

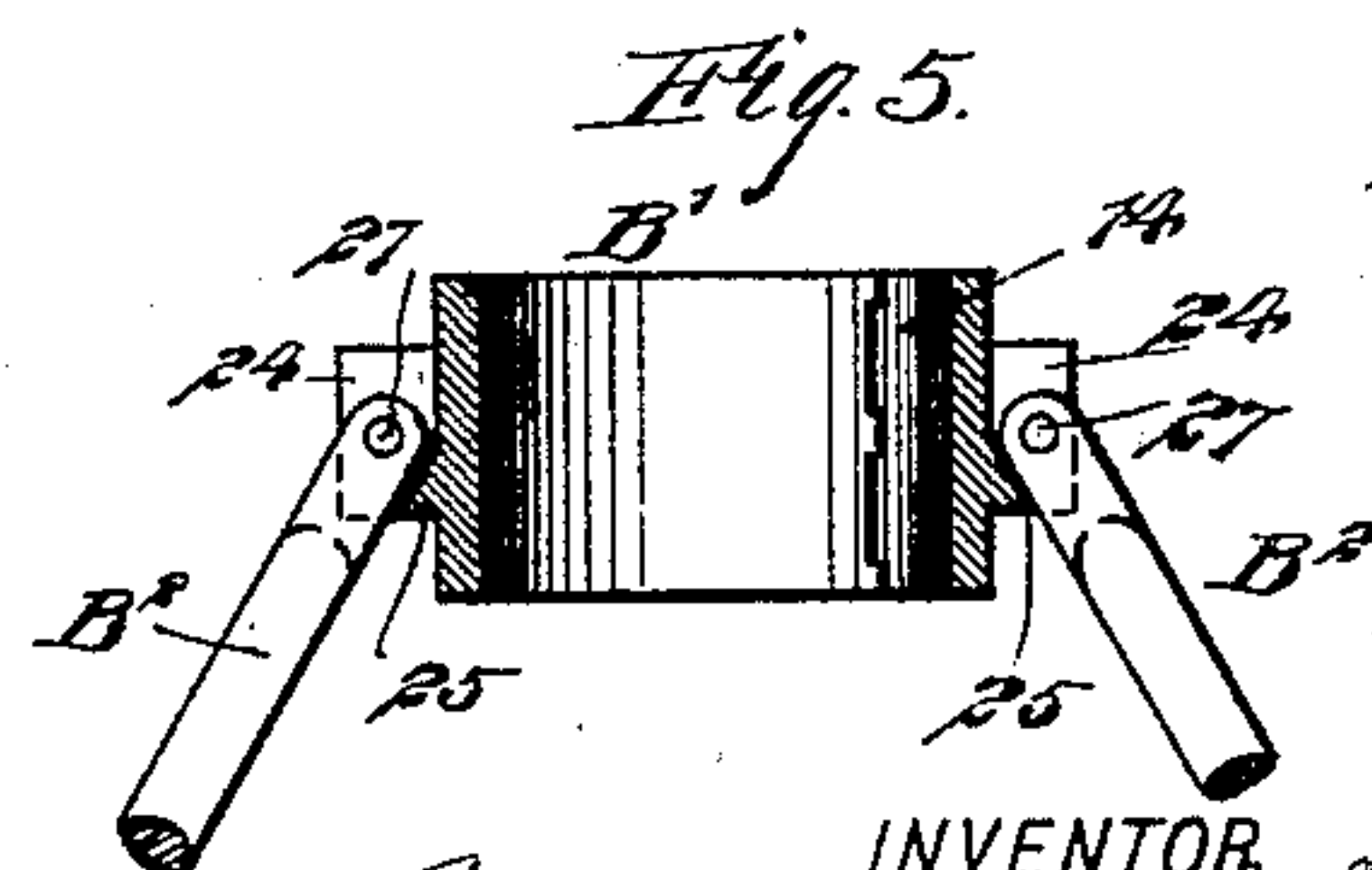
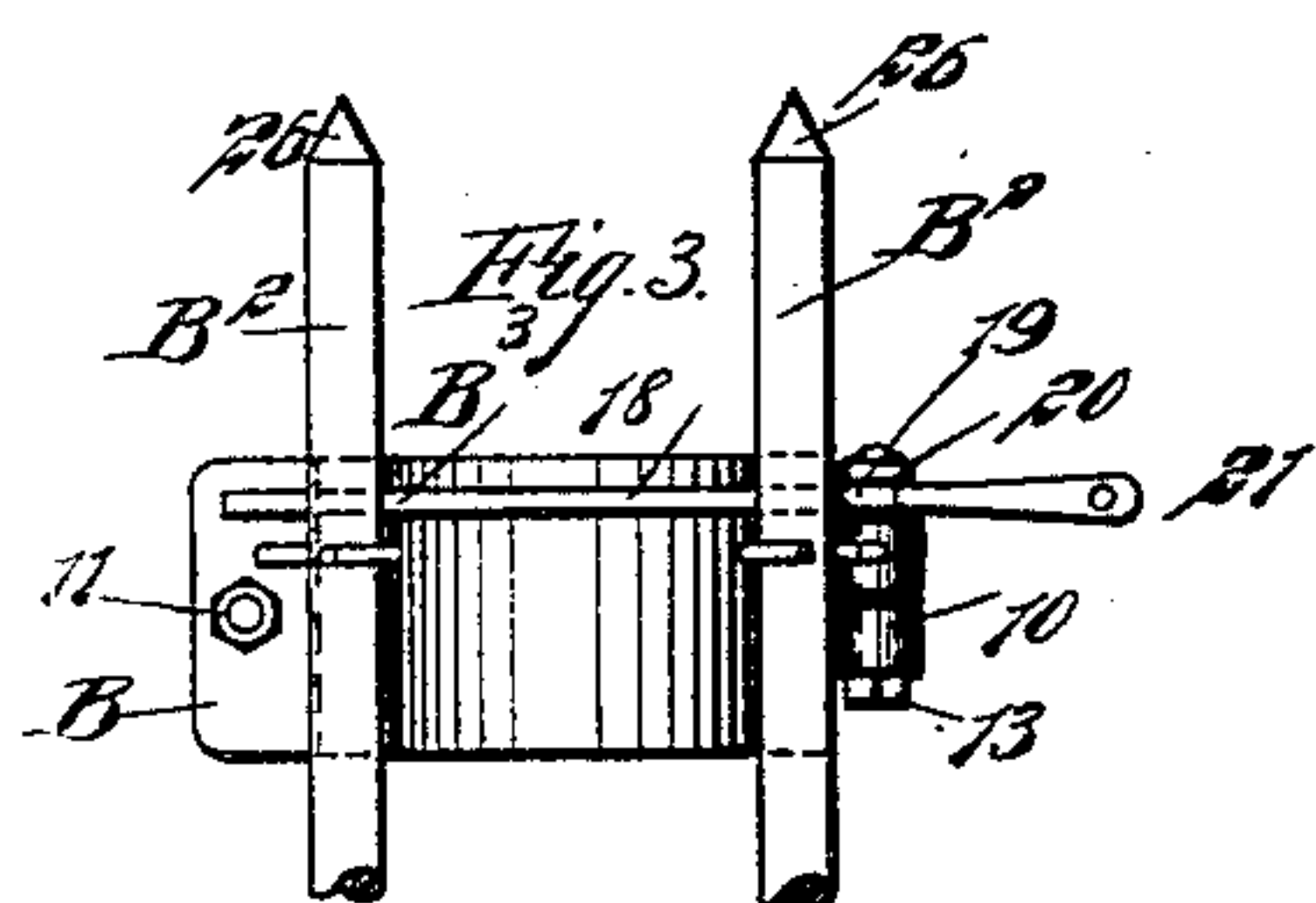
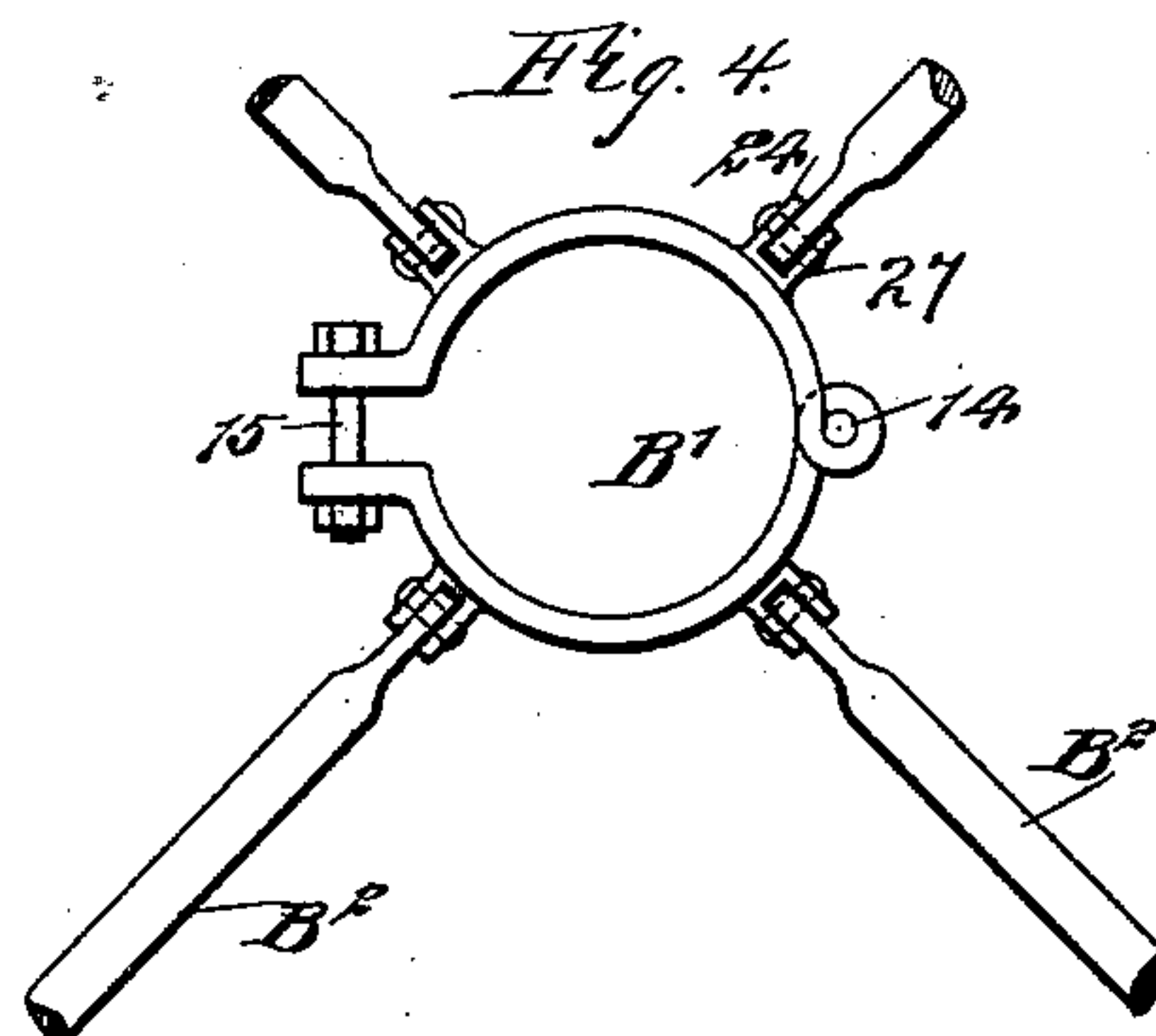
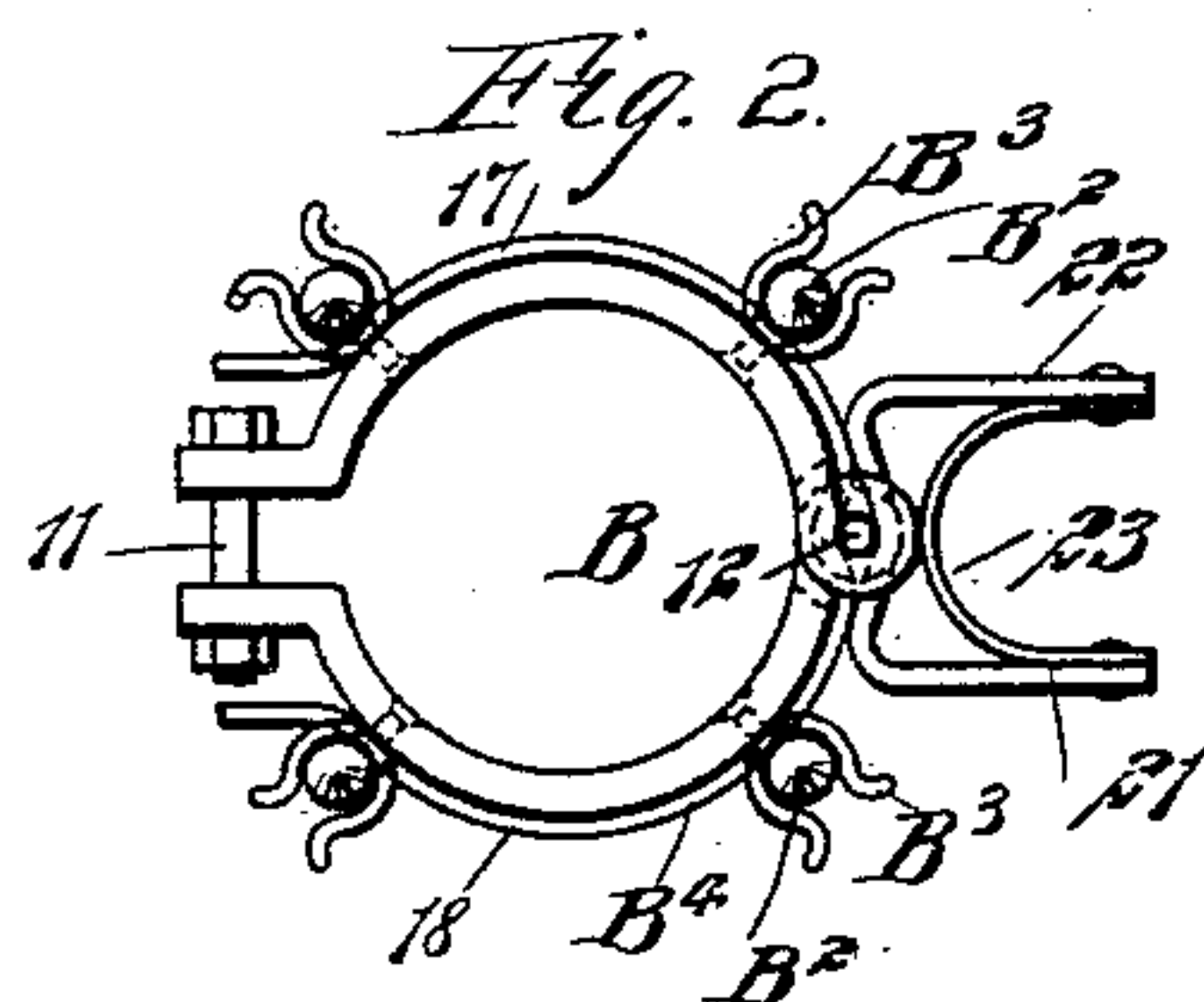
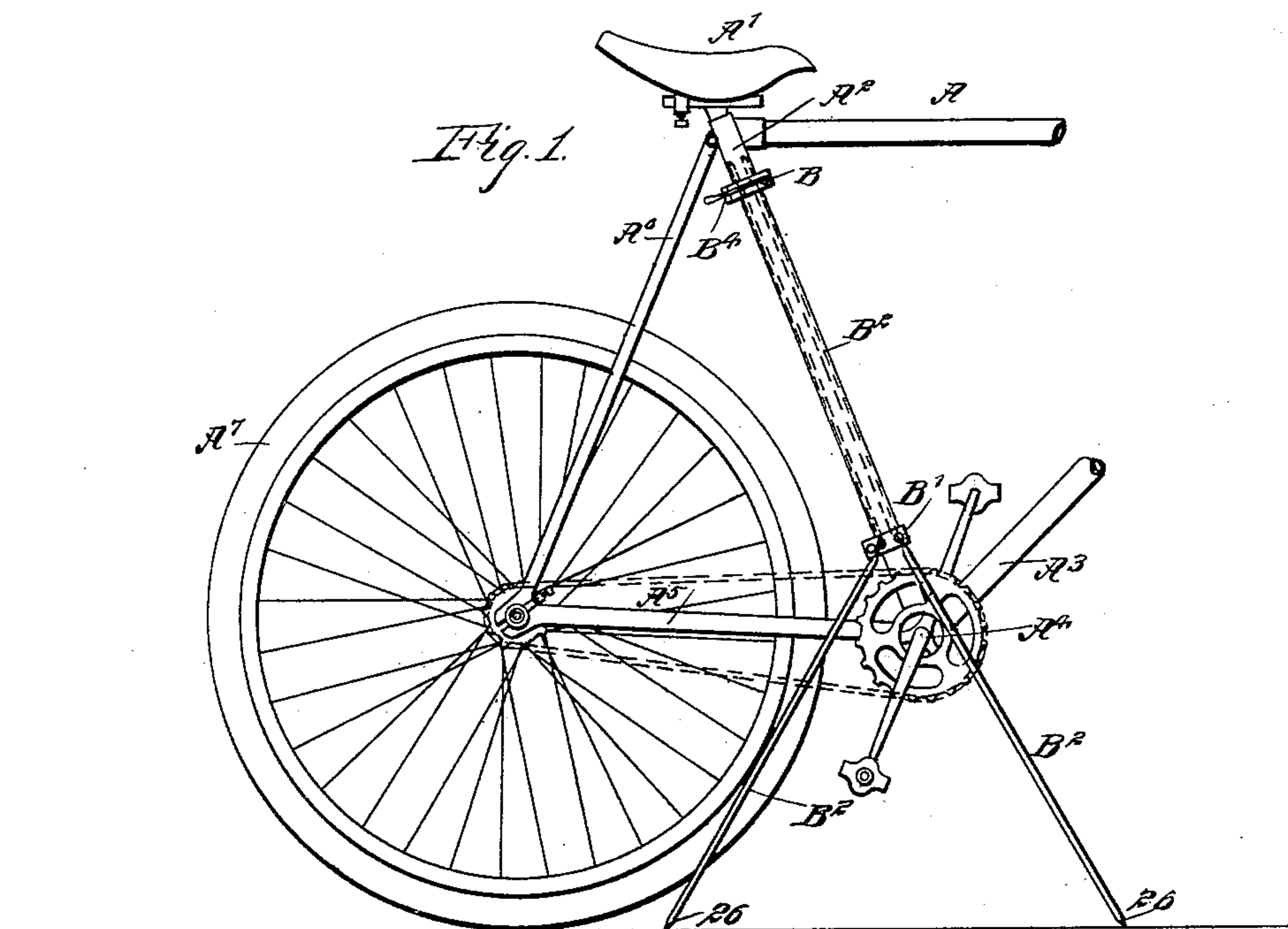
No. 633,046.

Patented Sept. 12, 1899.

A. G. SHIELDS.
BICYCLE REST.

(Application filed June 5, 1899.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

ALEXANDER G. SHIELDS, OF L'ANSE, MICHIGAN.

BICYCLE-REST.

SPECIFICATION forming part of Letters Patent No. 633,046, dated September 12, 1899.

Application filed June 5, 1899. Serial No. 719,390. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER G. SHIELDS, of L'Anse, in the county of Baraga and State of Michigan, have invented a new and Improved Bicycle-Rest, of which the following is a full, clear, and exact description.

The object of the invention is to provide a rest or support adapted for ready attachment to any bicycle and which when not in use will be entirely out of the way, not interfering in the slightest degree with the movements of the rider.

Another object of the invention is to provide a releasing device for the folded rest or support adjacent to the saddle, the entire rest being below the saddle, and to so construct the releasing device that the rest may be quickly dropped to an engagement with the ground or floor in such manner as to support the bicycle at either side or at both sides, as required.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a portion of a bicycle-frame, illustrating the application of the improvement thereto. Fig. 2 is a plan view of the upper clasp employed in the construction of the device. Fig. 3 is a side elevation of the clasp shown in Fig. 2. Fig. 4 is a plan view of the lower clasp, and Fig. 5 is a vertical section through the lower clasp.

A represents the ordinary main tube of a bicycle-frame. A' is the saddle, A² the center stay, A³ the lower main tube, A⁴ the pedal-shaft, A⁵ the back fork, A⁶ the back stays, and A⁷ the rear wheel, of the bicycle.

The improved device consists, practically, of an upper clamping-collar B, a lower clamping-collar B', legs B², carried by the lower clamping-collar, clips B³, carried by the upper collar, which clips are adapted to receive the legs B² when folded upward, and devices B⁴ for releasing the said legs from the clips B³.

The upper clamping-collar B is made in two sections, the sections being connected by a hinge 10 and by a tightening-bolt 11. The

spindle 12 of the hinge 10 extends above the hinge and terminates in a head and is provided below the hinge with a nut 13 or its equivalent. The lower clamping-collar B' is likewise made in sections, the sections being connected by a hinge 14 and a tightening-bolt 15, and both of said collars are adapted to be secured by their tightening-bolts upon the center stay of the bicycle-frame, the upper collar being adjacent to the upper main tube A of the frame and the lower collar B' being located at a suitable point above the crank-hanger of the frame, as shown in Fig. 1.

The spring-arms 17 and 18 are provided in connection with the upper clamping-collar B. One of these arms is in engagement with the outer face of each side of said collar, and the said arms 17 and 18 are located either above or below the clips B³. The arms 17 and 18 are separated at their ends or the ends that point in the direction of the tightening-bolt 11; but at the hinge 10 of the said upper clamping-collar B the arms 17 and 18 are provided, respectively, with eyes 19 and 20, through which the spindle 12 of the hinge passes, and the arms 17 and 18 are provided, respectively, with handles 21 and 22. The handles extend in opposite directions from the arms 19 and 20, as shown in Fig. 2, the handles being connected by a spring 23. The handles 21 and 22, spring 23, and arms 17 and 18 constitute the releasing device B⁴ for the legs B². The clips B³ are preferably U-shaped and extend horizontally from the sides of the upper clamping-collar B. Usually two of the clips B³ are located at each side of said upper clamping-collar B, as is also best shown in Fig. 2.

Two pairs of lugs 24 are formed exteriorly at each side of the lower clamping-collar B', as shown in Fig. 4. Each pair of lugs at their bottom inner portions are provided between them with a downwardly and outwardly inclined connecting-block 25, said block being preferably made integral with the said lower clamping-collar B', as shown in Fig. 5. One end 26 of each leg B² is preferably pointed, while the other or opposite end of each leg B² is flattened and is made to enter between a pair of lugs and is pivoted between said lugs by suitable pins 27. When the legs B² are in their lower position, they strike the in-

clined surfaces 25 between the lugs pivoting them and are given an outward and downward inclination, and in this manner the legs are sprung apart, so that their pointed ends 5 26 are in engagement with the ground when in use and will firmly support the bicycle, yet do not interfere in any manner with any operative part of the bicycle. When the device is not needed, the legs B² are carried up- 10 ward and are made to enter the spring-clips B³, as shown in Figs. 2 and 3, and when the device is needed the legs may be quickly dropped to supporting position at each side of the machine by drawing the two handles 15 21 and 22 of the releasing device together, thus forcing the arms 17 and 18 outward, and said arms carry the pointed ends of the legs B² with them. It is evident that by operating either one of the handles 21 and 22 singly 20 the legs at one side of the machine only may be dropped, the legs at the other side of the machine remaining attached to the upper clamping-collar.

The handles 21 and 22 of the releasing device 25 are conveniently placed below the saddle A', and when the legs B² are folded upward, as shown in dotted lines in Fig. 1, they are entirely out of the way of the legs of the rider. The device is exceedingly light, it is 30 simple and durable, and is capable of ready attachment to any style of bicycle-frame.

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

35 1. A bicycle-rest, comprising clamping-collars adapted for attachment to the frame of a bicycle, one of the collars being provided with pivotally-connected legs and the other

collar having outwardly-extended spring-clips attached to it and adapted to receive the 40 legs when folded, arms pivotally attached to the collar carrying said clips, said arms normally engaging with the outer faces of the collar at opposite sides, and a spring for holding said arms in their normal position, sub- 45 stantially as specified.

2. A bicycle-rest, consisting of clamping-collars adapted for attachment to the frame of a bicycle, one of the collars being provided with pivotally-connected legs and the other 50 collar having clips attached, adapted to receive the legs when folded, arms pivotally attached to the collar carrying said clips, said arms normally engaging with the outer faces of the collar at opposite sides, independent 55 handles for said arms, and a spring connection between said handles, said spring connection serving to normally hold said arms in engagement with the collar in connection with which they are employed, for the purpose set 60 forth.

3. A bicycle-rest, comprising members adapted for attachment to a bicycle-frame, one of said members having outwardly-extended lugs, legs pivotally connected to said 65 lugs, and downwardly and outwardly inclined blocks between adjacent lugs, to govern the angle of the legs relatively to the bicycle, and a member adapted to be secured to the bicycle-frame and having clips to receive the 70 legs when folded.

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