

No. 709,588.

H. U. VON TROSCHKE.
CYCLE REST.

Patented Sept. 23, 1902.

(Application filed Dec. 16, 1901.)

(No Model.)

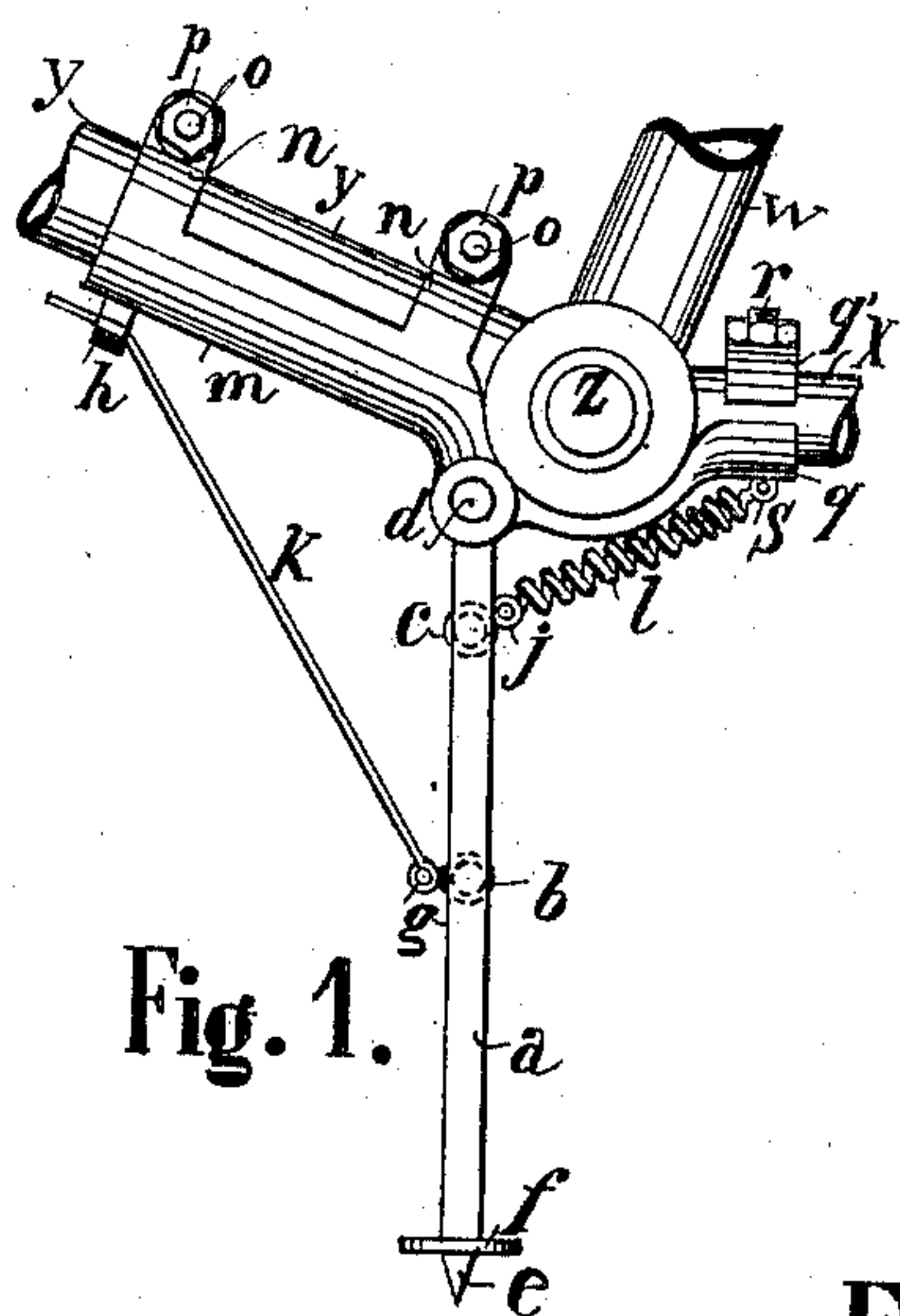


Fig. 1.

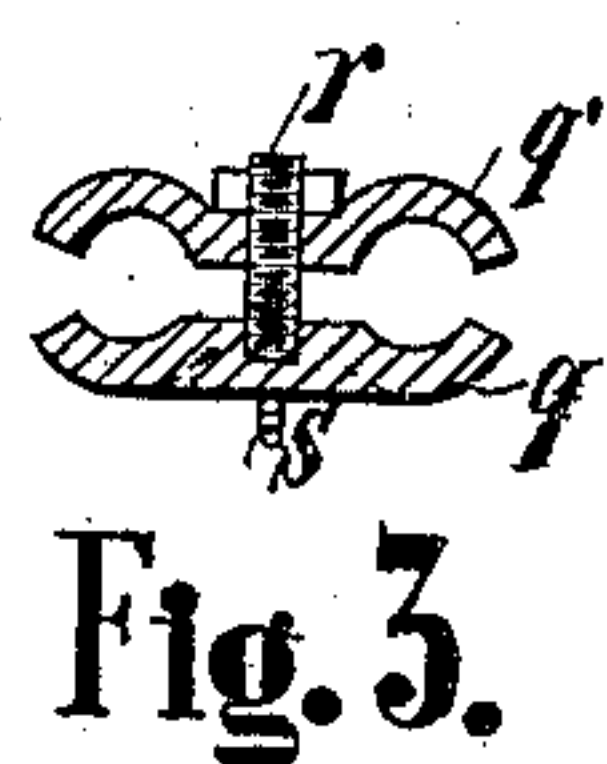


Fig. 3.

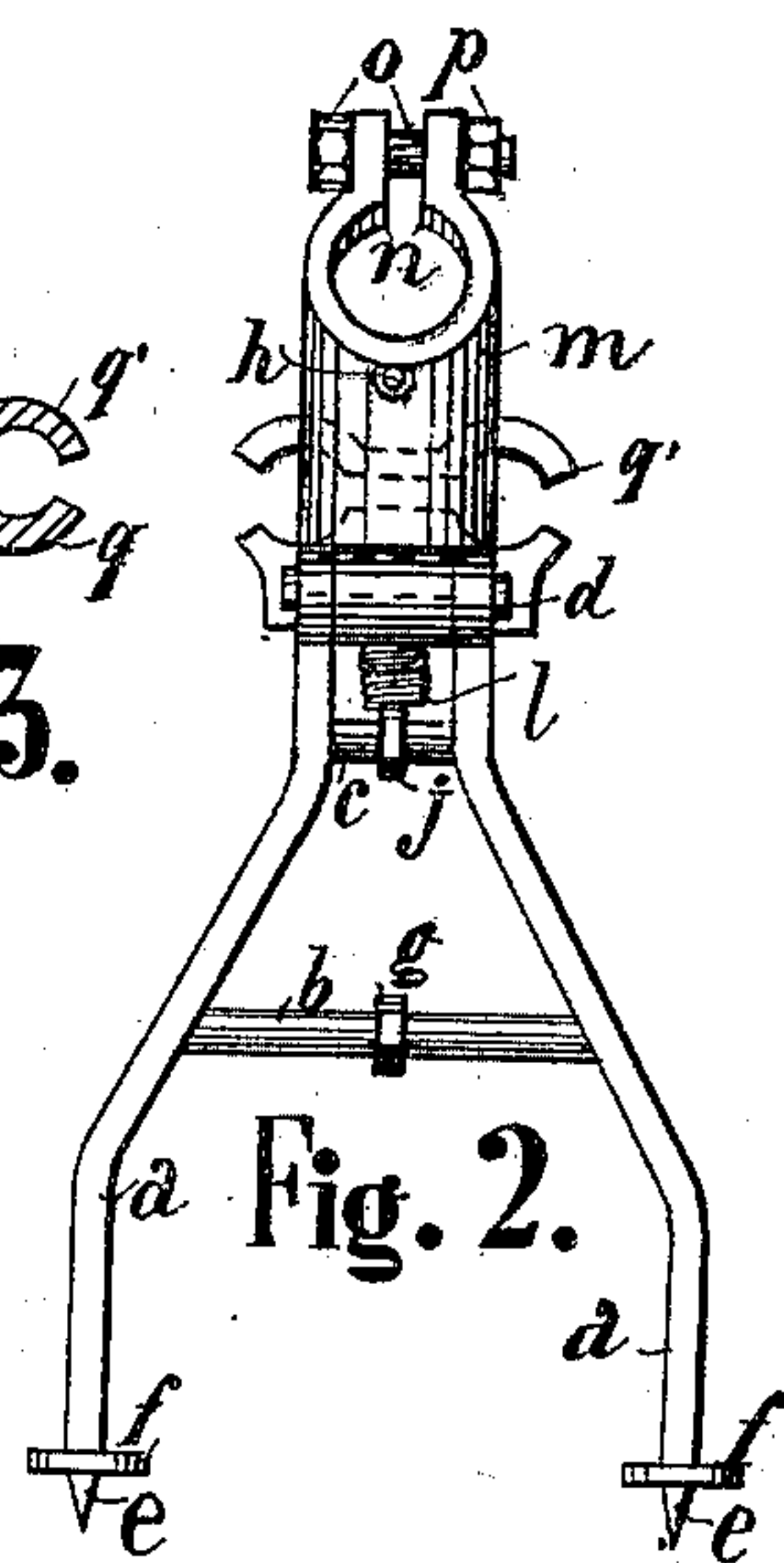


Fig. 2.

Fig. 7.

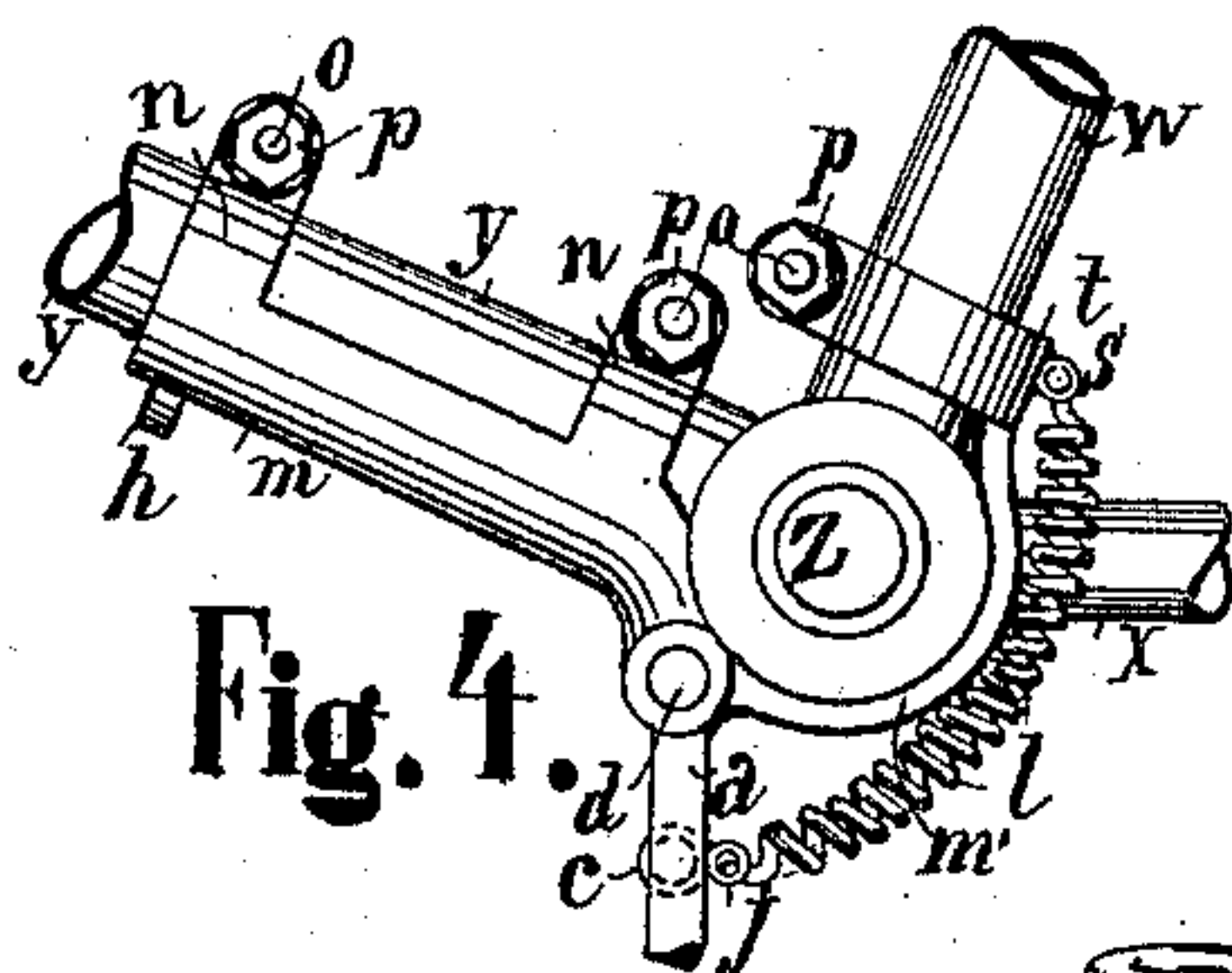


Fig. 4.

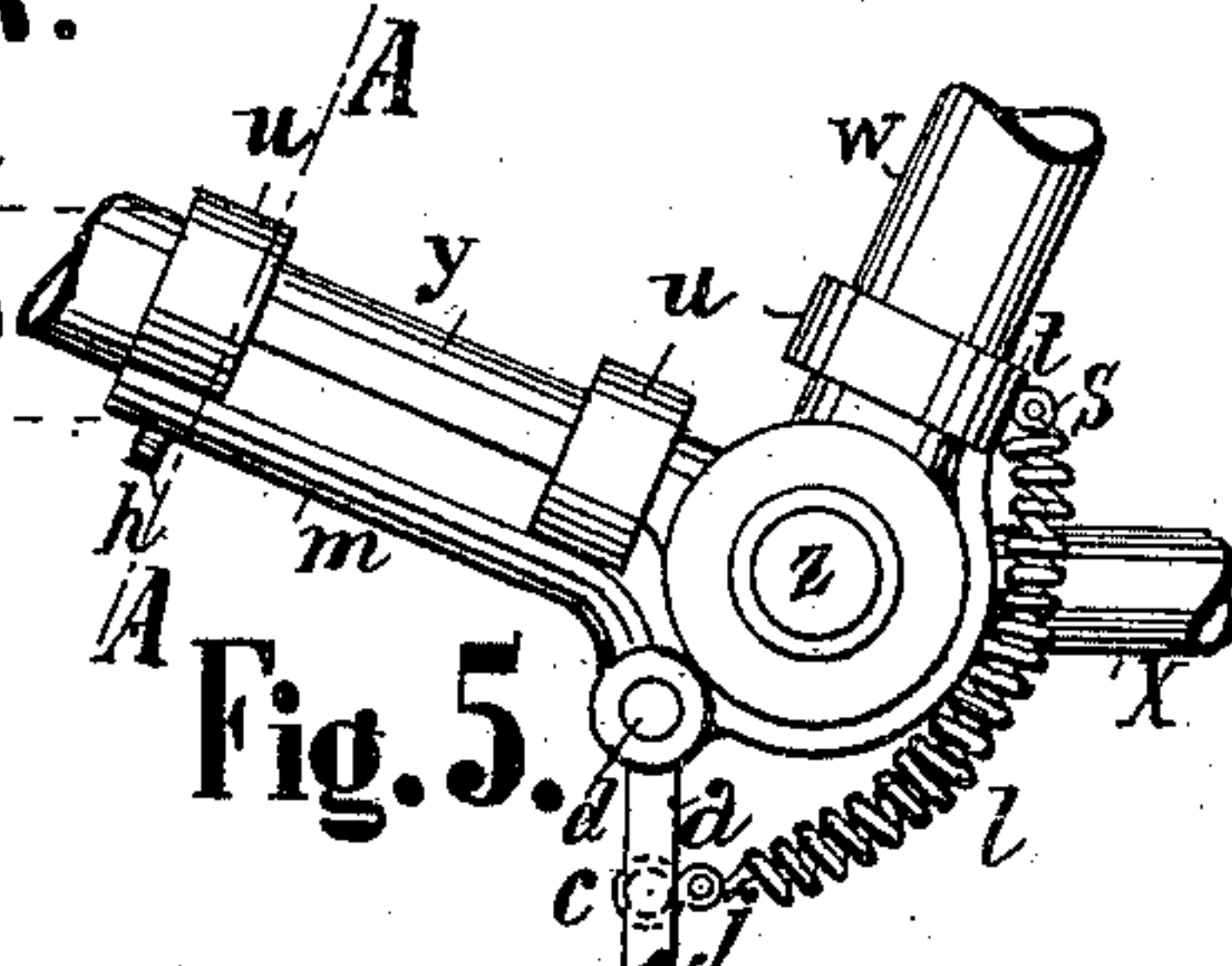


Fig. 5.

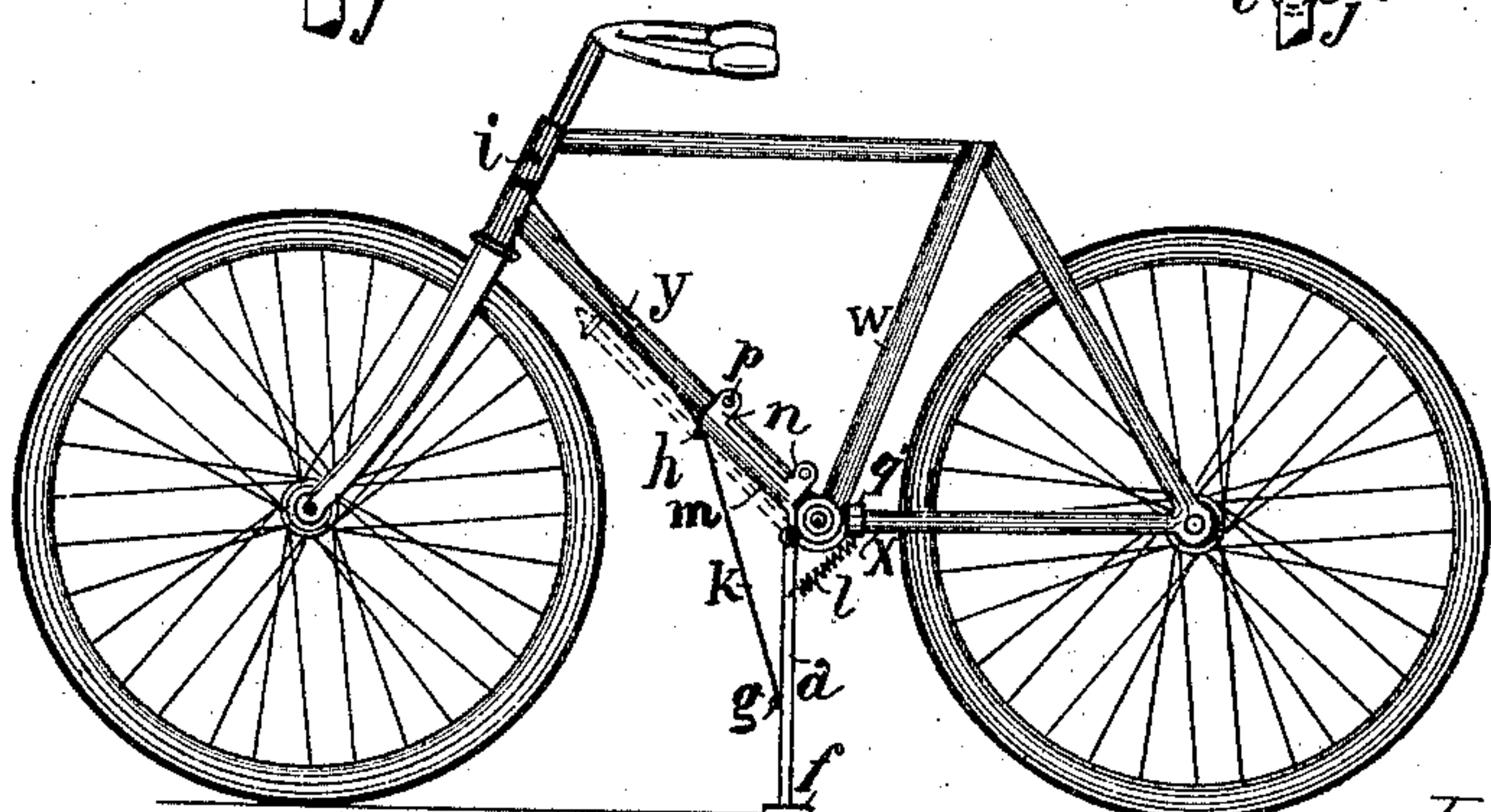


Fig. 6.

Witnesses.
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CYCLE-REST.

SPECIFICATION forming part of Letters Patent No. 709,588, dated September 23, 1902.

Application filed December 16, 1901. Serial No. 86,117. (No model.)

To all whom it may concern:

Be it known that I, HANS ULRICH VON TROSCHKE, a subject of the Emperor of Germany, residing at Hanover, German Empire, have invented certain new and useful Improvements in Cycle-Rests; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form part of this specification.

The present invention has reference to improvements in cycle-rests, and relates more especially to a bifurcated rest hinged to the frame of the cycle near the crank-axle bearing, which ordinarily lies close to the frame, but which when needed drops by its own weight, aided by a spring, into an approximately vertical position, thereby coming in contact with the ground in two places, on either side of the cycle, and consequently preventing the cycle from tilting sidewise; and the object of the invention is to provide a rest of the type specified which will fall into the working position automatically without being aided therein by a separate mechanism operated by the rider, as is the case with all of the rests now in use.

In order to make the invention more readily understood, I have illustrated it on the accompanying sheet of drawings, in which—

Figure 1 represents a side elevation of a cycle-rest according to my invention attached to the frame-tubing, which is only shown in portion and in the working position. Fig. 2 is a front elevation of same. Fig. 3 is a sectional elevation of the yoke-clamp, which fastens over the rear fork-tubes. Figs. 4 and 5 represent slight modifications in the construction of the clamping parts. Fig. 6 represents a side elevation of a cycle provided with the improved rest in working position, and Fig. 7 is a section according to line A A of Fig. 5.

The rest proper consists of two suitably-bent legs *a a*, connected by means of cross-braces *b c* and having the pin *d* as pivot. The lower ends run out into points *e* and are provided with small disks *f* to prevent the

legs *a* from sinking too deep into the ground. The pin *d* is journaled in the clamping part *m*, fastened to the frame-tubing in any desirable manner. As shown in Figs. 1 and 2, the clamping part *m* is secured to the frame-tube *y* by means of converging flaps or extensions *n*, which are held together by bolts *o* and nuts *p*. The rear end of the clamping part *m* is extended and is carried around the axle-bearing *z* and runs out into a double-yoke clamp part *q*, to which is secured the corresponding clamp part *q'* by means of the bolt *r*. This double yoke is clamped around the legs *x* of the rear wheel-fork, as is clearly shown in Fig. 1. To the lower clamp part *q* is attached a ring or eye *s*, into which is hooked the one end of a helical spring *l*, the other end of which engages a ring *j*, secured upon the cross-brace *c*. A flexible wire, a chain, cord, or string *k* is secured with the one end to a ring *g*, fast upon the brace *b*, is carried through an eye *h* upon the clamping part *m*, and can be adjustably secured with its other end *i* upon the cycle-frame, near the handle-bar, by being hooked over hooks provided at different heights upon the frame. Ordinarily the rest is caused to lie close to the frame-tube *y*, as shown in dotted lines in Fig. 6, and this is attained by pulling the wire or string *k* and fastening the free end to the highest hook on the cycle-frame. The spring *l* thereby is extended. If it is now desired to use the rest for steadying the cycle, the upper end of the string or wire *k* is freed, allowing the rest to swing downwardly about its pivot *d* partly by its own weight and partly by the action of the new contracting-spring *l*. The rest then takes the position shown in strong lines in Fig. 6. In Figs. 4 and 5 are shown modifications in the construction of the clamping parts, which, however, in no way interfere with the construction, arrangement, and working of the other essential parts. In Fig. 4 the extension *m'* of the clamping part *m* is bent farther upward than shown in Fig. 1, so that its clamp end *t* surrounds the saddle-frame tube *w*, a bolt *o* and a nut *p* being used to draw the clamp halves together.

In Fig. 5 the clamping part *m* and the clamp *t* are secured upon the respective frame-

tubes *y* and *w* by clamping-bands *u* being pressed around them and the tubes, as is clearly shown in Fig. 7.

I do not claim any particular way of securing the clamping part to the cycle-frame; but

What I do claim, and desire to secure by Letters Patent, is—

In a cycle-rest the combination of a clamping part adapted to be secured to the frame-tubing close to the crank-axle bearing, a pin journaled in said clamping part, a bifurcated rest composed of two legs symmetrically bent out of the middle plane of the cycle, said legs being pivoted on said pin, cross-braces connecting the bent legs of the said rest, an extension of the said clamping part adapted to partly surround the crank-axle bearing, a clamp forming the end of the said extension adapted to be clamped about the frame-tube

supporting the saddle or the legs of the rear wheel-fork, a helical spring, secured with one end to the upper cross-brace and with the other end to the said extension-clamp, and a wire, chain, cord, or the like, attached to the lower cross-brace, guided through suitably arranged eyes or rings and adapted to be secured with its upper free end at different heights to the frame-tubing, the parts being constructed, arranged and working, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

HANS ULRICH VON TROSCHKE.

Witnesses:

AUGUST BECKMANN,
GEORG KOHRS.