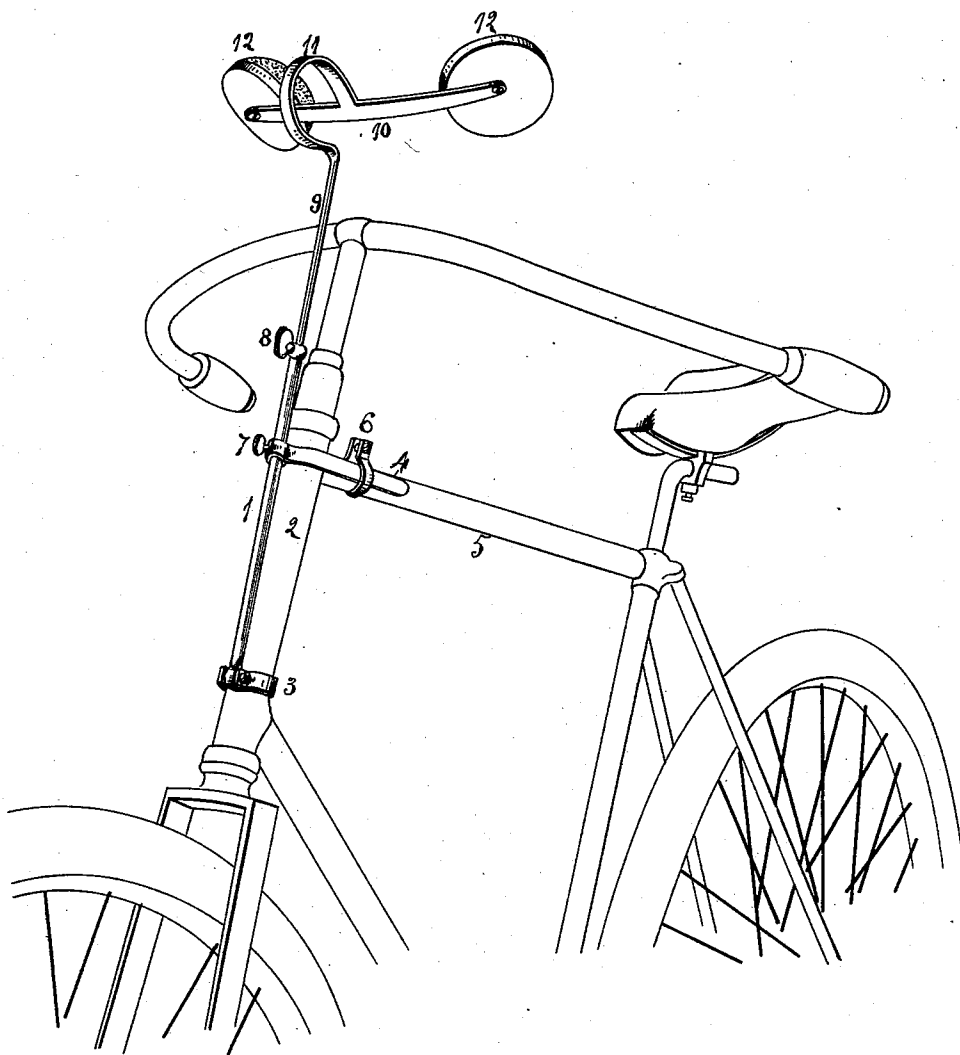


(No Model.)

S. E. CLEVELAND.
BICYCLE.

No. 565,880.

Patented Aug. 18, 1896.



Witnesses:
E. Behl
J. Shoverign

Inventor:
Sylvester E. Cleveland
By A. A. Behl
Att'y.

UNITED STATES PATENT OFFICE.

SYLVESTER E. CLEVELAND, OF HARRISON, ILLINOIS, ASSIGNOR TO DELOS W. BARNINGHAM, OF SAME PLACE.

BICYCLE.

SPECIFICATION forming part of Letters Patent No. 565,880, dated August 18, 1896.

Application filed June 21, 1895. Serial No. 553,595. (No model.)

To all whom it may concern:

Be it known that I, SYLVESTER E. CLEVELAND, a citizen of the United States, residing at Harrison, in the county of Winnebago and State of Illinois, have invented certain new and useful Improvements in Bicycles, of which the following is a specification.

The object of this invention is to provide a body-rest for the riders of bicycles, in order that the arms may be relieved, and is especially adapted for racing and long-distance riding.

In the accompanying drawing is shown a perspective view of a portion of a bicycle-frame, showing my improvements applied thereto.

In the use of bicycles either for racing or long-distance riding it has been found that a rest for the body would greatly relieve the arms of the rider and transfer additional weight to the front wheel, thus relieving the rear wheel to that extent.

My improved rest, as shown in the accompanying drawing, is applied to the head of the frame, and consists of a socket portion 1, having its lower end secured to the head 2 of the bicycle-frame by a clip 3 in such a manner that a pivotal connection is formed between the socket and clip. The upper portion of the socket has a connection with the upper portion of the head by a yoke 4, encircling the socket and extending in the lengthwise direction of the upper lengthwise bar 5 of the frame, and a clip 6 clasps the end of the yoke in connection with the lengthwise bar 5. The end of this clip has a set-screw 7 for clamping the socket in position. The upper end of the socket is provided with a set-screw 8. Within the socket is placed a shank

9, having a cross-bar 10 at its upper end. That portion of the shank below the cross-bar is bent to form a spring 11. To the cross-bar are secured pads 12.

The construction of rest shown in the drawing is especially adapted for racers' use, as the pads are near the handle-bar. By means of the set-screw 8 the rest can be raised or lowered, and by means of the yoke 4 the socket carrying the rest can be moved in the lengthwise direction of the frame to bring the pads in proper position, and it is evident that the shank supporting the cross-bar may be made curving in the lengthwise direction of the frame to bring the pads in proper position and that other means may be employed to hold the rest in connection with the frame without departing from the gist of my invention.

By forming a curved shank a spring is formed which will relieve the rider from the jarring motion.

I claim as my invention—

In a bicycle, the combination of the head portion of the main supporting-frame, a clamp secured to the head portion and extending forward therefrom, a tubular socket having a pivotal connection with the clamp at its lower end, the upper end of the socket capable of a movement in the direction of the length of the main supporting-frame and adjustably connected therewith, a shank located in the tubular socket and adjustable in the direction of its length, and a body-rest supported by the shank.

SYLVESTER E. CLEVELAND.

Witnesses:

A. O. BEHEL,
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