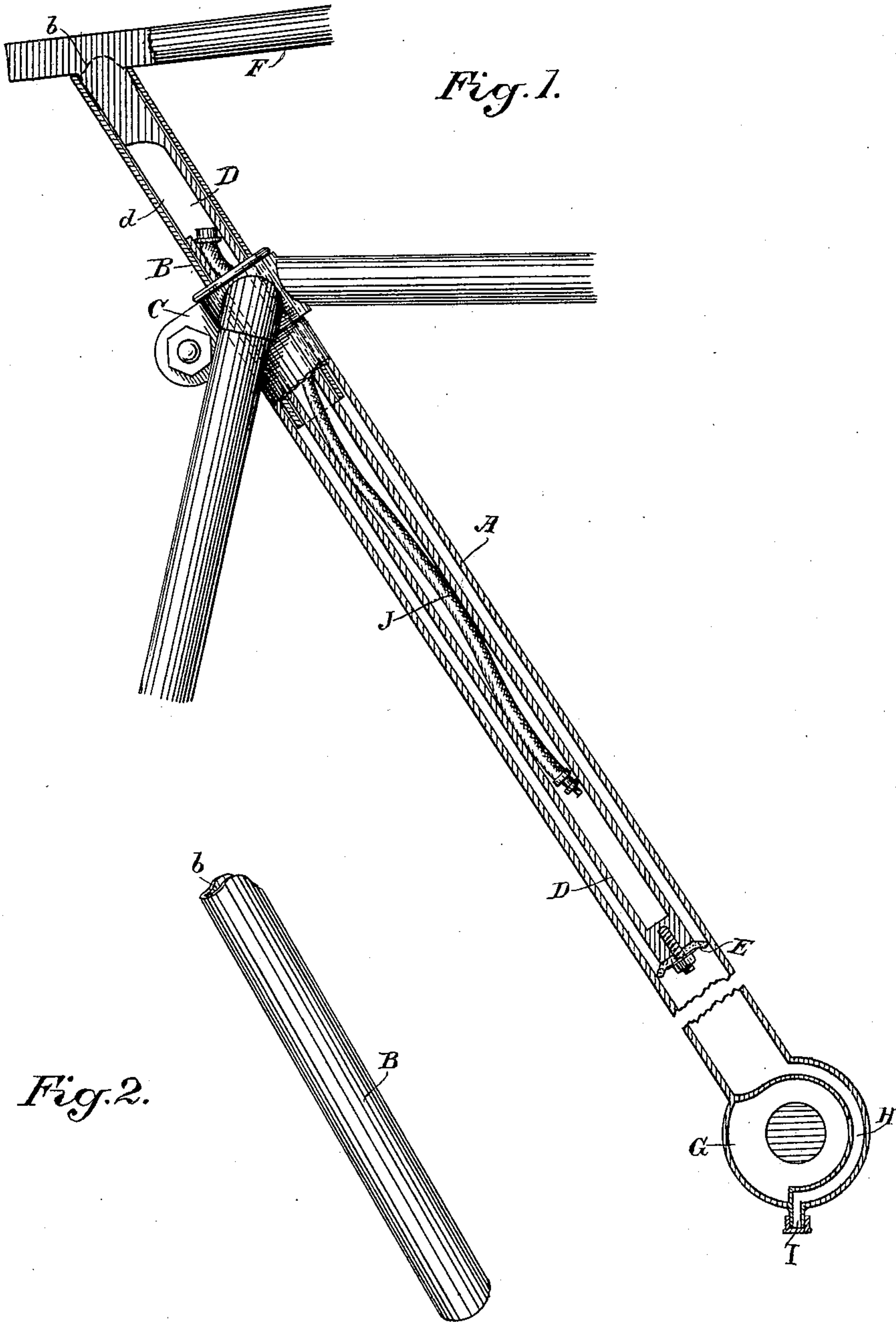


(No Model.)

L. A. PAYNE.
BICYCLE PUMP ATTACHMENT.

No. 606,023.

Patented June 21, 1898.



Witnesses,
J. H. House
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Inventor,
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UNITED STATES PATENT OFFICE.

LEWIS A. PAYNE, OF SAN JOSÉ, CALIFORNIA, ASSIGNOR OF ONE-HALF
TO MARTIN V. DAVIS, OF SAME PLACE.

BICYCLE PUMP ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 606,023, dated June 21, 1898.

Application filed July 8, 1897. Serial No. 643,828. (No model.)

To all whom it may concern:

Be it known that I, LEWIS A. PAYNE, a citizen of the United States, residing at San José, county of Santa Clara, State of California, have invented an Improvement in Bicycle Pump Attachments; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to a pump attachment for bicycles which is adapted to be so adjusted as to be operated from the seat-post and provided with connections whereby air can be introduced to the pneumatic tires of either of the wheels without the use of a supplemental pump.

It consists in details of construction which will be more fully explained by reference to the accompanying drawings, in which—

Figure 1 is a sectional view of the saddle-post and connections. Fig. 2 is a detail of the slidable standard.

A is the seat-post or standard of the bicycle-frame, the other portions of the frame being essentially similar to those in ordinary use. Within this part of the frame is the tubular slidable seat-post or standard B, which is adapted to be moved up and down to adjust the height of the saddle for the rider, and when thus adjusted it is secured firmly by means of a clamp C. Within this tubular adjustable post is an interior tube D, which is slidable within the adjustable part B and has its lower end fitted with a suitable plunger E, which is adapted to form a tight joint with the interior of the tube A when the part D is moved downward and which may have a valve or will yield in the usual manner of such plungers to allow air to be admitted from above, thus acting when reciprocated as a force-pump.

The saddle itself is fixed in the usual or any suitable manner upon the top of the post D, and the part B is grooved or channeled, as shown at *b*, so that when the transverse bar F, which carries the saddle, has been forced down close to the part B this bar fits into the fore-and-aft channel *b* and thus holds the seat firmly in place, the adjustment, as before stated, having been made by raising or lowering the part B.

The upper part of D is made slightly larger

or tapering enough so that it will bind and remain solidly in place in the socket *b*, but can be easily withdrawn when the device is to be used as a pump.

Within the crank-hanger tube G is fitted a curved tube H. This tube connects directly with the interior of the tube A, and air which is compressed within A passes around through the tube H to the point of discharge at I, where it may be ordinarily closed with a cap to keep out the dirt.

The flexible connecting-tube J is adapted to have one end screwed upon the end of the tube I, and the other end is arranged to be connected with the inlet-valve openings of either of the tires upon the wheels of the machine, and when this connection has been completed it is only necessary to reciprocate the plunger D and compress the air within the standard or post A, when it will be conducted through the passage H and the tube J to the proper point.

At one side of the tube D is made an opening *d* of sufficient size to allow the flexible tube J to be inserted when not in use to connect with the tires. The work of pumping having been completed, it is only necessary to disconnect the tube J and insert it into the opening *d*, when it will lie within the plunger-tube D and be entirely protected.

My device is very convenient, gives a strong pump of large capacity, so that the work of pumping can be rapidly completed, and when the parts are not in use they are still a portion of the machine and always within easy reach for use.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with the seat-post standard of a bicycle-frame, of a vertically-adjustable tubular seat-support, a clamp by which it may be held at any desired point, a supplemental interior tube having the upper end fitted to receive and hold the saddle and the lower end provided with an air-forcing plunger whereby the reciprocation of this tube will compress air within the seat-post standard, a tubular connection curving around the crank-hanger bearing with a connecting-nipple, and a flexible tube adapted to connect

said nipple with the inlet-valves of either of the wheel-tires.

2. The combination with the seat - post standard of a bicycle - frame, of a tubular standard slidable therein, a clamp by which it may be adjusted for height, said standard having longitudinally - disposed grooves or channels in the upper end, an interior tubular plunger-rod the lower end of which is adapted to compress air when reciprocated within the seat-post standard and connections from said standard whereby air may be delivered into either of the wheel - tires, the plunger having the approximately-horizontal seat-bar at its upper end, said bar being adapted to fit snugly in the channel at the upper end of the adjustable tubular portion whereby the saddle is held rigidly in place when the pump is not in operation.

3. The combination with the seat - post standard of a bicycle-frame of an interior tubular adjustable post with a clamp whereby it may be held in position, a hollow plunger-rod slidable within said adjustable post having the lower end adapted to compress air in the lower part of the seat-post standard and the upper end carrying the saddle-supporting bar with means for locking the whole together, and an opening in the side of the plunger-tube with a chamber wherein the flexible connecting-tube is stored when not in use.

In witness whereof I have hereunto set my hand.

LEWIS A. PAYNE.

Witnesses:

S. H. NOURSE,

JESSIE C. BRODIE.