

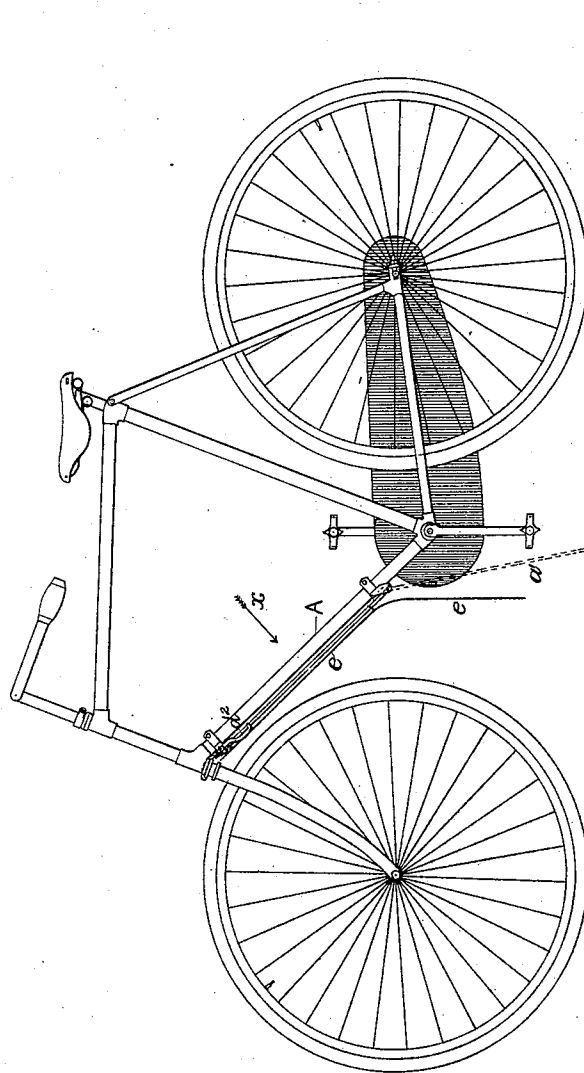
(No Model.)

2 Sheets—Sheet 1

F. S. FOLEY.
STAND AND MUD GUARD FOR BICYCLES.

No. 577,979.

Patented Mar. 2, 1897.



Witnesses.
Walter Allen
S. B. Crothers

Inventor
Frank Settle Foley
by Wm H Babcock
Attorney

(No Model.)

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FIG. 2.

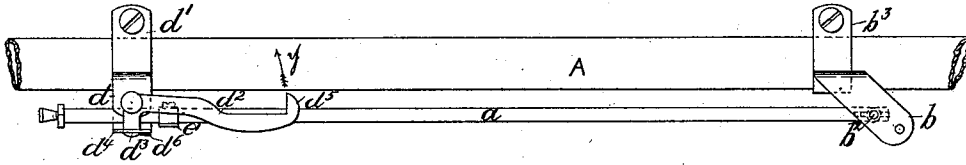


FIG. 3.

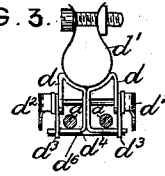
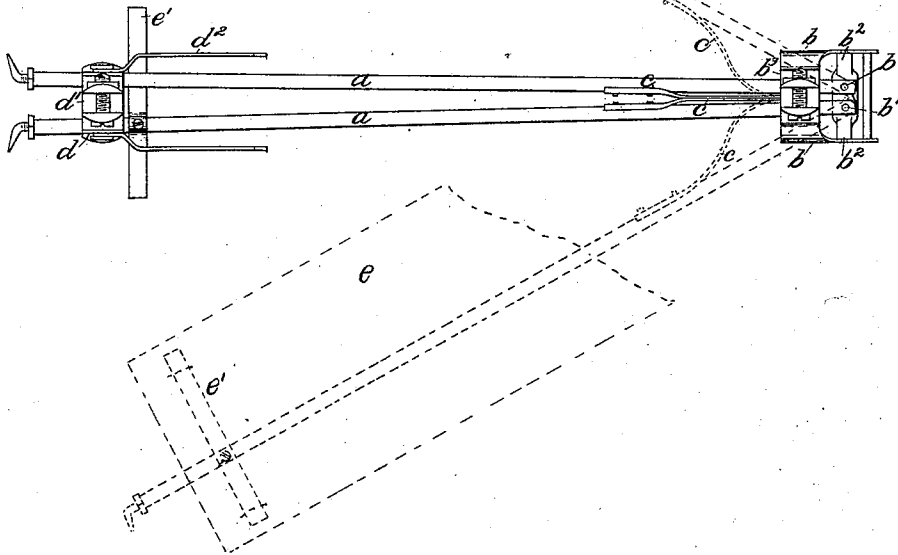


FIG. 4.



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UNITED STATES PATENT OFFICE.

FRANK SETTLE FOLEY, OF NORWICH, ENGLAND.

STAND AND MUD-GUARD FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 577,979, dated March 2, 1897.

Application filed September 25, 1896. Serial No. 606,982. (No model.) Patented in England October 7, 1895, No. 18,721.

To all whom it may concern:

Be it known that I, FRANK SETTLE FOLEY, a subject of the Queen of Great Britain and Ireland, and a resident of 1 Mason Street, Norwich, near Bolton, county of Lancaster, England, have invented a certain Stand and Mud-Guard for Bicycles, (for which I have obtained a British patent, numbered 18,721, and dated October 7, 1895,) of which the following is a specification.

My said invention relates to an apparatus for supporting a bicycle in an upright position when at rest and also serving as a mud-guard for the front wheel when the bicycle is being ridden.

In order to more clearly set forth my said invention, I will describe it with reference to the accompanying drawings.

In the drawings, Figure 1 is a side elevation of a bicycle, showing the said invention applied thereto. Fig. 2 is a side elevation to a larger scale. Fig. 3 is an end elevation of the bracket d as seen from the left hand of Fig. 2. Fig. 4 is a plan, to a larger scale, of the apparatus as seen in the direction of the arrow x in Fig. 1. From this figure the bar A of the frame is omitted in order to more clearly show the construction of the apparatus.

In all the figures the same letters of reference indicate the same parts.

Struts or arms $a a$ are hinged at $b' b'$ to a cross-head or swing-bar b^2 , having bearings in a bracket b , suitably secured, as, for example, by a clip b^3 , to the part A of the bicycle-frame. Springs $c c$ are attached to the arms $a a$, so as to cause the latter, if not otherwise restrained, to diverge and by turning about the hinges $b' b'$ to assume the positions indicated by dotted lines in Fig. 4.

At the upper part A of the frame is a second bracket d , secured by a clip d' or other suitable means. Turning in bearings in the bracket d are a pair of levers d^2 . When the levers d^2 are in the position shown in Fig. 2, the short arms d^3 of the levers engage in slots in the lower plate d^4 of the bracket d . If prior to setting the levers in the position shown in Fig. 2 the struts $a a$ are pressed toward each other and held up over the plate d^4 , the short arms d^3 of the lever (on their engagement with the slots in the plate d^4) will prevent the divergence of the struts $a a$ and keep

them up in the position shown in Fig. 1. Small plate-springs d^5 under the bracket bear on the extremities of the short arms d^3 of the levers and act as spring-brakes to prevent them turning and coming out of the slots through concussion or vibration. If now the lever d^2 is turned in the direction of the arrow y of Fig. 2, the short arms d^3 will be withdrawn from the slots and lifted clear of the struts $a a$, which will then (under the influence of the springs $c c$) diverge, and at the same time (turning by their own weight on their bearings in the bracket b) they will fall into the position indicated by dotted lines at a' in Fig. 1, thus providing lateral supports, which will keep the bicycle upright. The ends d^3 of the levers d^2 are hooked and on the release of the struts are turned over, so as to engage with the fork of the bicycle, as shown in dotted lines in Fig. 1. By preventing the twisting of the front wheel in the steering-socket these hooks form a lock, and not only is additional stability imparted to the machine when standing at rest, but by rendering it almost impossible to ride the machine the risk of the machine being stolen is minimized.

When the struts are held up in the bracket d and parallel with the frame A , they serve as a mud-guard frame. To one of the struts is secured one end of a strip e of leather, rubber, or other suitable material. It is conveniently secured to one of the struts by a cross-bar e' , which, when held up, will come under the bracket d . The lower end is secured by laces or other convenient means to the strut or bracket and in use will hang down in front of the pedal, as shown in Fig. 1.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In combination with the frame of a bicycle a pair of struts pivoted thereto adapted to diverge and capable of being turned down against the ground or folded up into a higher position as shown, a pair of mud-guards adapted to be attached to the said struts, a pair of springs $c c'$ acting on the said struts, a pair of levers arranged to lock at will the said struts in their upper and folded position, a slotted plate engaged by the said levers and springs acting on the said levers substantially as set forth.

2. In combination with a bicycle-frame, a pair of struts hinged thereto in such manner that they may turn upward and fold together on the said frame a plate having slots formed therein and attached to the said frame, and devices also connected to the said frame which enter the said slots and lock the struts against divergence substantially as set forth.

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

FRANK SETTLE FOLEY.

Witnesses:

JOHN HALL,

ROBERT HENRY DICKINSON.