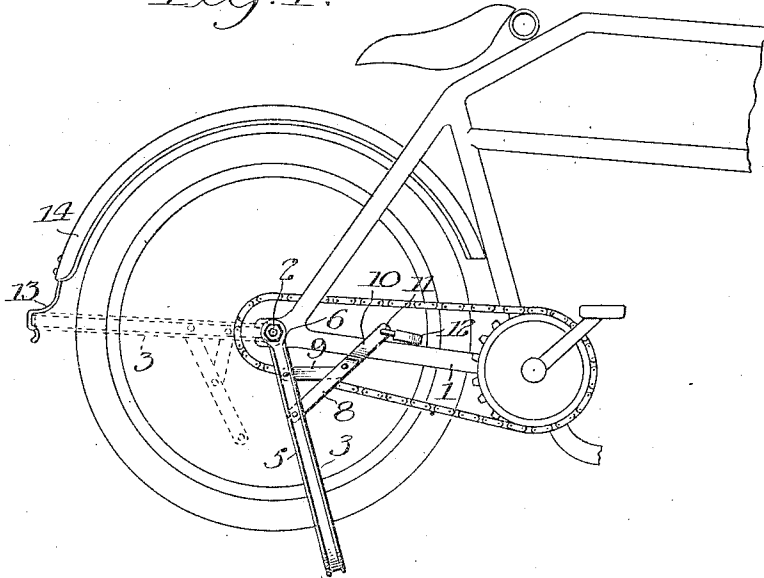


Fig. 2.

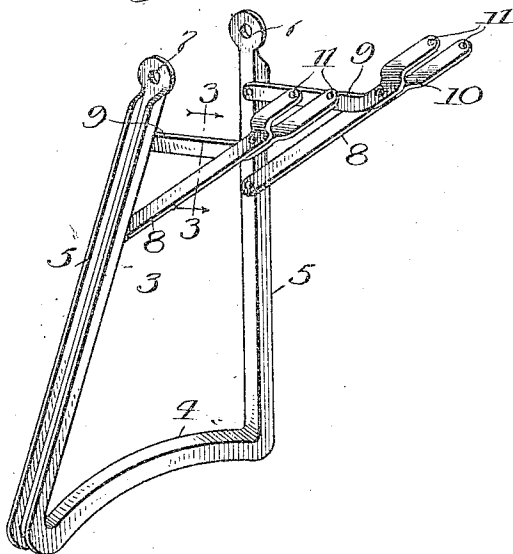
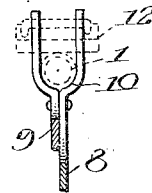


Fig. 3.



Witnesses
O. W. Kernick
E. Bundy.

Inventor
John J. Tobin
by Frank D. Thomson.
Atty.

UNITED STATES PATENT OFFICE.

JOHN J. TOBIN, OF CHICAGO, ILLINOIS, ASSIGNOR TO MEAD CYCLE COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

SUPPORT AND LOCK FOR CYCLES.

1,060,649.

Specification of Letters Patent.

Patented May 6, 1913.

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To all whom it may concern:

Be it known that I, JOHN J. TOBIN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Supports and Locks for Cycles, of which the following is a full, clear, and exact description.

My invention relates to the U-shaped stand now extensively used for raising one end of a motor-cycle or bicycle or similar vehicle above the ground, and supporting the same in an upright position without the aid of other means.

The principal object of my invention is, of course, to support one end of the vehicle off of the ground and maintain it in an upright position when not in use, but the particular object I have in view is to lock this stand when it has been lowered into position to thus support and keep the vehicle upright, and prevent said stand from being moved back into its raised position to permit all the wheels of the vehicle to rest on the ground again, until desired. This I accomplish by simple and economically constructed means that can be applied easily and quickly without the necessity for special experience or tools, substantially as herein-after fully described and as particularly pointed out in the claims.

In the drawings:—Figure 1 is a fragmentary side elevation of a velocipede of the motor-cycle type, showing my invention applied thereto and in operative position. Fig. 2 is an enlarged perspective view of my improved support and lock detached from the velocipede. Fig. 3 is an enlarged detailed section taken on line 3—3, Fig. 2.

Referring to the drawings, 1 represents the lower horizontally disposed tubular member of the rear part of the frame of a motor-cycle, and 2 is the rear axle of the drive-wheel thereof which is secured in the divided rear end of said member by means of suitable lock-nuts screwed onto its threaded ends.

My improved stand, preferably, comprises a suitable length of channel-iron or the like, that is bent substantially U-shaped; the horizontal member 4 of which connecting the parallel arms or standards 5 being, preferably, bent or bowed upwardly, as shown, to make the angles more acute and to form feet or rests at the lower ends of said arms.

The arms or standards of the stand may be either parallel or they may converge as they extend upward, as shown in the drawings, and their upper ends are provided with enlargements 6 made by flattening out the flanges of the channel-iron and then rounding off the outer edges of the same, as shown. These enlargements have alining openings 7 tapped transversely therethrough into which the extended ends of the rear-axle of the vehicle are adapted to be inserted.

The bracket consists of two metal bars 8 and 9, one of which, 8, extends upwardly a suitable distance in an inclined direction from its point of attachment to the stand, and the other bar, 9, of which extends from its point nearer the ends of the stand, at a more obtuse angle and engages and is riveted to the first-mentioned bar 8 at a point some distance from the end of the same, and from thence to their ends said bars substantially correspond to each other in shape.

From the point where bars 8 and 9 are riveted together they are bent away from each other and then parallel to form the branches or tines 10 of the forked ends of the brackets, between which member 1 of the frame of the vehicle is adapted to be seated when the stand is in use. The ends of these branches 10 are provided with alining holes or perforations 11, 11, through which the yoke or bail of a pad-lock 12 is adapted to be passed when said member 1 is seated in said forked ends and it is desired to lock the said stand to the vehicle-frame when the stand is in its lowered position.

When not in use, the stand is adapted to be raised until the transverse connecting member 4 thereof engages the lower hook-shaped end of a catch or hanger 13, consisting of a suitably shaped leaf spring secured to and depending from the lower end of the mud-guard 14 of the vehicle by which it will be securely held in place until it is desired to use the same. At such times all that it is necessary to do is to pull back the catch and release the stand, which latter thereupon falls to the ground. The adjacent end of the vehicle is then raised; the horizontal portion of the U-shaped frame is moved under the wheel and made to rest upon the ground; the branches of the forked ends of the bracket will pass on either side of the horizontal member 1 of the vehicle-

frame, and the pad-lock can then be used to securely lock the stand to the said frame, and thus prevent the vehicle from being used.

5 What I claim as new is:

1. The combination with a wheeled vehicle having a horizontally disposed member, of a stand for said vehicle comprising a substantially U-shaped frame the upper ends of
10 the arms of which are pivotally connected to said vehicle, brackets projecting from said arms having their upper ends bifurcated and extending above said horizontally disposed vehicle member and in which said
15 vehicle member is seated, and means connecting the ends of said bifurcations above said vehicle member that lock said stand to said vehicle.

2. The combination with a wheeled vehicle having a horizontally disposed member, of a stand for said vehicle comprising a substantially U-shaped frame the upper ends of

the arms of which are pivotally connected to said vehicle, brackets projecting from said arms each consisting of an upwardly inclined bar having its lower end secured to
25 one of said arms and a tie-bar connecting said bar to said arm having its outer portion bent parallel with and secured to said bar, the outer ends of said inclined bar and
30 tie-bar bent away from each other and forming bifurcations that extend above said horizontally disposed vehicle member and in which said vehicle member is seated, and removable means connecting the ends of
35 said bifurcations above said vehicle member that lock said stand to said vehicle.

In witness whereof I have hereunto set my hand this 2nd day of August, 1912.

JOHN J. TOBIN.

Witnesses:

E. K. LUNDY,
O. M. WERMICH..