

ECLIPSE BICYCLES



THEY STAND THE TEST

ECLIPSE  
BICYCLE COMPANY  
ELMIRA,  
N.Y.





... RIDE AN ECLIPSE AND BE SAFE . . . . .

....1898....



# ECLIPSE BICYCLES

MANUFACTURED BY

Eclipse Bicycle Company

Elmira, N. Y.

U. S. A.

... THEY STAND THE TEST . . . . .

THE WERNER COMPANY, AKRON, O.



# ECLIPSE BICYCLE COMPANY

H.H.FULTON,  
PRESIDENT

D.L.WHITTIER,  
VICE-PRES & TREASR

A.D.LONG,  
SECY & ASST TREASR

ELMIRA, New York, U.S.A.

Capital

Full Paid,

\$ 200.000

BRANCHES.

BOSTON.

245 COLUMBUS AVE

PHILADELPHIA.

620 ARCH ST.

WASHINGTON.

14 1/2 AND N STS

HAMILTON, ONT.



We present our line of bicycles for the season of "98" and ask for your careful consideration.

We have been manufacturing for the cycling public for the past eight years, and we enter upon our ninth year with confidence, inspired by our success in the past.

We have always manufactured the highest quality bicycles, and are pleased to refer to the steady increase in our business, not only in America, but in the United Kingdom, all European and Asiatic countries, where our wheels are in great demand.

The reduction of price which marks the opening of this season will no doubt strengthen the market for reliable machines, manufactured by experienced makers of reputation. *Why should you buy Cheap and Unreliable Wheels when the Best are within your reach?*

After careful consideration of the various new ideas for the transmission of power, we are *firmly convinced* that up to the present moment there is nothing equal to the chain, as made and used on our machines. We shall, however, introduce a new feature in the method of gearing, which will consist of an alternating gear in combination with an effective brake, which we herein present for your careful attention. This feature, while new to the general public, is the result of a great deal of careful thought, ingenuity and mechanical skill. We have had this device in constant use for the past year, and having thoroughly demonstrated that it is a practical success, we offer it to the cycling public as the most decided improvement that will be found on the modern bicycle.



## A HOLIDAY WITH AN "ECLIPSE"

PRICE, . . . . . \$75.00

In Model 54 we have produced a machine that will bear the most critical inspection. Carefully designed, and built of the finest stock, from the ground up, it stands in a class by itself.

The construction of this superb machine has been artfully studied and each separate part carefully tested, and with every detail so perfectly worked out that in this Model we have a wheel that combines the features most wanted by the cycling public—strength, durability and easy running qualities, with elegant appearance.

This wheel stands upon the highest point yet reached in cycle construction. Equipped, as it is, with the Automatic Coaster and Brake Device, you have in the finished mount—a wheel that will meet every requirement.



## MODEL 54.

**FRAME**—Best seamless tubing of highest per cent. of carbon. Flush joints throughout. Main frame  $1\frac{1}{2}$  in. Head  $1\frac{1}{2}$  in. Upper rear stays D shaped; rear forks ovaled and tapered; height of frame 24 in.; length of head  $8\frac{1}{2}$  in.; crank hanger, special construction,  $2\frac{1}{2}$  in. drop. Wheel base 44 in. Connections drop forged; all joints re-enforced.

**FORKS**—One inch fork sides neatly tapered; Crown Eclipse Special, double oval drop forged; stem one inch, 18 gauge, heavily re-enforced at both ends.

**HANDLE-BAR**—Steel adjustable, with corklike grips, and German silver embossed tips.

**WHEELS**—Twenty-eight in. with Morrow patent barrel hubs and direct tangent spokes, 40 in rear and 32 in front. Eclipse Special wood rims.

**CRANKS**—Seven in. made from special crank steel, square, fluted back, oil tempered. Right crank and crank-shaft one piece. Left crank fastened by improved and secure device. Tread  $4\frac{1}{2}$  in. Pedals, Eclipse rat-trap.

**CHAIN**—Indianapolis highest grade diamond, B block, hardened and polished, straw color; patent carbonized hardened rivets; polished blue side links, with patent bolt lock, no nuts.

**SPROCKETS**—Eclipse patent design, cycloidal tooth, drop forged, both detachable; 24 tooth front and 9 tooth rear. Gear 74 $\frac{1}{2}$ .

**BEARINGS**—Eclipse specially constructed; easy running bearings, turned from Sanderson tool steel and hardened in oil. Thoroughly dust proof, ball retainers throughout; positive and easy adjustment.

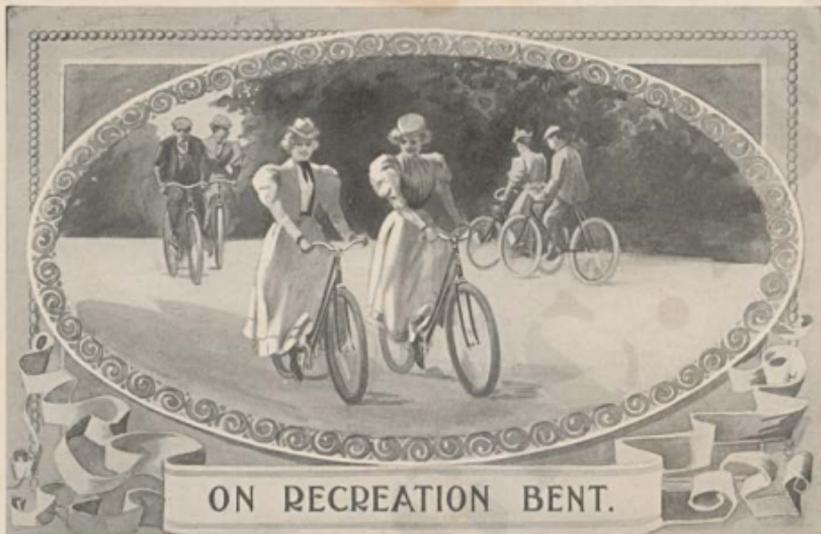
**TOOL-BAG**—Triangular shape, solid leather bag, stamped in gold, fitted with necessary tools.

**FINISH**—Black, striped in gold, with ivory rims, all bright parts, including spokes, nicked over copper.

**WEIGHT**—Twenty-five pounds.

**OPTIONS**—Twenty-two or 26 in. frame, terra-cotta enamel, with terra-cotta or natural rims. Tires, Newton single or double tube tires, or Morgan & Wright. Saddles, Garford, Nos. 113, 120 and 121; Hunt No. 42 and Mesinger's B or C. Sprockets, 21 to 26 tooth front, with 9 tooth rear. Combination pedal; rams-horn steel or adjustable wood handle-bar.

This Machine is Regularly Equipped with Automatic Coaster and Brake.

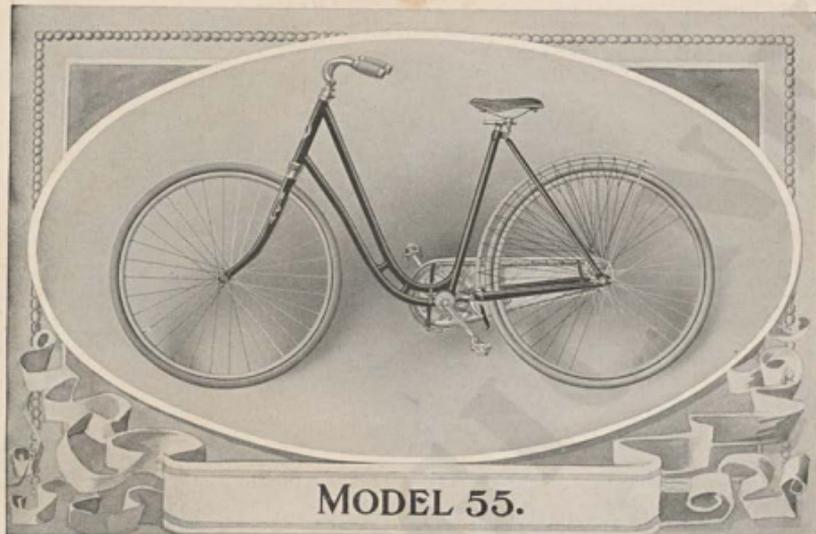


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PRICE, . . . . . \$75.00  
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To successfully combine grace and strength in a lady's bicycle has been the aim of all manufacturers since the Safety was first brought out. The double curve frame presented in our Model 55 meets the requirements of the most critical. The bottom bracket has a three-inch drop, while the frame, owing to its special construction, is rigid and very strong, thus insuring a very easy running machine. We shall continue to use our popular celluloid chain guard, which makes a handsome appearance, and is a great improvement over the cheaper methods of lacing, or the clumsy metal guards so much in use.

We fit the Automatic Coaster and Brake to this Model, thus placing the lady rider in complete control of her machine at all times, allowing her to coast any grade, matter how steep, with a feeling of perfect safety, as the brake can be operated effectively by a slight back pressure on the pedals.

The fine equipment and finish, combined with beautiful lines, strongly recommend this machine to popular favor.



## MODEL 55.

**FRAME**—Best seamless tubing of highest per cent. of carbon. Flush joints throughout. Main frame  $1\frac{1}{2}$  in. Head  $1\frac{1}{2}$  in. Upper rear stays D shaped; rear forks oveled and tapered; height of frame  $21\frac{1}{2}$  in.; length of head  $8\frac{1}{2}$  in.; crank hanger, special construction,  $2\frac{1}{2}$  in. drop. Wheel base 44 in. Connections drop forged; all joints re-enforced.

**FORKS**—One inch fork sides neatly tapered; Crown Eclipse Special, double oval drop forged; stem one inch, 18 gauge, heavily re-enforced at both ends.

**HANDLE-BAR**—Steel adjustable, with corklike grips, and German silver embossed tips.

**WHEELS**—Twenty-eight in., with Morrow patent barrel hubs and direct tangent spokes, 40 in rear and 32 in front. Eclipse Special wood rims.

**CRANKS**—Six and one-half in., made from special crank steel, square, fluted back, oil tempered. Right crank and crank-shaft one piece. Left crank fastened by improved and secure device. Tread  $4\frac{1}{2}$  in. Pedals, Eclipse rubber.

**CHAIN**—Indianapolis highest grade diamond, B block, hardened and polished, straw color; patent carbonized hardened rivets; polished blue side links, with patent bolt lock, no nuts.

**SPROCKETS**—Eclipse patent design, cycloidal tooth, drop forged, both detachable; 23 tooth front and 9 tooth rear. Gear  $71\frac{1}{2}$ .

**GUARDS**—Rear wheel guard, light steel, of good length. Chain guard, steel frame, with our popular celluloid center, the neatest and most satisfactory guard ever used.

**BEARINGS**—Eclipse specially constructed; easy running bearings, turned from Sanderson tool steel and hardened in oil. Thoroughly dust proof, ball retainers throughout; positive and easy adjustment.

**TOOL-BAG**—Triangular shape, solid leather bag, stamped in gold, fitted with necessary tools.

**FINISH**—Black, striped in gold, with ivory rims, all bright parts, including spokes, nickle-plated over copper.

**WEIGHT**—Twenty-five pounds.

**OPTIONS**—Twenty-four in. frame, terra-cotta enamel, with terra-cotta or natural rims. Tires, Newton single or double tube tires, or Morgan & Wright. Saddles, Garford, Nos. 113, 120 and 121; Hunt No. 42 and Messinger B or C. Sprockets, 21 to 26 tooth front, with 9 tooth rear. Combination pedals; adjustable wood handle-bar.

This Machine is Regularly Equipped with Automatic Coaster and Brake.



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 PRICE, . . . . . \$50.00  
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In this Model we offer a bicycle that is medium in price, but not medium in quality. We use the same care in constructing this Model that we do in our more expensive mounts; the same skilled mechanics and the same high-grade material. All our machines are built in one factory. This is a machine upon which we are willing to stake the reputation which we have earned as makers of the highest grade bicycles. This cycle is manufactured for the great army of wheelmen who demand a perfectly reliable mount at a consistent price. To these riders we offer the Model 52, feeling confident that it will command popular favor and very largely increase the reputation of the Eclipse Company.

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**Model 52B**

PRICE, . . . . . \$60.00

This machine is the same as above, fitted with the Automatic Coaster and Brake.



## MODEL 52.

**FRAME**—Best seamless tubing of highest per cent. of carbon. Main frame  $1\frac{1}{2}$  in. Head  $1\frac{1}{2}$  in. Upper rear stays D shaped. Rear forks oveled and tapered; height of frame 24 in.; length of head  $8\frac{1}{2}$  in.; crank hanger, special construction.  $2\frac{1}{2}$  in. drop. Wheel base 44 in. Connections dropped forged; all joints re-enforced.

**FORKS**—One inch fork sides neatly tapered; Crown Eclipse Special, double oval drop forged; stem one inch, 18 gauge, heavily re-enforced at both ends.

**HANDLE-BAR**—Steel adjustable, with corklike grips, and German silver embossed tips.

**WHEELS**—Twenty-eight in. with Morrow patent barrel hubs and direct tangent spokes, 40 in rear and 32 in front. Eclipse Special wood rims.

**CRANKS**—Seven in., made from special crank steel, square, fluted back and oil tempered. Right crank and crank shaft one piece. Left crank fastened by improved and secure device. Tread  $4\frac{1}{2}$  in. Pedals, Eclipse rat-trap.

**CHAIN**—Indianapolis No. 7 A, B block, hardened and polished, straw color; patent carbonized hardened rivets; polished blue side links, with patent bolt lock, no nuts.

**SPROCKETS**—Eclipse patent design, cycloidal tooth, drop forged, both detachable; 24 tooth front and 9 tooth rear. Gear 74 $\frac{1}{2}$ .

**BEARINGS**—Eclipse specially constructed; easy running bearings, turned from Sanderson tool steel and hardened in oil. Thoroughly dust proof, ball retainers throughout; positive and easy adjustment.

**TOOL-BAG**—Triangular shape, solid leather bag, fitted with necessary tools.

**FINISH**—Black, striped in gold, with natural rims, all bright parts, including spokes, nicked over copper.

**WEIGHT**—Twenty-five pounds.

**OPTIONS**—Twenty-two or 26 in. frame, carmine enamel, with natural rims. Tires, Newton single or double tube tires, or Morgan & Wright. Saddles, Garford Nos. 113, 120 and 121; Hunt No. 42 and Mesinger Nos. B and C. Sprockets, 21 to 26 tooth front, with 9 tooth rear. Combination pedals; rams-horn steel or adjustable wood handle-bar.



PRICE, . . . . . \$50.00

To meet the demands for a strictly reliable and well-designed lady's machine, that should be truly high grade and still sell at a price that is within the reach of all, we offer this machine.

The crank hanger has a drop of  $2\frac{1}{2}$  in., thus securing a light running machine and one easy to mount.

It is fitted with our popular celluloid chain guard, which makes a handsome appearance and is a great improvement over the cheaper method of lacing or the clumsy metal guard so much in use.

If you will carefully inspect this machine you will at once see that it is a very desirable mount. In quality and detail of construction this machine is the same as Model 52.

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**Model 53 B**

PRICE, . . . . . \$60.00

Same as above but fitted with Automatic Coaster and Brake.



## MODEL 53.

**FRAME**—Best seamless tubing of highest per cent. of carbon. Main frame 1½ in. Head 1½ in. Upper rear stays D shaped; rear forks oveled and tapered; height of frame 21½ in.; length of head 8½ in.; crank hanger, special construction, 2½ in. drop. Wheel base 44 in. Connections drop forged; all joints re-enforced.

**FORKS**—One inch fork sides neatly tapered; Crown Eclipse Special, double oval drop forged; stem one inch, 18 gauge, heavily re-enforced at both ends.

**HANDLE-BAR**—Steel adjustable, with corklike grips, and German silver embossed tips.

**WHEELS**—Twenty-eight in., with Morrow patent barrel hubs and direct tangent spokes, 40 in rear and 32 in front. Eclipse Special wood rims.

**CRANKS**—Six and one-half in., made from special crank steel, square, fluted back, oil tempered. Right crank and crank-shaft one piece. Left crank fastened by improved and secure device. Tread 4½ in. Pedals, Eclipse rubber.

**CHAIN**—Indianapolis No. 7 A, B block, hardened and polished, straw color, patent carbonized hardened rivets; polished blue side links, with patent bolt lock, no nuts.

**SPROCKETS**—Eclipse patent design, cycloidal tooth, drop forged, both detachable; 23 tooth front and 9 tooth rear. Gear 71½.

**GUARDS**—Rear wheel guard light wood, of good length. Chain guard, wood frame, with our popular celluloid center, the neatest and most satisfactory guard ever used.

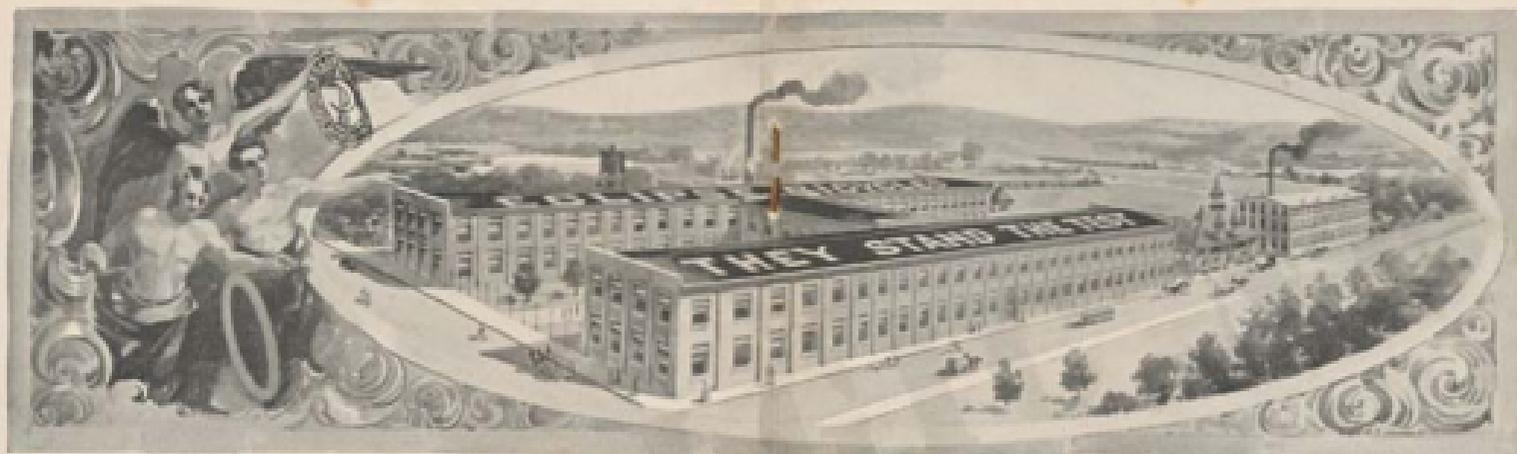
**BEARINGS**—Eclipse specially constructed, easy running bearings turned from Sanderson tool steel and hardened in oil. Thoroughly dust proof, ball retainers throughout; positive and easy adjustment.

**TOOL-BAG**—Triangular shape, solid leather bag, fitted with necessary tools.

**FINISH**—Black, striped in gold, with natural rims; all bright parts, including spokes, nickeled over copper.

**WEIGHT**—Twenty-six pounds.

**OPTIONS**—Twenty-four in. frame, carmine enamel, with natural rims. Tires, Newton single or double tube tires, or Morgan & Wright. Saddles, Garford Nos. 113, 120 and 121; Hunt No. 42 and Meisinger D or C. Sprockets, 21 to 26 tooth front with 9 tooth rear. Combination pedals; adjustable wood handle-bar.



## TELEGRAPH CODE

MODEL NO.	Position Frame	Back Frame	Time Code	Course	Machine Type	H & W Size
MODEL 21	22 inch frame	slide	cut	damage	carbide	follow
21	" "	slide	back	job	iron	low
21	" "	slide	stop	decide	effect	low
MODEL 22	24 inch frame	slide	cut	dash	exchange	low
22	" "	slide	back	demand	empty	low
22	" "	slide	stop	charge	empty	low
MODEL 23	22 inch frame	slide	cut	dash	exchange	low
23	" "	slide	back	demand	empty	low
23	" "	slide	stop	charge	empty	low
MODEL 24	21 inch frame	slide	cut	dash	exchange	low
24	" "	slide	back	demand	empty	low
24	" "	slide	stop	charge	empty	low
MODEL 25	22 inch frame	slide	cut	dash	exchange	low
25	" "	slide	back	demand	empty	low
25	" "	slide	stop	charge	empty	low
MODEL 26	22 inch frame	slide	cut	dash	exchange	low
26	" "	slide	back	demand	empty	low
26	" "	slide	stop	charge	empty	low
MODEL 27	22 inch frame	slide	cut	dash	exchange	low
27	" "	slide	back	demand	empty	low
27	" "	slide	stop	charge	empty	low

### GEARS

21 x 10	50-4-0	slide	24 x 10	47-1-0	rod
21 x 9	40-1-2	slide	24 x 9	74-2-0	rod
22 x 10	40-3-0	slide	25 x 10	70	rod
22 x 9	48-1-0	slide	25 x 9	77-3-0	rod
23 x 10	64-3-0	slide	26 x 10	73-4-0	rod
23 x 9	71-5-0	slide	26 x 9	80-5-0	rod

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### EXAMPLE

Almond, believe, emigrant, rod, low  
 TELEGRAPH CODE—day at one by express, use Model 22 Regular equipment, 24 inch frame, black enamel, Newton Toss, 47 1-2 gear, with automatic coaster and brake.

When automatic coaster and brake is wanted use the word **BEE**.

All wheels shipped by express unless height is specified.



PRICE, . . . . . \$100.00

This Model is designed to meet the demand for a light road wheel, adapted to the better roads and boulevards, for road racing, record and century runs. It can also be used as a racer by fitting with track equipment. The size of tubing in this machine is  $1\frac{1}{8}$  in. all around the main diamond, with flush joints throughout. The design of this machine is very fine, the head being very short, crank box dropped three inches and tread brought down to four and one-fourth inches. It has special internal expanders to fasten handle bar and seat post; a very handsome rake to front fork, and is decidedly fast in appearance. Rear forks are ovaled and tapered. We recommend this machine to riders who delight in leading the fast brigade and who want a particularly strong, light machine. This Model is regularly equipped with Automatic Coaster and Brake.



## MODEL 56.

**FRAME**—Best seamless tubing of highest per cent. of carbon. Main frame  $1\frac{1}{2}$  in. Head  $1\frac{1}{2}$  in. Upper rear stays D shaped; rear forks oveled and tapered; height of frame 22 in.; length of head 6 in.; crank hanger, special construction, 3 in. drop. Wheel base  $43\frac{1}{2}$  in. Connections drop forged; all joints re-enforced.

**FORKS**—One inch fork sides neatly tapered; Crown single drop forged; stem one inch, 18 gauge, heavily re-enforced at both ends.

**HANDLE-BAR**—Steel adjustable, with Eclipse Special inside expansion fastener, corkaline grips and German silver embossed tips.

**WHEELS**—Twenty-eight in. with Morrow patent barrel hubs and direct tangent spokes, 40 in rear and 32 in front. Eclipse Special wood rims.

**CRANKS**—Seven in., made from special crank steel, square, fluted back and oil tempered. Right crank and crank-shaft one piece. Left crank fastened by improved and secure device. Tread  $4\frac{1}{2}$  in. Pedals, Eclipse rat-trap.

**CHAIN**—Baldwin detachable, blued side links, with nickeled tool steel centers and hardened tool steel rivets.

**SEAT-POST**—Fastened by Eclipse Special inside expander.

**SPROCKETS**—Eclipse patent design, overhang giving increased width between balls; cycloidal tooth, drop forged, both detachable; 24 tooth front and 9 tooth rear. Gear 74 $\frac{1}{2}$ .

**BEARINGS**—Eclipse specially constructed, easy running bearings turned from Sanderson tool steel and hardened in oil. Thoroughly dust proof, ball retainers throughout; positive and easy adjustment.

**TOOL-BAG**—Triangular shape, solid leather bag, fitted with necessary tools.

**FINISH**—Terra-cotta, striped in black, with terra-cotta rims; all bright parts, including spokes, nickeled over copper.

**WEIGHT**—Twenty-three pounds.

**OPTIONS**—Twenty-four in. frame, black enamel, with ivory rims. Tires, Newton single or double tube tires, or Morgan & Wright. Saddles, Garford Nos. 113, 120 and 121; Hunt No. 42 and Mesinger B and C or brown. Sprockets, 21 to 26 tooth front, with 9 tooth rear. Combination pedals; rams-horn, steel or adjustable wood handle-bar.



PRICE, . . . . . \$100.00

To successfully construct a track machine that embodies the requisite qualifications of speed and safety, requires a scientific knowledge of cycle construction. We have always made a careful study of the requirements necessary to construct this style of machine, and point with pride to the many records held by our machines as proof of our success in building wheels that possess the necessary requirements. At the present time our Racer holds all World's Handicap Records for all distances up to, and including, two miles. This machine is constructed to stand the enormous strain incident to a hard-fought race, at the same time keeping the weight down to track requirements. Particular attention is paid to the strength of our front forks and fork stem. We have never had one of our Racers break down on the track.



**FRAME**—Best seamless tubing of highest per cent. carbon. Main frame  $1\frac{1}{2}$  in. Head  $1\frac{1}{4}$  in. Upper rear stays D shaped; rear forks oveled and tapered; height of frame 22 in.; length of head 6 in.; crank hanger, special construction, 3 in. drop. Wheel base  $43\frac{1}{2}$  in. Connections drop forged; all joints re-enforced.

**FORKS**—One inch fork, sides neatly tapered; Crown single drop forged; stem one inch, 18 gauge, heavily re-enforced at both ends.

**HANDLE-BAR**—Rams-horn steel, with Eclipse Special inside expansion fastener, corklike grips and German silver embossed tips.

**WHEELS**—Twenty-eight in. with Morrow patent barrel hubs and direct tangent spokes; 40 in. rear and 32 in. front. Eclipse Special wood rims.

**CRANKS**—Six and one-half in., made from special crank steel, square, fluted back and oil tempered. Right crank and crank-shaft one piece. Left crank fastened by improved and secure device. Tread  $4\frac{1}{2}$  in. Pedals, Eclipse rat-trap.

**CHAIN**—Baldwin detachable, blued side links, with nickeled tool steel centers and hardened tool steel rivets.

**SEAT-POST**—Fastened by Eclipse Special inside expander.

**SPROCKETS**—Eclipse patent design; overhang, giving increased width between balls; cycloidal tooth, drop forged, both detachable; 24 tooth front and 8 tooth rear. Gear 84.

**BEARINGS**—Eclipse specially constructed; easy running bearings, turned from Sanderson tool steel and hardened in oil. Thoroughly dust proof, ball retainers throughout; positive and easy adjustment.

**TOOL-BAG**—Triangular shape, solid leather bag, fitted with necessary tools.

**FINISH**—Terra-cotta, striped in black, with terra-cotta rims; all bright parts, including spokes, nickeled over copper.

**WEIGHT**—Twenty pounds.

**OPTIONS**—Tires, Newton track racing, single or double tube, or Morgan & Wright. Saddles, Brown racing pattern. Sprockets, 21 to 26 tooth front, with 8 tooth rear.

## DESCRIPTION

**CHAIN ADJUSTMENT**—Simple, plain and efficient, easy to operate and an adjustment that will need no care. By loosening the axle nuts the adjustment can be secured with a few turns and with no tools required.

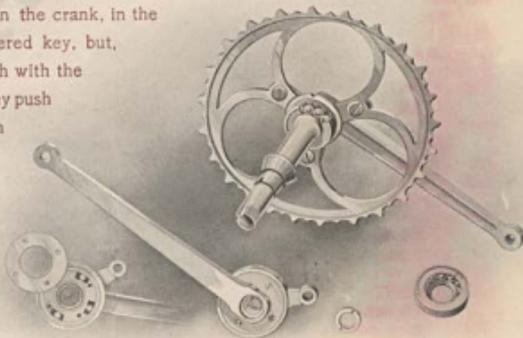
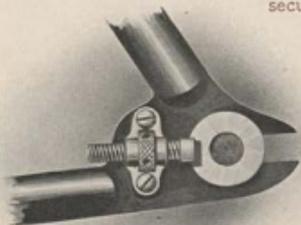
We manufacture our wheels from the ground up.

We have special tools and machines for the manufacture of all parts from the minutest to the largest. Forms are specially made for turning out every part.

All pieces made in such forms are absolutely alike and interchangeable.

Close work, rigid inspection and a perfect factory system makes perfect wheels.

A new device for fastening the Left Crank adds very much to the neatness and attractive appearance of this year's models. The end of the axle is threaded and milled out so as to leave an inclined surface, adapted to receive the flat side of a small key. A small projecting web or key of the metal is left on the axle, which engages a transverse slot on the key and locks it in the crank. The key fits snugly in the crank, in the same position as the ordinary tapered key, but, unlike the latter, its ends are flush with the surface of the crank. Crank and key push on over the end of the axle, and an annular lock nut is then screwed on, wedging the crank tightly in place. *In removing the crank* the key remains in the crank, and by simply removing the nut in end of shaft the crank can be easily driven off, as the shaft is tapered.



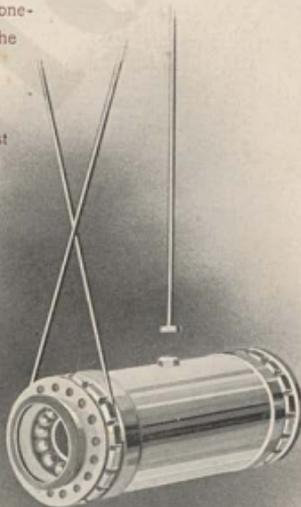
**BEARINGS**—All cups and cones are turned from Sanderson tool steel, carefully tempered and hardened and ground to finish. All cups are pressed into the hubs by a pneumatic machine of our own invention, which insures a perfectly true bearing service.

The adjustment of the Crank-Hanger Bearings will commend itself to all wheelmen who have had trouble on this score. The cup is provided with a notched periphery, and associated with this is a loose ring with three projecting lugs, which reach across the notches and engage recesses in the barrel of the crank-hanger. By removing the ring and turning the cup the space of one notch, the bearings will be adjusted just one-

thousandth of an inch. A dust cap snugly encloses the end of the hanger.

**MORROW HUB AND SPOKES**—The most successful arrangement for attaching spokes to hubs without a bend is the Morrow.

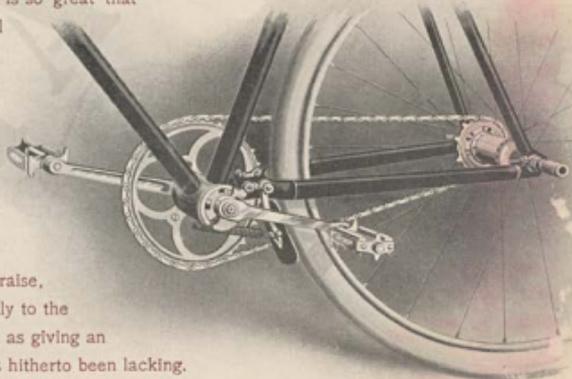
In the construction of the Morrow hub two slots are cut around each end of the hub. Through the flanges made in cutting these slots, holes are drilled; these holes extend into the body of the hub; slots are then cut down through the center flange in these holes; spokes are then inserted by pushing the T-head down through this slot and sliding it sideways alternately into hole in outside flange and into hole in body of hub. With this method of spoking the head of the spoke is supported so that it cannot slide through and must remain in position.

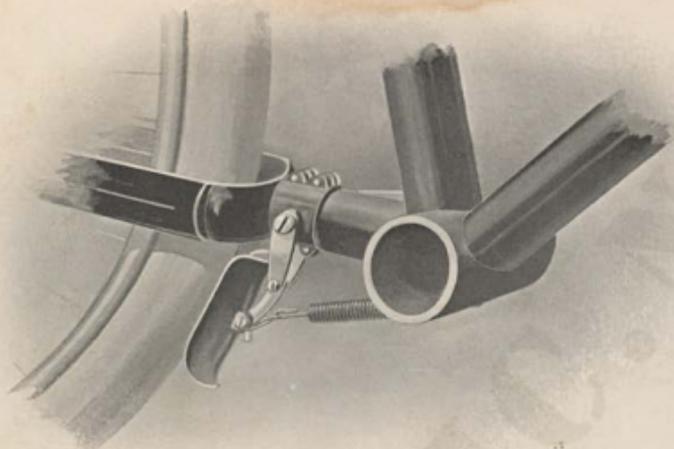




**FORK CROWN**—We present an entirely new style of Fork Crown, which combines the general shape of the arch crown with the security obtained by prolonging the fork stem through the arched forging and brazing it in the forging that forms the straight cross plate and the lugs to which the fork-sides are brazed. We thus secure straight line brazing surfaces and an amount of strength and reliability possessed by no other form of arched crown, and which depend in all other crowns upon the skill and care of the brazer. We use 18 gauge tubing in our fork stems and re-enforce them both at the top and the bottom.

**THE AUTOMATIC COASTER AND BRAKE**, as shown in illustration, designed and used exclusively by us, avoids the objectionable features of the ordinary plunger brake, gives a wheelman full command of his mount on the steepest hills, and also enables him to hold his pedals stationary for the purpose of coasting. The mechanism consists of a friction clutch on the rear hub, another clutch on the left crank, and a spoon brake controlled by the latter. In a normal position the rear sprocket clutch is locked and the crank clutch is free. If it is desired to coast, a slight back pressure of the pedals releases the sprocket clutch and allows the rear wheel to run independently of the chain and cranks. To set the brake, all that is now necessary is an application of back pressure to the pedals. This sets the crank clutch. Forward pedaling instantly releases the brake. It will thus be seen that the rider can coast or set the brake by varying the back pressure upon the pedals, and the leverage is so great that he can stop the rear wheel altogether in case of emergency. This device has been thoroughly tested during the past season, and is pronounced by experts to be perfect in its operation, and old riders who have tried it are enthusiastic in their praise, and claim that it adds greatly to the pleasures of cycling, as well as giving an element of safety which has hitherto been lacking.





#### ADVANTAGE OF COMBINED COASTER AND BRAKE

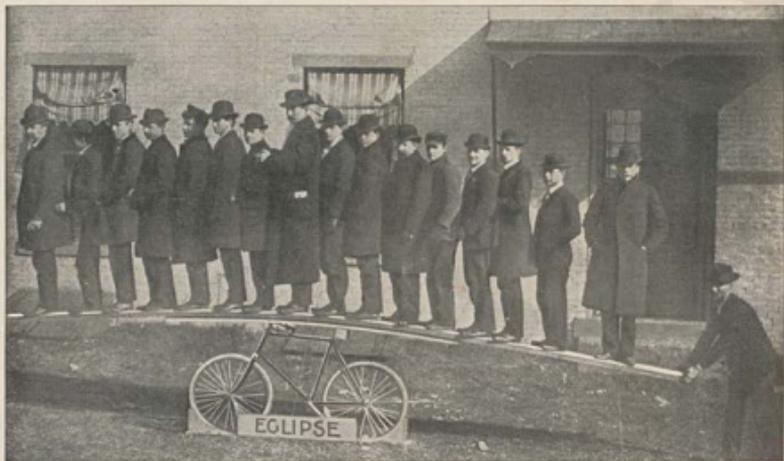
Coasting is one of the chief pleasures of bicycling, but when mounted on an ordinary machine it is very dangerous, therefore cannot be indulged in by any except the most expert and fearless riders. The construction of our machine permits of coasting with the feet on the pedals, and at the first intimation of danger a powerful retarding power can be instantly applied without change of position or releasing the grasp on the handle-bar, but by simply applying back pressure on the pedals, which throws a powerful brake onto the rear tire. This brake is so constructed that it does not depend upon the *chain*, but is operated entirely by action of *the crank and crank axle*. It is evident that should anything happen to the chain you still have perfect control of the machine. This feature of *safety* can be found in *NO OTHER* automatic brake. Combining the brake and coaster as we do, we feel justified in claiming that we are offering the public the most practical improvement that will be found in the new models of 1898. This is the only Combined Coaster and Brake on the market. It is used exclusively on Eclipse Wheels.



# Wheels Stand Unprecedented Tests.

## THE MODERN BICYCLE THE GREATEST TRIUMPH IN MECHANICS

*The Washington Star Describes the Extraordinary Strains Successfully Withstood by These Popular Machines for Transportation. The Vast Improvement in Manufacture and Material Makes Such Tests Possible.*



The illustration showing sixteen men supported by a heavy plank, which in turn rests on a Bicycle, is one proof of the strength that is always astonishing to any one not understanding the manner in which a Bicycle is built. This wheel, an ordinary Eclipse, not especially prepared, successfully withstood this tremendous weight of 2,448 pounds, without one part being injured or bent out of shape. When it is remembered that the wheel itself weighed but twenty-six pounds, one wonders how such a strain could be borne. The picture is taken from an actual photograph. We have been confronted with statements such as "It was never done," "wheel built especially heavy for the test," etc. We, therefore, publish the following affidavit:

Elmira, N. Y., March 16, 1897.

WHEREAS The Eclipse Bicycle Company of Elmira, N. Y., have caused to be displayed a picture of 16 men standing on a plank supported entirely by a bicycle, which is regarded as a test entirely too great for any one bicycle to stand; and Whereas there is a doubt in the minds of many as to any bicycle weighing but 26 pounds being made sufficiently strong to stand such an immense weight, therefore the following named persons personally appeared before me, a Notary Public in and for the city of Elmira, and made oath that they are employees of the said Eclipse Bicycle Co., and that they are personally acquainted with all of the facts relating to 16 men being supported on an Eclipse Bicycle, and each for himself solemnly swears that said bicycle was not in any way prepared for the test to which it was subjected; that in no way was any part of it strengthened for this unusual strain, or in any way altered, and that they personally know that the said bicycle was just such a bicycle as was being sent to all parts of the U. S., and that said bicycle was taken right out of stock.

(Signed)

Subscribed and sworn to before me this 16th day of March, 1897.

*H. K. Reay*

Notary Public.

[SEAL]

*A. P. Morrow* Supt.

*W. C. Jan*

*Foreman* Assend. by Rom.

*E. C. Waples Jr.* Stock Keeper

*Chas. H. M. Peterson* General Supt.

Tom Winder's famous ride around the whole of the United States is remembered, of course, by every one. Winder started from New Orleans and rode westward, following the border line of this country for



20,800 miles, until he again reached the starting point, over roads good, bad, worse and awful, and long distances where not even a road could be induced to stay. The most remarkable part of this extraordinary ride, which occupied nine months, was that Winder rode the same wheel the entire distance, and that while he wore out five pairs of shoes, two suits of clothing, eighteen pairs of stockings, and much of his hair changed from dark to gray, he was not able to wear out his Eclipse. To this day the machine is as good as ever, without a single new part, excepting a chain and rim. This is considered

one of the most terrific strains that a Bicycle was ever put to, and from which it emerged successfully. In this case also the wheel was an ordinary road wheel, in no wise especially built.

Mr. vom Scheidt of Buffalo has five boys and a bicycle. As the bicycle is an ordinary Eclipse wheel intended for the use of one person, and as the boys are all of them too small to stride the paternal machine, it

is difficult at first to imagine the connection between Mr. vom Scheidt's six possessions. A glance at the illustration will, however, show that there is something in common to all, and that it is something very vital to the enjoyment of the vom Scheidt youngsters. The boy in front of the family group is twelve years old, and so is the boy in the rear. No. 2 on the wheel is the latest vom Scheidt to enter this world of sin and wheeling. He is just five months old. The boy seated just behind the baby is five years old. The next is seven.



Mr. vom Scheidt is as muscular as he is kindhearted. He has wheeled himself and his five sons hundreds of miles. He has even taken them on several occasions to Niagara Falls and back. It can readily be believed that, as a contemporary remarks, "This bicycle load is the center of observation wherever it goes." The wheel ridden by Mr. vom Scheidt is not reinforced in any way for the special service it is put to by its owner.

## GUARANTEE

THE National Board of Trade of Cycle Manufacturers has, for the sake of uniformity in the trade, recommended the following form of guarantee, and we have adopted it in common with the other leading makers. In connection therewith, we wish to say that the Eclipse Bicycle Company has always had the reputation of dealing fairly in the application of its guarantee, and we realize so well the value of retaining the confidence and good will of those who have purchased our wheels, that we shall continue to give the rider every reasonable consideration in interpreting our Warrant, which is as follows:

### GUARANTEE.

*We agree with the purchaser of each ECLIPSE BICYCLE to make good, by repair, or replacement WHEN DELIVERED AT OUR FACTORY, TRANSPORTATION PREPAID, ANY IMPERFECTION OR DEFECT IN MATERIAL OR MANUFACTURE of such bicycle, provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repair or replacement shall be allowed. This guarantee does not cover the cost of repairing said bicycle WHEN DAMAGED BY ACCIDENT, MISUSE OR NEGLIGENCE. This guarantee continues for sixty days from the date of the sale by the agent.*

ECLIPSE BICYCLE CO., Elmira, N. Y.

**This Guarantee does not apply to Tires.** They are warranted substantially as above by the tire makers and not by us. **THEREFORE UNDER NO CIRCUMSTANCES SEND TIRES TO THE ECLIPSE BICYCLE COMPANY,** but to tire factory.

In sending a tire to the tire factory: (1) be sure to take it off the wheel, (2) tag it carefully with the address of the sender, (3) prepay charges, (4) write at the same time instructions to the tire company, whose name will be found moulded on the side of the tire. If these directions are carefully followed there need be no cause for complaint.

## IN GENERAL

- No Discount** on bicycles except to our regular agents.
- No Accounts Opened** except with our regular agents. Orders without cash will be held while we write back for the necessary amount.
- C. O. D. Orders** must be accompanied by enough cash to cover express charges both ways.
- Prices are F. O. B. Elmira,** no charge for crating.
- Our Responsibility Ceases** on delivery of goods to transportation companies or post office.
- No Goods** to be returned without our instructions.
- Remittances** should be made by New York draft, or Express Order or Post Office Order. All our banks charge us exchange on checks, hence

they are not worth face value to us, and we can not accept them unless written with the words "with exchange." Postage stamps are acceptable for almost any amount, provided they reach us in perfect condition.

**Please Put Your Name** on everything sent us whether by mail, express or freight. It is equally important to write us at the same time, saying why the goods are sent. Please remember that, with so many other customers and so much detail, it is impossible for us to remember circumstances or correspondence, hence the necessity for the customer, in his own interest, to comply with the foregoing request.

**All Correspondence** should be addressed to the Eclipse Bicycle Company, and not to individuals.

