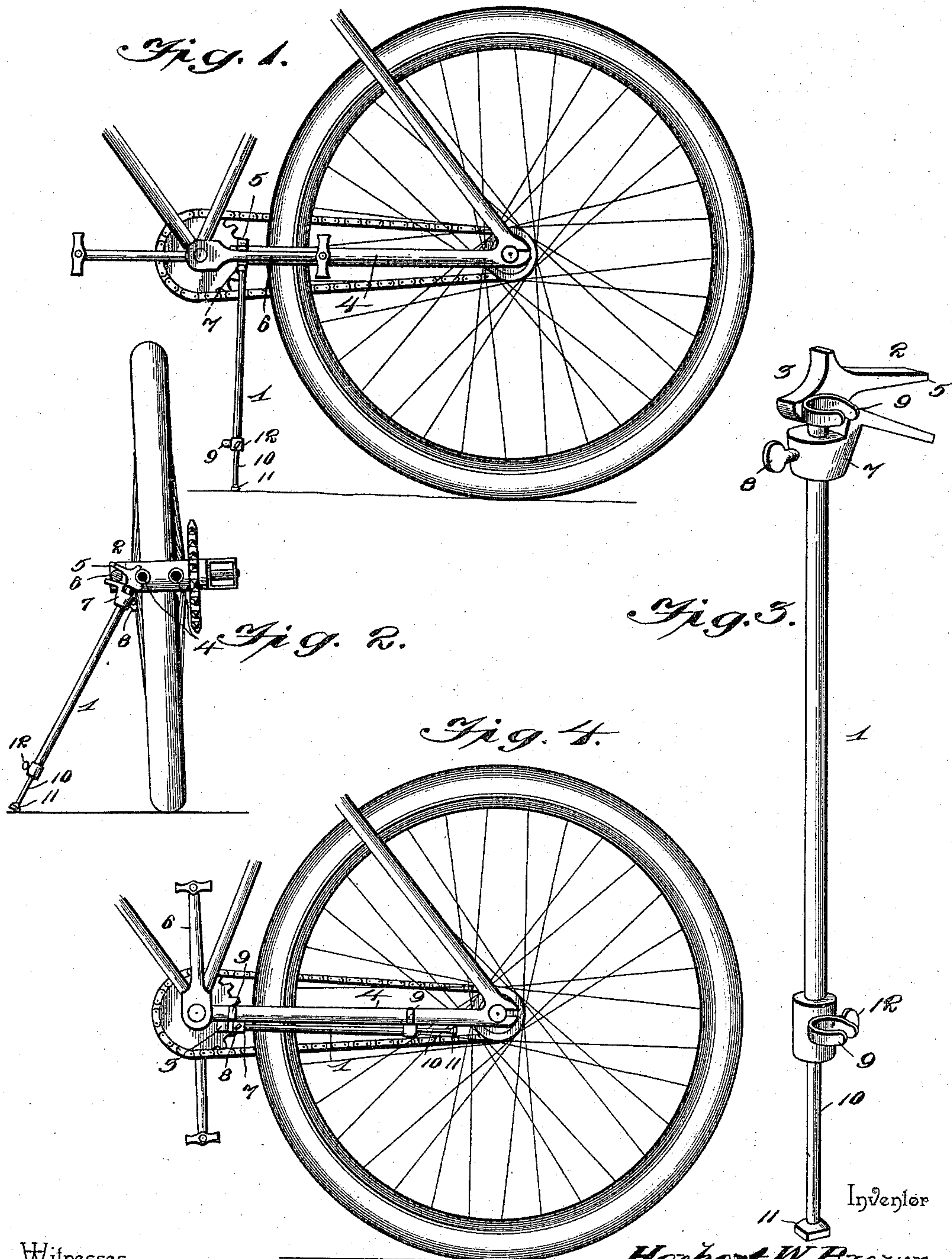


(No Model.)

H. W. BROWN.
BICYCLE REST.

No. 580,544.

Patented Apr. 13, 1897.



Witnesses
H. J. Koerth.
R. M. Smith.

By his Attorneys,

Herbert W. Brown,
C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

HERBERT WILLIS BROWN, OF MOUNT VERNON, NEW YORK.

BICYCLE-REST.

SPECIFICATION forming part of Letters Patent No. 580,544, dated April 13, 1897.

Application filed July 20, 1896. Serial No. 599,850. (No model.)

To all whom it may concern:

Be it known that I, HERBERT WILLIS BROWN, a citizen of the United States, residing at Mount Vernon, in the county of Westchester and State of New York, have invented a new and useful Bicycle-Rest, of which the following is a specification.

This invention relates to bicycle-rests, and has for its object to provide a simple, light, and compact rest which may be used upon any machine of modern construction and which when not in use may be carried in its folded position where it will not interfere with the movements of the rider nor detract from the appearance of the machine.

The improved rest is adapted to support a bicycle either in or out of doors, and is especially effective in that it locks the driving-gear and prevents the forward or backward movement of the machine.

The invention consists in an improved bicycle-rest embodying certain novel features and details of construction and arrangement of parts, as hereinafter fully described, illustrated in the drawings, and incorporated in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a sufficient portion of a bicycle to illustrate the application of the improved rest thereto. Fig. 2 is a cross-section through the same. Fig. 3 is a detail perspective view of the rest. Fig. 4 is a view similar to Fig. 1, showing the rest attached to the machine in its folded or inoperative position.

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

Referring to the drawings, 1 designates the main part of the rest, which may be either in the form of a solid rod or a piece of tubing of the proper length. At one end this rod or tube is provided with a stationary jaw or head 2, having a recess or concavity 3 at one side thereof, by which it is adapted to partially embrace one of the bottom runs or rear fork sides 4 of an ordinary bicycle-frame of the modern safety pattern. At the opposite side the head 2 is provided with the lateral jaw 5 for engaging one of the bicycle-cranks 6.

Mounted upon the rod or tube 1, just under the head 2, is a sliding jaw 7, arranged oppo-

site the jaw 5. This jaw has a rigid sleeve or collar which surrounds the rod or tube 1 and is held at any required point by means of a screw or other clamping device 8. The jaw 7 is adjusted with relation to the jaw 5 so that just sufficient space is left between said jaws for the reception of the crank 6, and the inner faces of said jaws diverge outwardly for binding upon the crank with a wedging action. The jaw 7 is made adjustable in order to adapt the rest to cranks of different sizes.

At two or more points in the length of the rod or tube 1 spring-clasps 9 are provided, whereby the improved rest may be placed under the bottom run or fork side (indicated at 4) and engaged therewith, as shown in Fig. 1. It will, however, be apparent that the rest may be attached to any other part of the machine-frame.

In order to render the part 1 extensible in length, the main portion thereof is made hollow or tubular, and a rod or extensible section 10, having a foot-piece 11, is arranged to slide into the lower end thereof. The section 10 may be fixed at any point by a set-screw 12, passing through the lower end of the part 1 and bearing against the rod 10.

In operation the improved rest is detached from the machine-frame and the head 2 is placed against the bottom run or rear fork 4, so that the recess or concavity 3 engages the same. The crank-shaft is now rotated until the crank at that side of the machine enters between the jaws 5 and 7. The free end of the rest is now brought to bear against the ground or upon the surface on which the bicycle stands, whereupon it will be seen that the said crank is locked relatively to the machine-frame, and the bicycle is thus prevented from moving backward or forward. The rest is made of such length that the machine will incline slightly toward the side upon which it is located.

It will be understood that the device is susceptible of changes in the form, proportion, and minor details of construction, which may accordingly be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what is claimed as new is—

1. In a bicycle-rest, a supporting-rod pro-

vided at one end with a head recessed to engage a bicycle-frame, said head being also formed to engage one of the cranks for locking the same, substantially in the manner and
5 for the purpose described.

2. A bicycle-rest comprising a supporting-rod provided at one end with a head recessed to engage a bicycle-frame, a jaw projecting from said head, and a sliding adjustable jaw
10 for coöperation therewith and designed to engage one of the cranks for locking the same against movement, substantially as described.

3. In a bicycle-rest, a supporting-rod provided at one end with a head recessed to engage a bicycle-frame, said head being also
15 formed to engage one of the cranks for locking the same, and spring-clasps attached to

the head and rod for holding the rest detachably to one of the frame-bars, substantially as described. 20

4. A bicycle-rest comprising an extensible supporting-rod provided at one end with a head recessed to engage a bicycle-frame, said head being also formed to engage one of the cranks for locking the same, substantially as
25 and for the purpose described.

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

HERBERT WILLIS BROWN.

Witnesses:

B. H. CARMER,
J. A. YOUNG.