(No Model.)

F. HAMMINGER.

VELOCIPEDE.

No. 427,076. Patented May 6, 1890.

Fig. 1

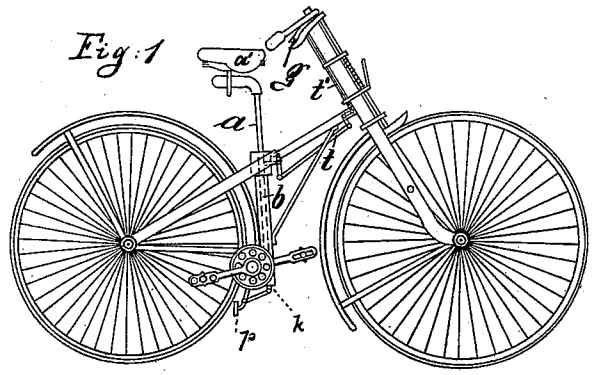


Fig. II.

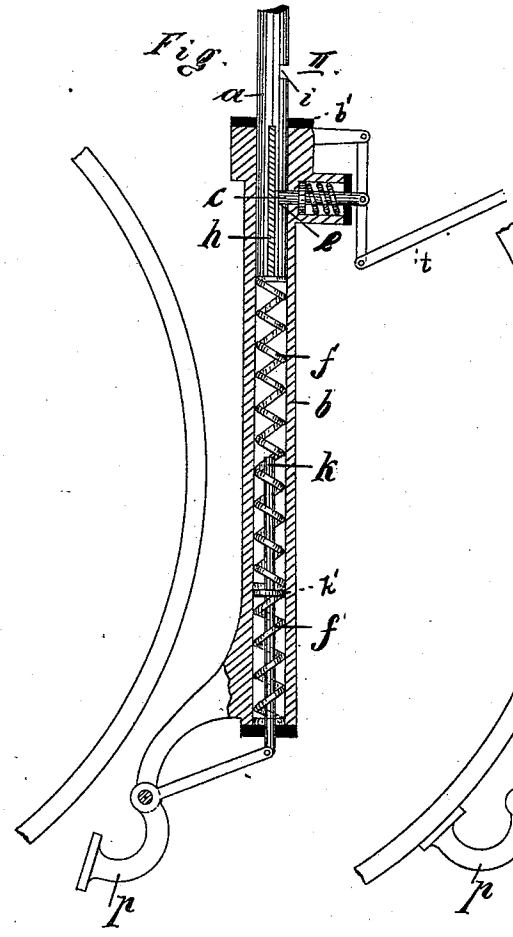
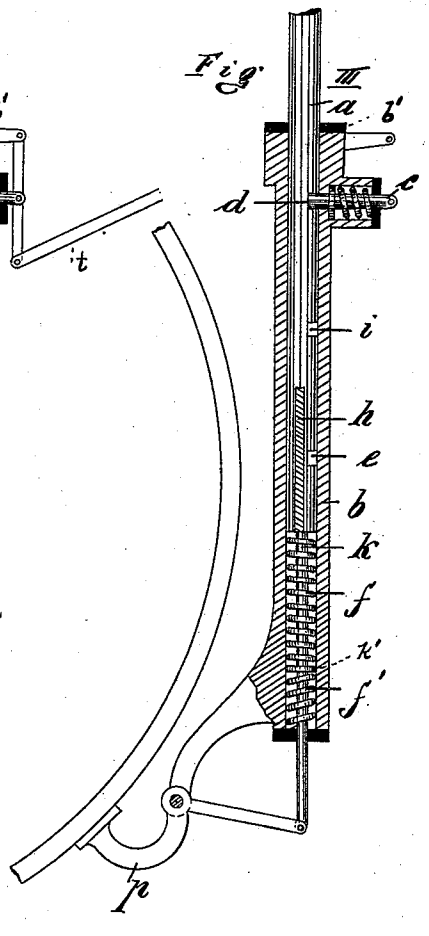


Fig. III.



Witnesses:
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UNITED STATES PATENT OFFICE.

FRANZ HAMMINGER, OF REGENSBURG, BAVARIA, GERMANY.

VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 427,076, dated May 6, 1890.

Application filed December 6, 1889. Serial No. 332,800. (No model.)

To all whom it may concern:

Be it known that I, FRANZ HAMMINGER, of Regensburg, Bavaria, Germany, have invented an Improved Velocipede, of which the following is a specification.

This invention relates to a velocipede so constructed that the rider may lower himself with the saddle and may thereby apply the brakes. Thus, on going down a hill, the rider may in case of danger brake his machine and at the same time get his feet on the ground, thus avoiding the necessity of jumping off.

The invention consists in the various features of improvement more fully pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a bicycle provided with my improvement. Fig. 2 is a sectional side view of the mechanism that supports the saddle, showing the bar *a* raised. Fig. 3 is a similar view with the bar *a* depressed.

The letter *a'* represents the saddle of a velocipede supported upon a bar *a*, the lower end of which is received by a fixed tube *b*. A feather upon bar *a*, engaging a groove in the tube, prevents the bar from turning. Within the lower part of tube *b* there is a rod *k*, to which the brake-shoe *p* is connected by an intermediate link. Between a collar *k'* of the rod *k* and the lower end of tube *b* there is a spring *f'*. A second spring *f* is between the collar *k'* and the rod *a*. The rod *a* is provided with a series of notches *d i e*, that may be engaged by a spring-bolt *c*, adapted to be moved by a series of bars *t t'*, connected by bell-cranks, the bar *t'* carrying a handle *g*. When the spring-bolt engages the lowermost notch *e*, Fig. 2, the saddle *a'* is in its usual raised position. To apply half brake, the bolt *c* is brought into engagement with notch *i*, and to apply full brake it is brought into engagement with notch *d*. The downward motion of bar *a* in these cases causes a compression of spring *f*, and thus the rod *a* is free to come into contact with rod *k*. This rod, descending against the action of spring *f'*, applies the brake-shoe. When the spring-bolt *c* is withdrawn, (the rider having dismounted or having taken his weight off the saddle,) the spring *f'* will push rod *k* upward to take the brake-shoe off, and the spring *f* will in distending raise rod *a*.

In order to prevent the rod *a* from being thrown out of the tube *b*, the latter is provided on top with a perforated plate *b'*, and the rod *a* has a projection *h* within the tube that abuts against such plate when the rod is in its uppermost position.

This invention may, of course, also be applied to tricycles and four-wheelers.

What I claim is—

1. The combination of a velocipede having saddle *a'* with a supporting-bar *a*, a tube *b*, receiving said bar, and with a push-rod *k*, projecting into tube *b* and carrying brake-shoe *p*, substantially as specified.

2. The combination of saddle *a'* and supporting notched bar *a* with tube *b*, a rod *k*, projecting into said tube, a brake-shoe connected to said rod, and with a bolt adapted to engage the notched bar, substantially as specified.

3. The combination of saddle *a'* and supporting notched bar *a* with tube *b*, a rod *k*, projecting into said tube and carrying collar *k'*, a brake-shoe connected to said rod, a bolt engaging the notched bar, and with a pair of springs within the tube above and below the collar, substantially as specified.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

FRANZ HAMMINGER.

Witnesses:

ANCIC REUTER,

WM. HOFMIESTER.