

(No Model.)

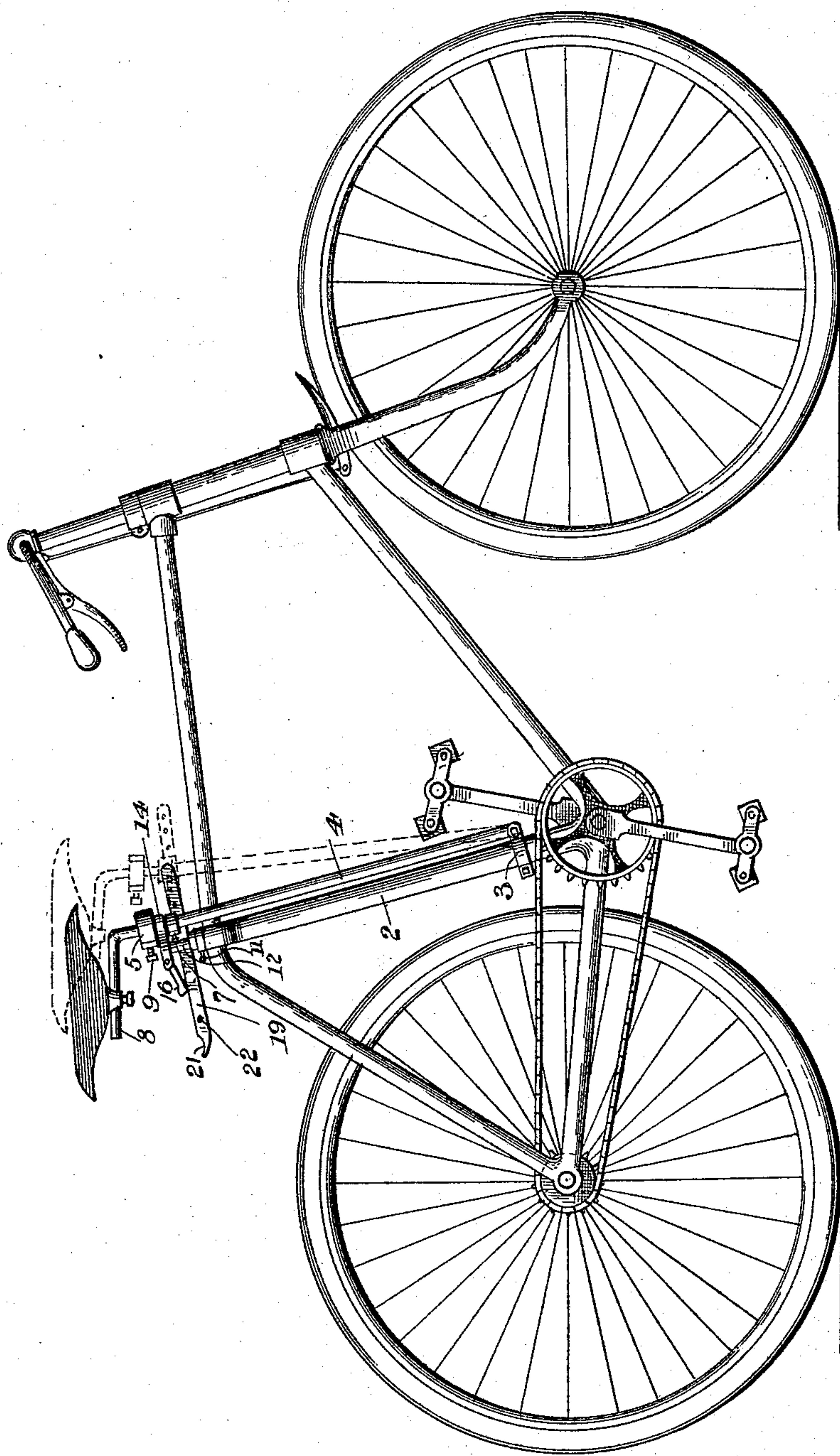
2 Sheets—Sheet 1.

J. E. JAMES.
SAFETY BICYCLE.

No. 543,484.

Patented July 30, 1895.

Fig. 1.



WITNESSES
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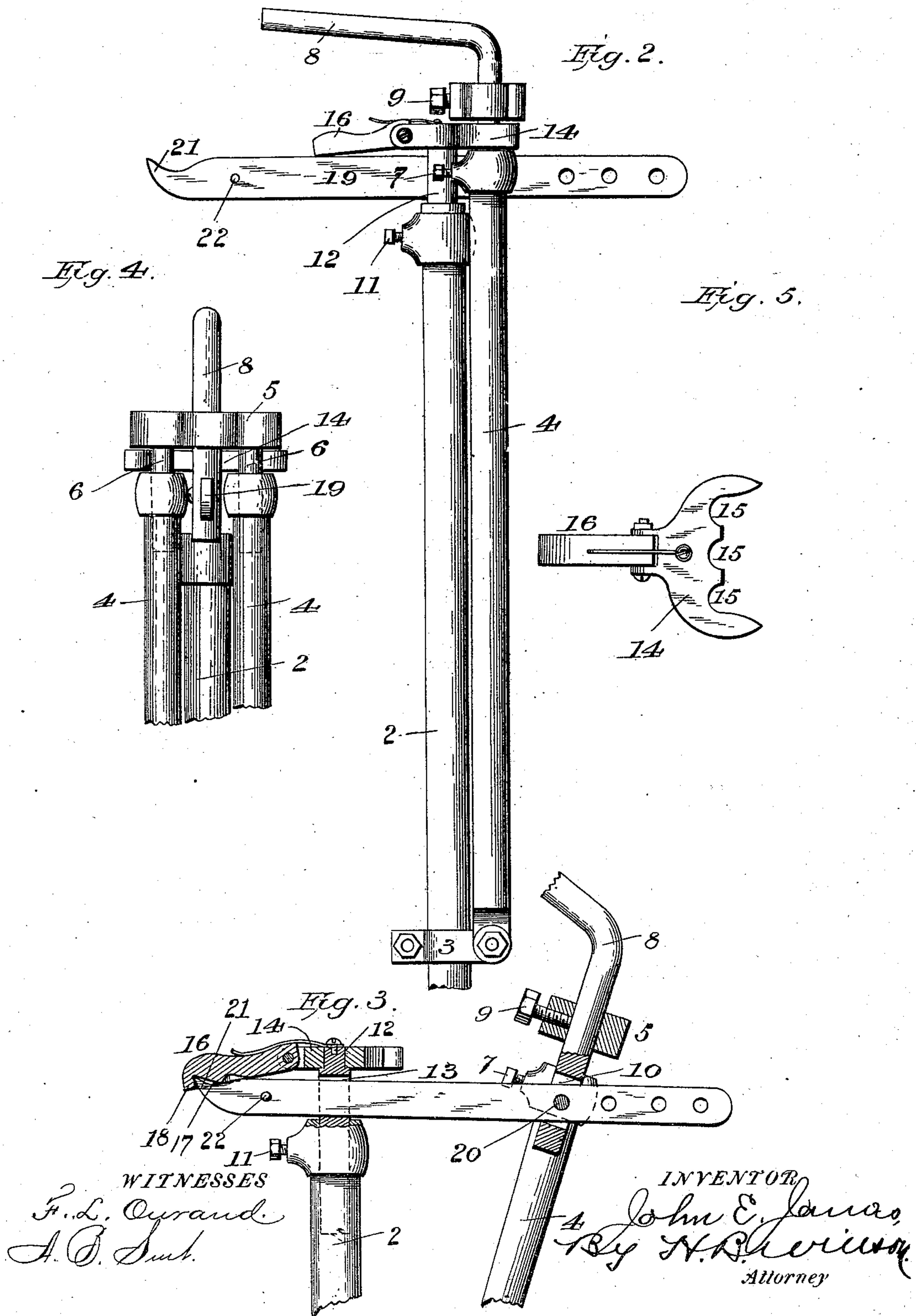
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SAFETY BICYCLE.

No. 543,484.

Patented July 30, 1895.



UNITED STATES PATENT OFFICE.

JOHN E. JAMES, OF WORTHINGTON, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO JOHN M. WILLIAMS, OF SAME PLACE.

SAFETY-BICYCLE.

SPECIFICATION forming part of Letters Patent No. 543,484, dated July 30, 1895.

Application filed March 1, 1895. Serial No. 540,183. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. JAMES, a citizen of the United States, residing at Worthington, in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Safety-Bicycles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to safety-bicycles, and more particularly to a novel means for supporting the seat.

The object of the invention is to provide means whereby the rider may, without dismounting, bring the seat directly over the pedals, thereby employing his weight as well as muscles, thus enabling him to more easily and rapidly climb grades.

With this object in view the invention consists in certain features of construction and combination of parts, which will be hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of a bicycle embodying my invention, showing in dotted lines the parts adjusted to bring the seat directly over the pedals. Fig. 2 is an enlarged view of the upper portion of my device. Fig. 3 is a vertical sectional view of the same. Fig. 4 is a front view. Fig. 5 is a plan view of the head and its latch.

In the drawings, 1 denotes a bicycle having what is known in the art as a "diamond-shaped frame," to which is secured a tubular post 2. At the lower end of this post 2 are pivotally secured, by means of a clamp 3, two parallel tubular supports 4.

5 denotes a block having downwardly-projecting pins 6 entering the upper ends of the tubular supports 4, and they are adjustably secured therein by means of set-screws 7. This block supports the saddle-rod 8, which is secured thereto by means of a set-screw 9 and is provided at its lower vertical end with a slot 10.

Vertically adjustably secured in the upper end of the tubular post 2 by a set-screw 11 is a rod 12, having a slot 13, and secured to the upper end of this rod is a head 14, having recesses 15 to engage the pins of the block and

the lower end of the saddle-rod when the parts are in normal position. (Shown in full lines in Fig. 1.) Pivoted to the rear end of this block is a latch 16, having on its under face an inclined tooth 17 and a straight tooth 18.

19 denotes a bar which is secured in the slot of the saddle-rod by a screw 20 and which passes through the slot in the rod 12. The extreme rear end of this rod is provided with a toe 21, which is adapted to engage with the teeth of the latch, and a stud 22 is secured to the bar and is adapted to contact with the rod 12, and thereby limit the forward movement of said bar.

In operation, the parts being assembled as shown in full lines in Fig. 1, when the rider desires to bring his body over the pedals in order to utilize his weight to increase the speed of the machine or to assist him in climbing a hill he draws himself forward by means of the handle, which causes the bar to be slid forward until it is arrested by its stud engaging the rod 12, which brings the toe of the bar against the inclined tooth. A slight movement backward will cause the toe of the bar to ride over the inclined tooth and engage the straight tooth, in which position the toe is held against further backward movement and the rider supported directly over the pedals of the machine. When the rider desires to move the saddle to its normal position, (shown in full lines in Fig. 1,) he draws the toe of the bar forward until it engages the inclined tooth and quickly pushes himself rearward, which causes the toe as it passes over the inclined tooth to suddenly raise the latch, and before it can fall back the toe of the bar has passed the straight tooth and the parts have assumed their normal position.

In order to get a greater movement of the sliding bar and consequently a greater forward adjustment of the seat, I secure the bar adjustably to the seat-rod in any suitable manner. This adjustment may be secured by providing the forward end of the bar with a series of apertures, so that the screw 20 may be made to engage any of them.

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

1. An attachment for bicycles consisting of supports adapted to be pivoted to the frame

of the bicycle, a saddle rod secured to said supports, a rod adapted to be seated in the usual saddle post socket and provided with a head, a latch carried by the said head, and a
5 bar adjustably secured to the saddle rod to be engaged and be locked by said latch, substantially as set forth.

2. The combination with a bicycle frame, of supports pivoted thereto, a saddle rod attached to said supports, a rod secured to the post of said frame, a bar connected with said saddle rod, and having a sliding connection with the rod secured to the post and provided with a toe at its rear end, a head mounted on
15 this latter rod and provided with a spring actuated latch having a straight and an inclined tooth to be engaged by the toe of the bar.

3. The combination with a bicycle frame
20 having the usual post, of two tubular supports pivotally secured to the lower end of the post,

a head vertically adjustably secured in the upper ends of the tubular supports, a saddle rod secured to said head and provided with a slot in its lower end, a rod secured to the upper end of the said post and provided with a slot corresponding to the slot in the saddle rod, a bar adjustably secured in the slot of the said saddle rod and passing through the slot in the rod secured to the post, said bar
25 having a stud near its rear end, and at its rear end a toe, a head secured to the last named rod, a spring actuated latch pivoted to said head, said latch provided with an inclined and a straight tooth to be engaged by
30 the toe of the bar.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN E. JAMES.

Witnesses:

THOS. G. HOSICK,
W. J. BRUNER.