

(No Model.)

J. T. HASKELL.
BICYCLE REST.

No. 532,664.

Patented Jan. 15, 1895.

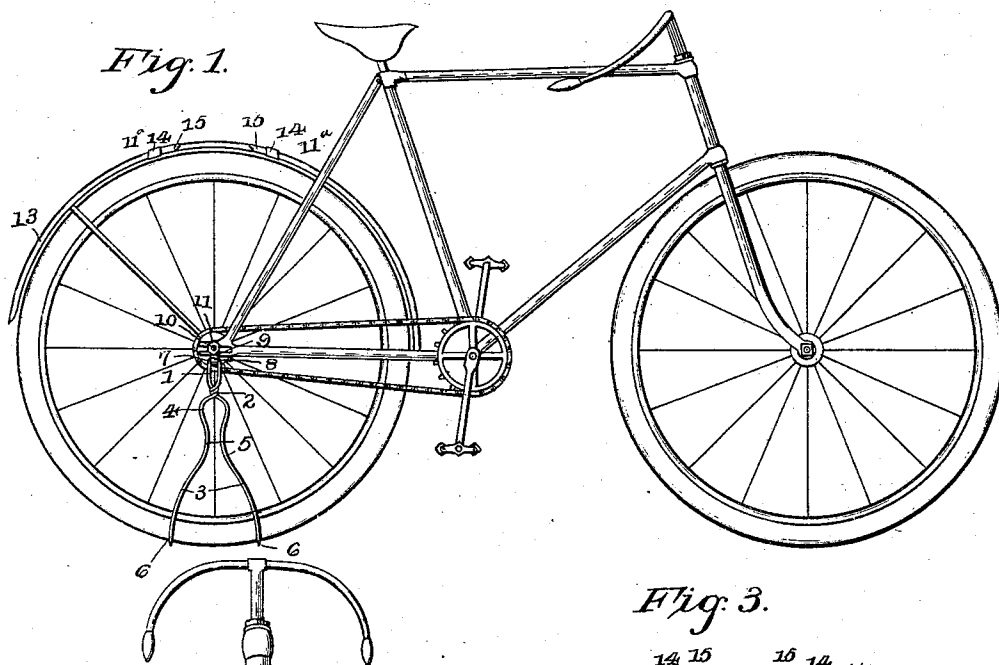


Fig. 2.

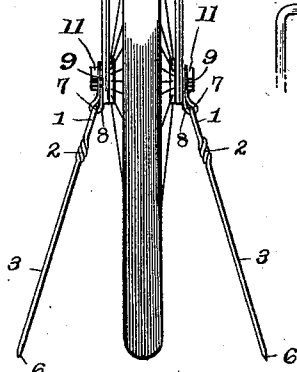


Fig. 3.

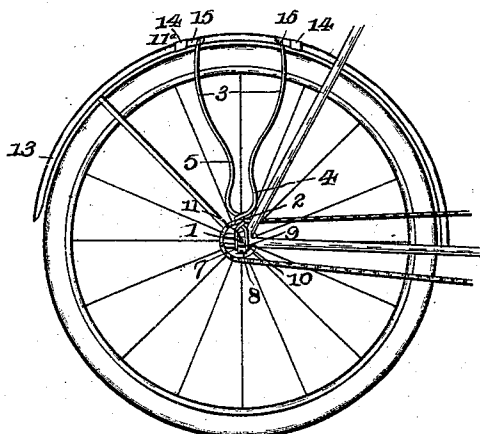
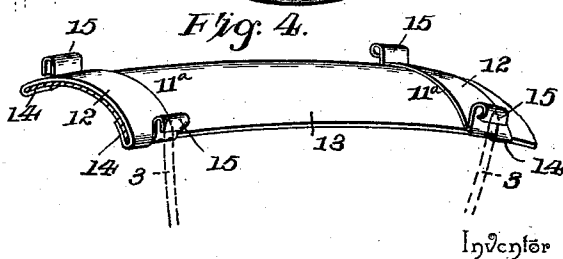


Fig. 4.



Inventor

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Witnesses

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JOHN T. HASKELL, OF LIBERAL, KANSAS.

BICYCLE-REST.

SPECIFICATION forming part of Letters Patent No. 532,664, dated January 15, 1895.

Application filed July 11, 1894. Serial No. 517,169. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. HASKELL, a citizen of the United States, residing at Liberal, in the county of Seward and State of Kansas, have invented a new and useful Bicycle-Rest, of which the following is a specification.

My invention relates to a bicycle rest or support; the objects in view being to provide a simple, inexpensive and efficient device adapted to be permanently attached to a bicycle, and when in its operative position to bear upon the surface of the ground or pavement upon opposite sides of the plane of the wheels to maintain the machine in an upright position and prevent forward or backward movement; to provide simple and efficient means for securing the rest or support in its folded or inoperative position; and also to provide means whereby the improved support may be readily attached to any machine of the ordinary construction.

Further objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the appended claims.

In the drawings, Figure 1 is a side view of the rest or support embodying my invention applied in the operative position to a bicycle. Fig. 2 is a front view of the same. Fig. 3 is a detail view of the support in its folded position. Fig. 4 is a detail view in perspective of the catch for maintaining the support in its folded position. Fig. 5 is a detail view showing the pivotal connection between the support and the clip which is attached to the machine.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

The support or rest is preferably constructed of spring-metal, such as steel-wire, the main portion of which consists of a single piece of wire bent upon itself at its center to form a parallel-sided loop 1, the sides of which are twisted together, as shown at 2, and beyond this twist the legs 3 are bowed outward, as shown at 4, thence inward or toward each other, as shown at 5, and are finally deflected or diverged to their extremities, which are pointed, as shown at 6. The outer or free

end of the loop 1 is at right angles to the sides of the loop and forms a bearing portion 7, which is engaged with an eye 8 formed in a doubled clip 9, the extremities of said clip being perforated for the reception of the end of the axle 10, the nut 11 which is threaded upon said axle being arranged outside of the clip, whereby the latter is held firmly in position without interfering with the free swinging movement of the body-portion of the support upon its bearing portion 7 as a center.

The spread or divergent extremities of the legs of the support engage the ground, as shown in Fig. 1, respectively upon opposite sides or in front and in rear of a vertical plane embracing the axis of the wheel contiguous to which the support is arranged, and as the length of the support is slightly in excess of the radius of said wheel it is obvious that the extremities of the divergent legs will engage the ground at a short distance from the plane of the wheel.

In Fig. 2 I have shown a support arranged upon each side of the wheel or attached to each end of the axle thereof, and this is a preferable arrangement, although I do not desire to be limited to the use of two supports, inasmuch as one may be used effectively by causing a slight inclination of the wheel toward the support. The arrangement of the feet or lower extremities of the legs respectively in front and in rear of a vertical plane embracing the axis of the wheel prevents forward and rearward movement of the machine, and hence the support is effective in maintaining the machine in proper position when attached to either the driving or the steering-wheel.

The means which I employ for holding the support in its folded or inoperative position consist of catches or clamps 11^a having transversely concaved plates 12 which are secured to a mud-guard 13 by means of ears 14 which are extended around the lateral edges of said mud-guard and are bent upward against the under surface thereof. Integral with these plates 12 are integral keepers 15, the inner or adjacent sides of which are closed and the outer sides of which are open for the reception of the extremities of the legs of the support. The interval between these keepers is greater than the interval between the extremities of the legs when the latter are in their

normal relative positions, and therefore in order to engage said extremities of the legs with the keepers it is necessary to spread or deflect the terminals of the support, after
5 which they will be held by their elasticity against the inner closed ends of the keepers. Thus rattling of the support while the machine is in motion is prevented and accidental displacement of the terminals of the legs is prevented.
10 It is obvious that the catches or clamps may be arranged in any desired relative position to secure the proper engagement of the terminals of the legs therewith. The peculiar construction of the body portion of
15 the support insures the necessary elasticity or resilience of its members to adapt them to be engaged, as described, with the means for holding the support in its folded position.

Various changes in the form, proportion, and
20 the minor details of construction may be resorted to without departing from the spirit of the invention or sacrificing any of the advantages thereof.

Having described my invention, what I
25 claim is—

1. In a device of the class described, the combination of a pivotal rest or support having spring-metal legs or members and spaced

catches or clamps having keepers for the reception of the extremities of said legs or members, said keepers having open outer and closed inner sides, substantially as specified. 30

2. In a device of the class described, the combination of a pivotal rest or support having spring metal legs or members adapted to be deflected or sprung outward at their extremities, and spaced catches or clamps provided with means for attachment to the framework of a bicycle, and having keepers for the reception of said extremities of the legs or members, said keepers having opposite open and closed sides, substantially as specified. 35 40

3. The combination with a pivotal rest or support having opposite spring-metal legs or members, of spaced relatively adjustable catches or clamps having keepers provided with open and closed sides, substantially as specified. 45

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses. 50

JOHN T. HASKELL.

Witnesses:

GEO. S. SMITH,

WM. EASTON HUTCHISON.