

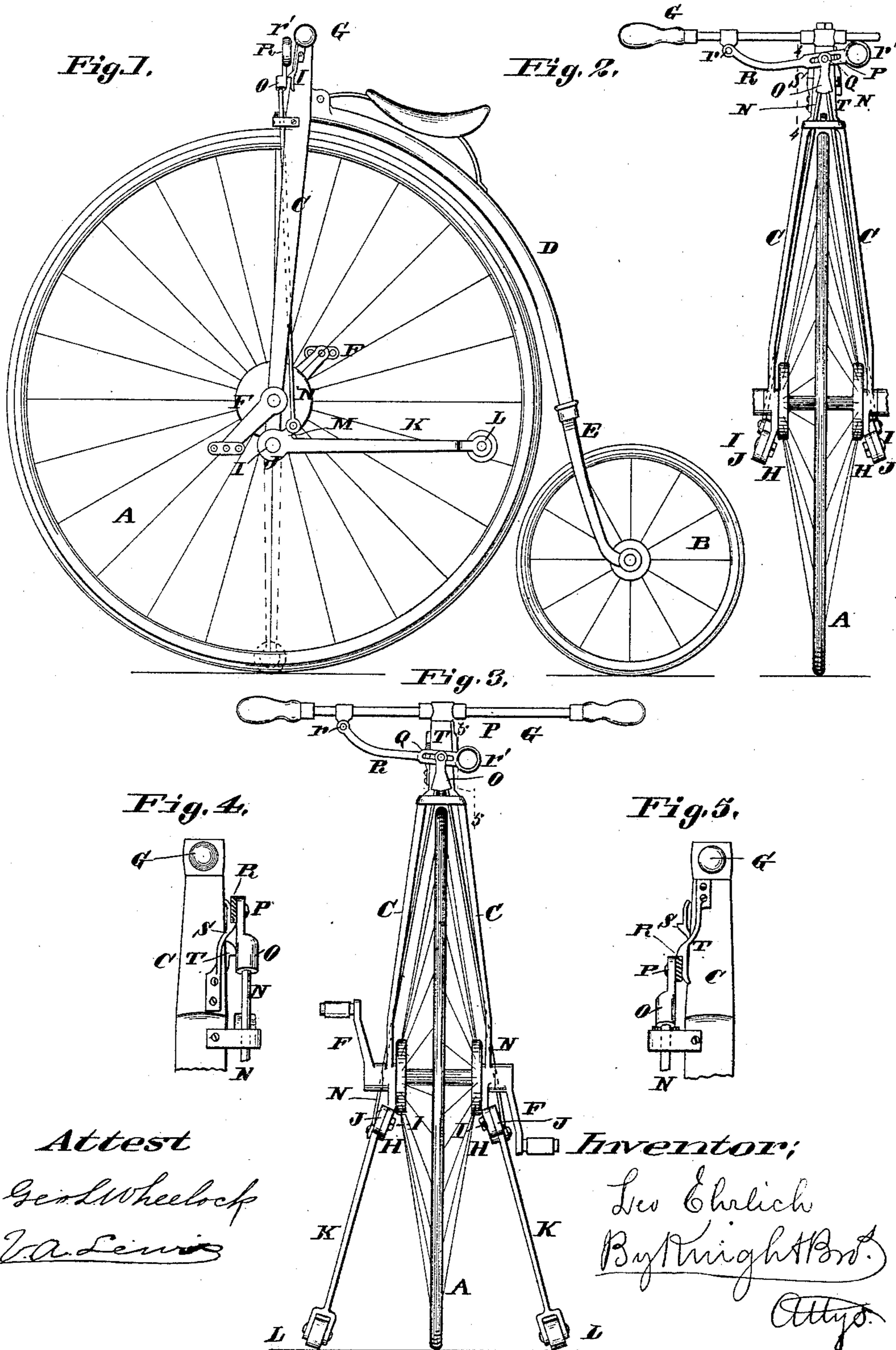
(No Model.)

2 Sheets—Sheet 1.

L. EHRLICH.  
BICYCLE.

No. 327,669.

Patented Oct. 6, 1885.



(No Model.)

2 Sheets—Sheet 2.

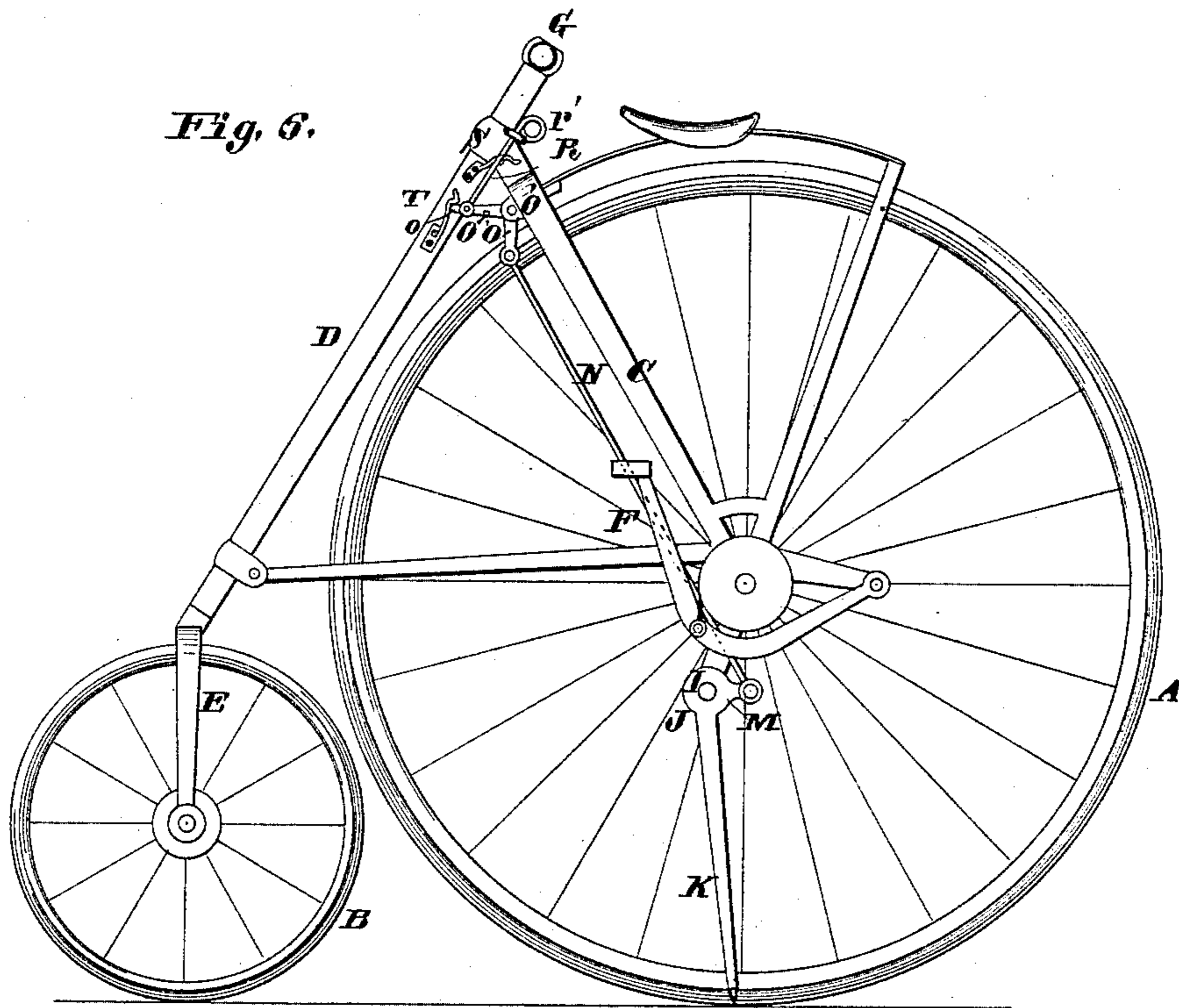
L. EHRLICH.

BICYCLE.

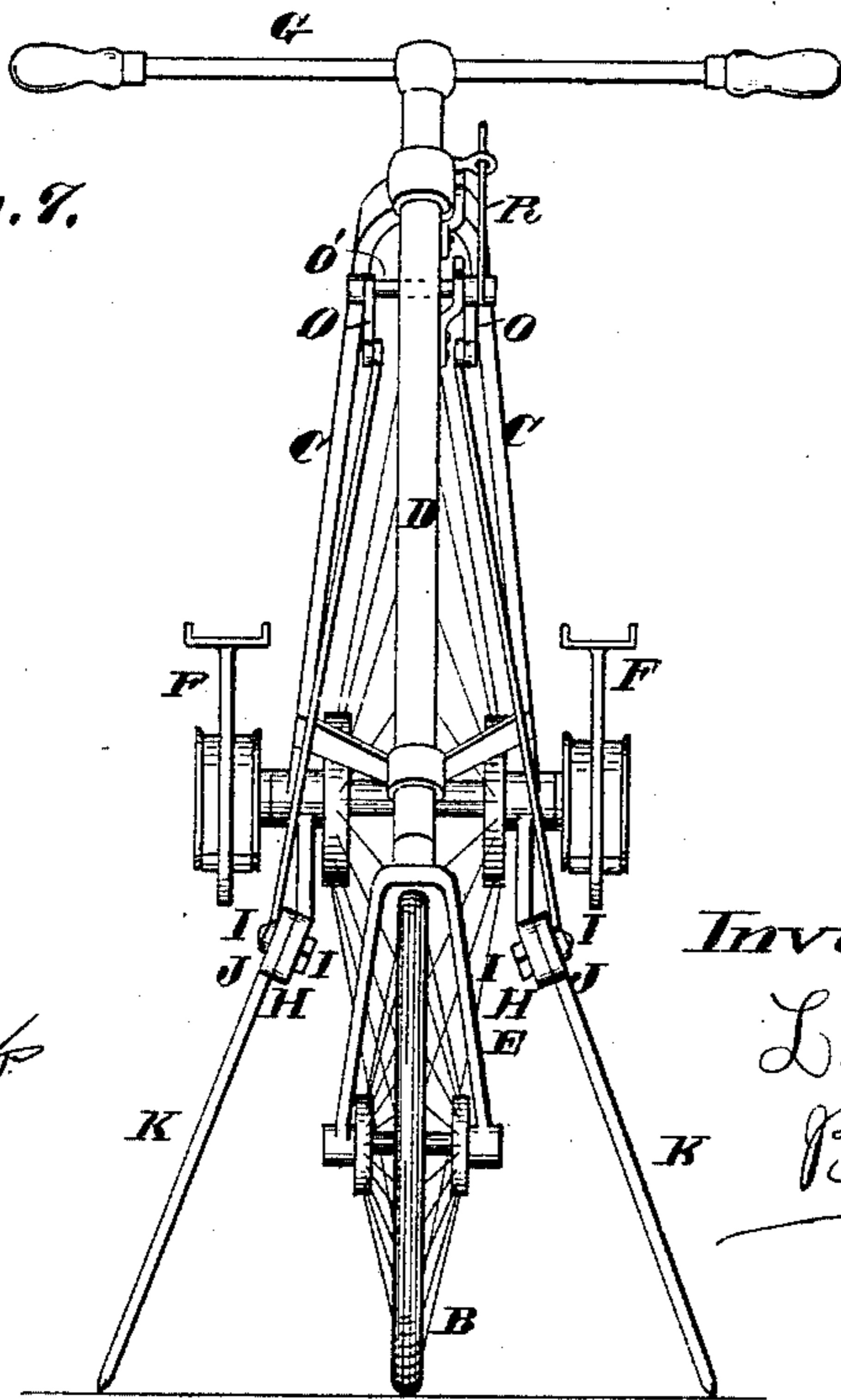
No. 327,669.

Patented Oct. 6, 1885.

*Fig. 6.*



*Fig. 7.*



*Attest;*

*Geo. L. Wheelock*  
*V. A. Lewis*

*Inventor;*

*Leo Ehrlich*  
*By Knight Bros.*  
*Atty.*

# UNITED STATES PATENT OFFICE.

LEO EHRLICH, OF ST. LOUIS, MISSOURI.

## BICYCLE.

SPECIFICATION forming part of Letters Patent No. 327,669, dated October 6, 1885.

Application filed November 17, 1884. Serial No. 148,148. (No model.)

*To all whom it may concern:*

Be it known that I, LEO EHRLICH, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Bicycles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

This is an improvement by which the bicycle is prevented from falling sidewise.

Figure 1 is a side view in which the side props are shown in elevated position by full lines and depressed position by dotted lines. Fig. 2 is a front view, the props being shown in inactive position or out of contact with the ground. Fig. 3 is a front view, the props being in active position. Fig. 4 is an enlarged detail longitudinal section at 4 4, Fig. 2. Fig. 5 is an enlarged detail longitudinal section at 5 5, Fig. 3. Figs. 6 and 7 are respectively a side and front view showing the improvement applied to the style of bicycle in which the small wheel is in advance of the larger.

A is the large wheel, and B the small wheel, having bearings in the usual yokes, C and E, connected by the reach or backbone D. F F are the foot-cranks. G is the steering-lever.

All the above parts may have the usual or any suitable construction.

Upon the lower ends of the yoke C are inclined lugs H, of circular form, and perforated centrally for the passage of a pintle-pin, I, which also passes centrally through the hinge-lug J at the end of the leg K, the legs turning on the pintle-pins as they are raised or lowered. At the free ends of the legs are friction-wheels L, which, when the legs are in active position, rest upon the ground and prevent the bicycle falling sidewise. Upon each leg is a lug, M, connected by a rod, N, to a single head, O, which has a pin or stud, P, working in the slot Q of a lever, R, which is fulcrumed to the handle G at r.

r' is an eye, into which a thumb or finger may be inserted to move the lever downward or upward. This lever is shown in its elevated position in Figs. 1, 2, and 4 and in its

lower position in Figs. 3 and 5. The lever is held in its elevated position by a spring-catch, S, and is held in its lower position by a similar spring-catch, T. To release the lever from either of the spring-catches, either the lever may be sprung away from the catch or the catch from the lever. The legs K incline outward, owing to the inclination of the lugs, the free ends being much nearer together when they are elevated, as in Figs. 1 and 2, than when in lower position, as in Fig. 3.

In the modification shown in Figs. 6 and 7 the small wheel is in front, and the framework is of the usual character found in this style of bicycles, and for which no novelty is claimed. The different construction of frame to that found in the style of velocipede or bicycle shown in Figs. 1 to 5 requires a slight modification in the devices for operating the legs K, the same lettering being preserved as far as practicable in both forms.

The legs, in place of carrying wheels L, may simply have a blunt or sharp point, as shown, so that in ascending a hill they may act as props, preventing the bicycle running backward when ascending a hill. The hinges H I J, and the lugs M and rods N are similar to those before described, except that the upper ends of the rods N are hinged to arms O upon a rock-shaft, O', which has an arm, O<sup>2</sup>, hinged to the lower end of a rod, R, having an eye, r', to receive the thumb or finger by which the rod is moved vertically to move the legs R up and down. The arm O<sup>2</sup> has a toe, o, which engages the spring-catches S and T, acting, respectively, to hold the rod in its upper and lower positions.

I claim—

1. The combination, in a bicycle, of the side props, K, secured to the yoke or frame C by inclined hinges H I J, a hand lever or rod in proximity to the steering-lever, and rods connecting the legs with such hand lever or rod.

2. The combination, in a bicycle, of side props or legs hinged to the yoke or frame, rods connected to the legs and connecting the legs to a lever above the large wheel, and

spring-catches to hold such lever in its elevated or depressed position, for the purpose set forth.

3. The combination, in a bicycle, of side  
5 props or legs, K, connected to the yoke or frame C by inclined hinges having a broad bearing, side projections, M, the legs con-

nected by rods N and head O to a lever, R, and spring-catches to hold the lever in elevated or depressed position.

LEO EHRLICH.

Witnesses:

SAML. KNIGHT,

GEO. H. KNIGHT.