

(No Model.)

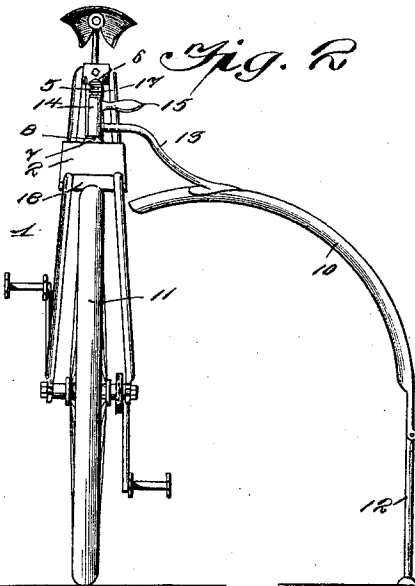
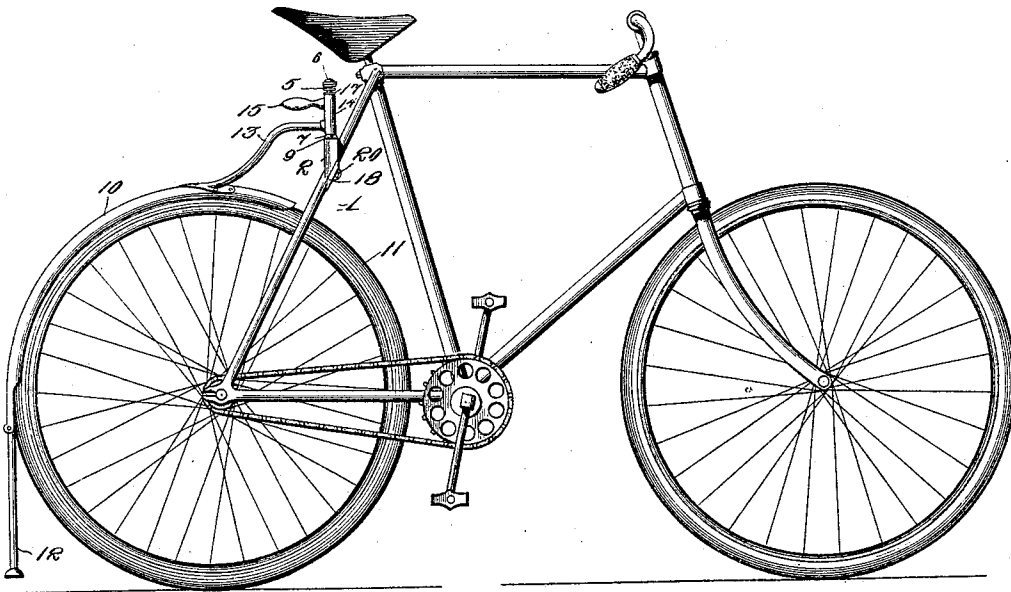
2 Sheets—Sheet 1.

R. J. CESSFORD.
BICYCLE SUPPORT.

No. 585,156.

Patented June 22, 1897.

Fig. 1.



WITNESSES.

D. Koorth.
Henry H. Byrne

INVENTOR,

Robert James Cessford,
by John Wedderburn
Attorney

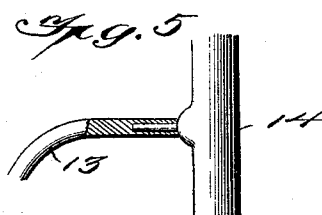
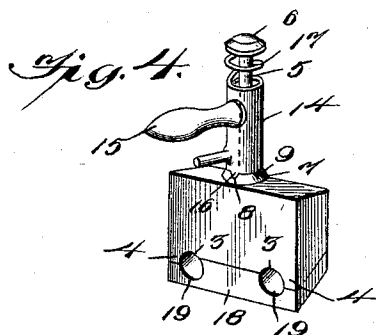
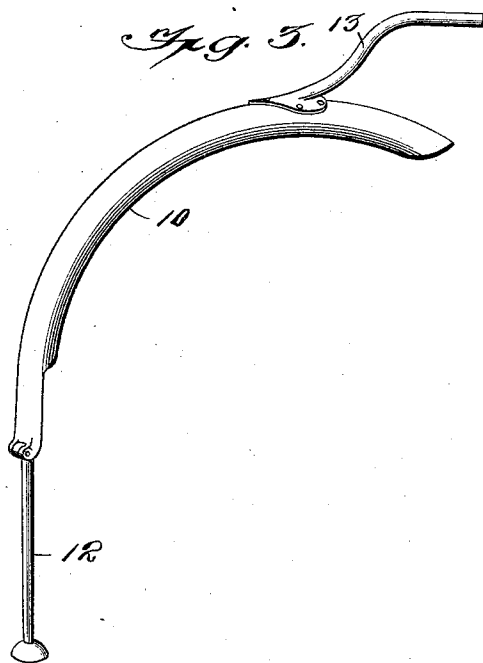
(No Model.)

2 Sheets—Sheet 2.

R. J. CESSFORD.
BICYCLE SUPPORT.

No. 585,156.

Patented June 22, 1897.



WITNESSES

J. J. Koerth.
J. F. Duhamel

INVENTOR,

Robert James Cessford,
by John Weddellum
Attorney

UNITED STATES PATENT OFFICE.

ROBERT JAMES CESSFORD, OF FOREST HILL, LOUISIANA.

BICYCLE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 585,156, dated June 22, 1897.

Application filed December 19, 1896. Serial No. 616,318. (No model.)

To all whom it may concern:

Be it known that I, ROBERT JAMES CESSFORD, a citizen of the United States, residing at Forest Hill, in the parish of Rapides and State of Louisiana, have invented certain new and useful Improvements in Bicycle-Supports; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to bicycles, and has for its object to provide a combined mud-guard and support which is adapted to be used while in transit as a mud-guard and at other times as a rest or support for the machine when standing by itself.

To this end the invention consists in certain novel features and details of construction and arrangement of parts, as will be hereinafter fully described, illustrated in the drawings, and embodied in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a bicycle, showing the improved attachment applied thereto. Fig. 2 is a rear elevation of a bicycle, showing the attachment employed as a rest or support for the machine. Fig. 3 is a detail perspective view of the combined mud-guard and rest with its attachments. Fig. 4 is a detail perspective view of the clip and the post upon which the attachment is mounted. Fig. 5 is a detail vertical section showing the connection between the mud-guard and the bearing-post and clip.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

The improved attachment contemplated in this invention is adapted to be connected to any ordinary safety-bicycle of modern construction, the same being supported upon the rear braces 1 of the machine-frame.

For the purpose of attaching the device to the machine-frame I employ a clip, (indicated at 2.) This clip consists of a block of sufficient transverse extent to straddle the rear braces 1, and said clip is inclined on its lower surface and provided with grooves 3 for the reception of the braces 1, and also with spaced flanges 4, which embrace the rear braces 1 upon their outer sides. Extending upward

from the clip is a vertical post 5, upon the upper end of which is fitted a head 6. At the base of the post is a collar 7, which is provided with notches 8 in longitudinal alignment and with other notches 9 in transverse alignment.

10 designates a mud-guard which is preferably concavo-convex in cross-section and which conforms in curvature to the circumference of the rear or driving wheel 11 of the machine. Attached pivotally to the rear depending end of the mud-guard 10 is a leg or support 12, having its lower end widened or expanded, thereby providing a rest for contact with the ground or other surface on which the bicycle is standing. The mud-guard 10 is provided at its upper and forward end with an arm or bracket 13, which is connected rigidly to a vertically-disposed sleeve 14, loosely surrounding the post 5, above referred to. This sleeve is adapted to turn upon the post 5 and is provided with an operating-handle 15 for facilitating the turning thereof. The sleeve 14 is also provided at its bottom edge with depending spurs or lips 16, arranged at diametrically opposite points and adapted to engage the notches 8 and 9 in the collar 7 on the clip, according to the position of the attachment. Interposed between the upper end of said sleeve and the head 6 of the post is a coiled spring 17, the tension of which is exerted to maintain the engagement between the spurs 16 and the notches with which said spurs engage.

The clip 2 is fastened to the rear braces by means of a plate 18, arranged beneath said braces and provided on its upper side with spaced grooves 19, opposite the grooves 3 in the clip, for engaging the said braces, and this plate is connected with clip 2 by means of a bolt or screw 20 passing through the plate 18 and into the clip.

By means of the construction above described it will be seen that the mud-guard, together with its leg or support 12, may be swung from the position shown in Fig. 1, where it will serve as a mud-guard, and in which position the spurs 16 will engage in the transverse notches 9 of the clip. When in this position, the leg or prop 12 may be folded up against the mud-guard so as to clear the ground, and may be upheld by means of

a rubber band or other suitable means. The leg or support 12 is made of such length that it will clear the ground when in its pendent position, as shown in Fig. 1.

5 When it is desired to use the attachment as a bicycle-rest, the rider may grasp the handle 15 and rock the mud-guard through a quarter-circle or to a position at right angles to the frame of the machine, when the spurs 16
10 will engage the longitudinally-alined notches 8 and hold the attachment fixed in that position. By leaning the machine to one side the leg or prop 12 will contact with the ground and support the machine without the aid of
15 the rider. The attachment is also useful to beginners for assisting them in mounting the wheel, as the attachment can be vibrated to the position shown in Fig. 1 after the rider
20 has started the machine forward and while in the saddle.

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

1. A support for bicycles and similar vehicles, consisting of a mud-guard fulcrumed
25 on a substantially vertical axis and adapted to be swung laterally and independently of the machine frame and wheels, and attaching means for said mud-guard, substantially
30 as described.

2. The combination with a bicycle, of a clip attached to the rear braces thereof and provided with an upwardly-extending post, a

mud-guard extending over the rear wheel and provided with a sleeve embracing said post, 35 a leg or prop attached to said mud-guard, and provision whereby said mud-guard may be turned about said post as a center, substantially as described.

3. The combination with a bicycle, of a clip 40 secured to the rear braces thereof and provided with an upwardly-extending post, a mud-guard provided with a sleeve surrounding said post, a spring for depressing said sleeve, spurs on said sleeve for engaging 45 notches on the clip, and a leg or support attached to said mud-guard, substantially as described.

4. The combination with a bicycle, of a clip 50 extending across the rear braces of the machine-frame and detachably connected thereto, the said clip being grooved to embrace said braces and having an upwardly-extending post, a mud-guard provided with a sleeve surrounding said post, means whereby said 55 mud-guard may be swung around said post and held, and a leg or prop attached to said mud-guard, all combined and arranged substantially as and for the purpose described.

In testimony whereof I have signed this 60 specification in the presence of two subscribing witnesses.

ROBERT JAMES CESSFORD.

Witnesses:

B. H. LYONS,

D. H. WILLIS.