

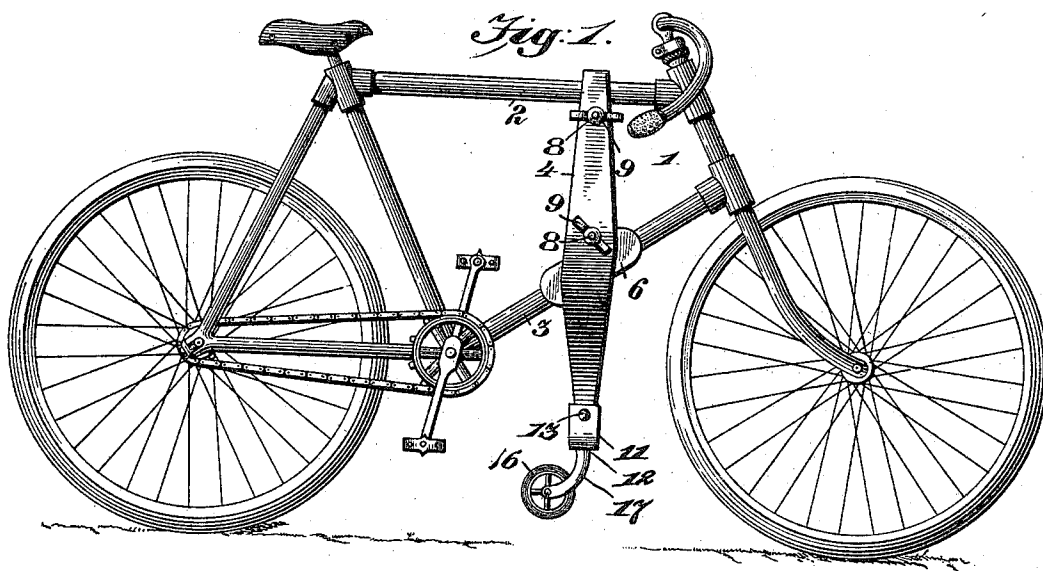
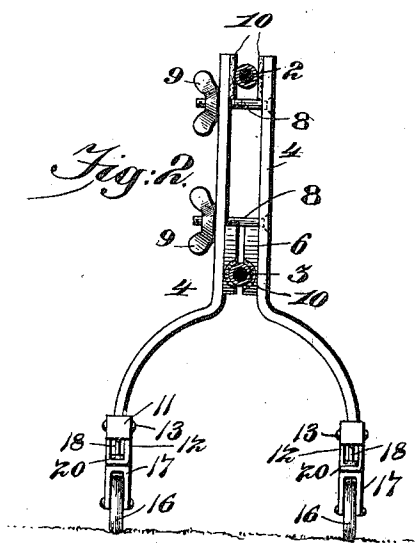
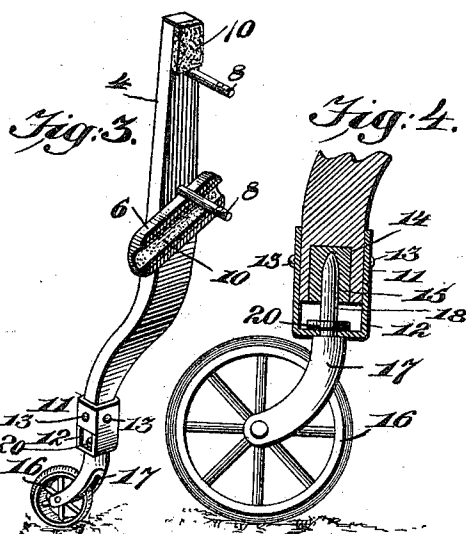
No. 617,136.

Patented Jan. 3, 1899.

A. G. WILKINS & L. E. MOORE.
SAFETY ATTACHMENT FOR BICYCLES.

(Application filed Apr. 30, 1897.)

(No Model.)



Witnesses
H. G. Dieterich
Edwin Cruse.

Inventors
Alexander G. Wilkins
Lydia E. Moore

By their Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

ALEXANDER G. WILKINS, OF MEADVILLE, PENNSYLVANIA, AND LYDIA E. MOORE, OF INDUSTRY, KANSAS; SAID WILKINS ASSIGNOR TO SAID MOORE.

SAFETY ATTACHMENT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 617,136, dated January 3, 1899.

Application filed April 30, 1897. Serial No. 634,634. (No model.)

To all whom it may concern:

Be it known that we, ALEXANDER G. WILKINS, residing at Meadville, in the county of Crawford and State of Pennsylvania, and
5 LYDIA E. MOORE, residing at Industry, in the county of Clay and State of Kansas, citizens of the United States, have invented a new and useful Safety Attachment for Bicycles, of which the following is a specification.

10 This invention relates to an improved safety attachment for bicycles for the purpose of enabling beginners to ride the bicycles with less danger of falling off; and the object of the invention is to improve the structure of devices
15 of this character.

The invention consists of the several details of construction and combination of parts hereinafter fully described, and particularly pointed out in the claims.

20 In the drawings, Figure 1 is a side elevation of a bicycle with our safety attachment in position thereon. Fig. 2 is an end view. Fig. 3 is a perspective view of one of the standards of the safety attachment detached.
25 Fig. 4 is a longitudinal section through the lower end of the standard.

Similar reference-numerals indicate similar parts in the several figures.

30 1 indicates an ordinary safety-bicycle, in which the upper frame-bar is marked 2 and the lower frame-bar 3.

The safety attachment is connected to the frame between the front and rear wheels of the bicycle and sufficiently forward to give
35 the pedals room for action.

The attachment consists of two standards, preferably of hickory or other suitable hard wood which can be bent to the desired shape, and each standard consists of an upper
40 straight portion 4 and a lower portion which curves outwardly and downwardly.

6 indicates a clamp-section rigidly secured to the standard just above the junction of the straight and curved portions. The clamp-section extends transversely across the stand-
45 ard at such an angle as to adapt it to lie parallel with the lower frame-bar 3 when the standard is in a vertical position. The clamp-section also extends at each end beyond the
50 standard to afford a lengthened bearing-sur-

face for the frame of the machine. Each standard is provided with a clamp-section, and each clamp-section is provided with a semicircular groove on its inner face to fit
55 over the frame-bar 3. The two standards and the clamp-sections are firmly secured together and to the frame of the machine by headed bolts 8, which pass loosely through the standards and are provided with nuts 9, by means
60 of which they are firmly secured in position. One of these bolts is arranged just above the lower frame-bar 3 and the other bolt just below the upper frame-bar 2. The upper ends
65 of the standards will be tightly clamped against the upper frame-bar 2. Rubber or other suitable packing 10 may be interposed between the clamps and the frame-bar 3 and
70 also between the upper ends of the standard and the upper frame-bar 2 to prevent marring of the frame-bars.

On the lower end of each standard a collar or ferrule 11 is secured and is provided with a downwardly-extending loop 12. The collars or ferrules serve to prevent the lower
75 ends of the standard from splitting and are preferably made of sheet metal cut to the desired shape to form the loop and be folded around the standard. The ferrules may be
80 secured in place by rivets 13 or other similar fastening devices.

14 indicates a steel plug secured in the end of the standard, and these plugs are each provided with a hole 15, which extends lon-
85 gitudinally into it about two-thirds of its length.

The supplemental wheels are indicated by 16, and each wheel is journaled in a fork 17, the shank of which passes through an opening in the loop 12 and into the opening 15 in
90 the plug 14. The end of the shank is preferably conical in order to afford as little friction as possible between it and the plug 14.

20 indicates a collar on the shank 18, adapted to rest on the loop to prevent the wheels and their supporting-forks from being dis-
95 connected from the standards.

When the safety attachment is in position, the supplemental wheels 16 will extend on opposite sides of the machine an equal distance from the longitudinal central plane of
100

the bicycle. The wheels will preferably be provided with rubber tires and will be elevated above the ground about three or four inches. Should it be desired to elevate them a greater distance, this may be accomplished to a limited extent by moving the attachment forwardly on the frame of the machine.

From the above description it will be seen that we have produced an exceedingly cheap and simple device for the purpose intended, which may be quickly attached or detached from the machine, and that on account of the clamping-sections extending at each end beyond the standards a long bearing-surface is afforded for the frame of the machine, and the latter will consequently not be as liable to be strained or twisted when the weight of the bicycle and its rider is thrown on either of the supplemental wheels.

It will be understood that changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What we claim is—

1. An attachment for safety-bicycles comprising a pair of standards having straight upper portions and outwardly - offset and downwardly-extended lower portions, clamping devices passing transversely through, and connecting together, the straight upper portions of both standards to firmly hold the standards on the frame-bars of a bicycle, and

wheels swiveled to the lower deflected ends of said standards, whereby the standards may be applied in parallel positions against opposite sides of bicycle reach-bars and the wheels disposed beyond the plane of said frame, substantially as described.

2. A safety attachment for bicycles comprising a pair of standards provided with straight upper portions to lie parallel to each other and having their lower portions deflected laterally away from one another, the inclined clamps, rigidly secured in transverse positions on the opposing faces of the straight upper portions of the standards, in coincident planes, and adapted to embrace a frame-bar of a bicycle, the clamping-bolts attached to the standards to draw the latter together and to cause the clamps to bind upon a bicycle, and the caster-wheels swiveled to the lower extremities of the standards, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

ALEXANDER G. WILKINS.
LYDIA E. MOORE.

Witnesses as to Alexander G. Wilkins:

ARTHUR V. LEBERMAN,
LEWIS H. LAUDERBAUGH.

Witnesses as to Lydia E. Moore:

C. A. MOORE,
M. H. PRICE.