

No. 646,053.

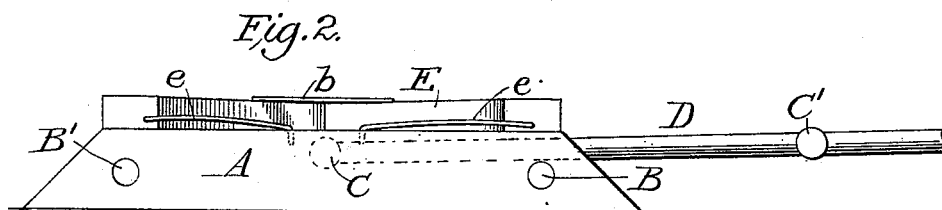
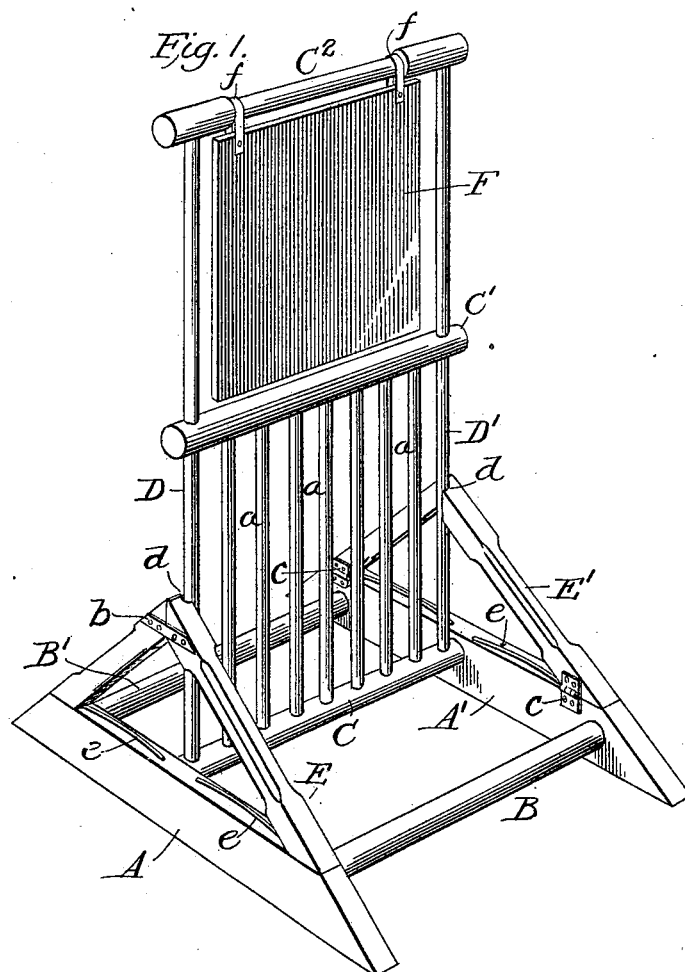
Patented Mar. 27, 1900.

W. H. HUMPHREY.

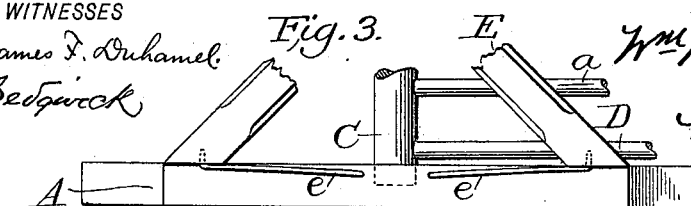
BICYCLE RACK.

(Application filed Aug. 28, 1899.)

(No Model.)



WITNESSES
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BICYCLE-RACK.

SPECIFICATION forming part of Letters Patent No. 646,053, dated March 27, 1900.

Application filed August 26, 1899. Serial No. 728,532. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. HUMPHREY, a citizen of the United States, residing in the borough of Brooklyn, city of New York, county of Kings, and State of New York, have invented certain new and useful Improvements in Bicycle-Racks, of which the following is a full, clear, and exact specification, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention relates to bicycle-racks wherein the partitioned frame is mounted upon a portable base; and the principal object of my invention is to provide or produce a simple, cheap, efficient, and durable rack of the general class named, wherein the partitioned frame may be turned down upon the base and the side brackets then turned down upon the frame to hold the same in that position; and subordinate objects are the provision of spring connections between the base and side brackets and the provision of a convenient swinging sign-board in connection with the frame. To accomplish these objects and to secure other and further advantages in the matters of construction, operation, and use, my improvements involve certain novel and useful arrangements or combinations of parts and peculiarities of construction, as will be herein first fully described and then pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view of my improved bicycle-rack as it appears when opened or in position for use. Fig. 2 is a view in side elevation showing the rack as it appears when closed, as for transportation or storage, the frame and side brackets being turned down; and Fig. 3 is a fragmentary top or plan view corresponding with Fig. 2.

In all the figures like letters of reference wherever they occur indicate corresponding parts.

A and A' are the two similar side pieces of the base of ample size and strength to afford the desired solidity, and these are rigidly joined near each end by the cross-bars B and B'.

C is the lower bar or member of the frame, and this is journaled in the side pieces A and A', so that the frame may be turned down in

either direction to rest upon cross-bar B, as shown in Fig. 2, or upon cross-bar B', if so preferred. D and D' are similar side pieces of the frame, entering the lower piece or roller C, and *a a a* are intermediate bars partitioning the frame, also entering the lower piece and terminating in a top piece C'. The number of these intermediate bars determines the number of bicycles which the rack will accommodate, and manifestly this number may be varied as may be desired, or, in other words, the rack may be made of any desired size.

E and E' are the side brackets. These are each made of two pieces firmly joined together at the top, and may for extra security be there clamped by a metal strip, as *b*, if desired. The side brackets are intended to hold the frame firmly in upright position when so located, and down upon the base part when the rack is folded or closed, and for this reason the brackets are each hinged to the side pieces of the base in some suitable way, as by hinges, (indicated at *cc*,) and each bracket is notched or recessed at its upper part, as at *d*, to engage with or accommodate the side pieces D D' of the frame when the latter is turned up, as in Fig. 1.

Suitable springs are interposed between the base and the brackets to hold the latter always in proper position, either when turned up or down, and these springs may be of any desired form. The special form indicated in the drawings is compact, substantial, reliable, and easily applied. This consists of spring-wires, as *ee*, each having one end bent and driven into the base-piece and the other end bent and driven into the lower end of the bracket, the torsion on the wire being relied upon to force the brackets always toward the frame.

To turn the frame down, the brackets are forced back enough to release the side pieces D D' and the frame then revolved on the lower piece C down to its resting-place on the bar B or B', the side brackets folding down as the frame moves and holding the latter in place by spring-pressure thereon. To turn the frame up again it is only necessary to overcome the spring-pressure, the brackets springing into engagement with the side pieces of the frame at the proper time.

The frame thus constructed and mounted

might be employed without a sign-board; but as the latter is desirable in some cases I provide for it by extending the side pieces D and D' through the cross-piece C' and connect
 5 their upper ends by another cross-piece, as C². On this I mount a sign-board F, calculated to occupy the space provided for it. This board may be large or small, according to the width of the rack and the distance to
 10 which the side pieces of the frame may be extended. The sign-board, instead of being stationary, is hinged to the top piece C², as by hinges, as at *ff*, so that it may freely swing. The purpose of thus hinging the sign-board
 15 is to obviate overturning of the rack by gusts of wind, and it may be made light or heavy and of any material, wood or iron being preferred. It will be observed also that the side brackets, instead of being made solid, are open or
 20 framed, so that the wind will have but little effect upon them, and the device as a whole is well calculated to stand in the wind without being anchored to the ground. The side pieces of the base are cut away to correspond
 25 with the general inclination of the side brackets, so as to afford no obstacle to the introduction of the wheels, and this inclination is such that the brackets will not strike the axles of the wheels or any projections thereon.
 30 The wheels rest between or upon the pieces

B and C or B' and C, and are held upright between the parallel pieces of the frame.

The racks when folded occupy but little space and may then be conveniently carried either out or in doors, or, if shipped in numbers, the pile or stack will be compact. 35

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

1. The combination, in a portable bicycle-rack, of the base, the side brackets, and the hinged frame, the brackets being hinged to the base, provided with springs, and arranged to bear upon the frame in upturned or in
 40 downturned position, substantially as shown and described. 45

2. The herein-described portable bicycle-rack comprising the base, the frame having the parallel bars and the hinged sign-board, the recessed side brackets hinged upon the
 50 base, and springs bearing upon the brackets and base, all substantially as shown and described. 55

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses. 55

WM. H. HUMPHREY.

Witnesses:

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WORTH OSGOOD.