

2.2 THE MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - England's Midlands

By late 1890s the building of safety bicycles was a major industry in Birmingham, Wolverhampton and Coventry.



Cover of booklet issued March 1942
John Marston Ltd, Wolverhampton
built the first "Sunbeam" in 1887.



Hercules was a later addition to cycle manufacturers in Birmingham



N.B.
Perfin
H C
M

Hercules
Cycle &
Motor Co

Alldays & Onions Ltd was a well established manufacturer of diamond frame bicycles in Birmingham



NB
Advertising
ring around
the 1d pink
postal
stationery
envelope
postmarked
Birmingham
July 14 1887.

2.2 Raleigh Cycle Co.

Raleigh Cycle Co, Nottingham England, had shop windows world wide. It exported & set up overseas companies.

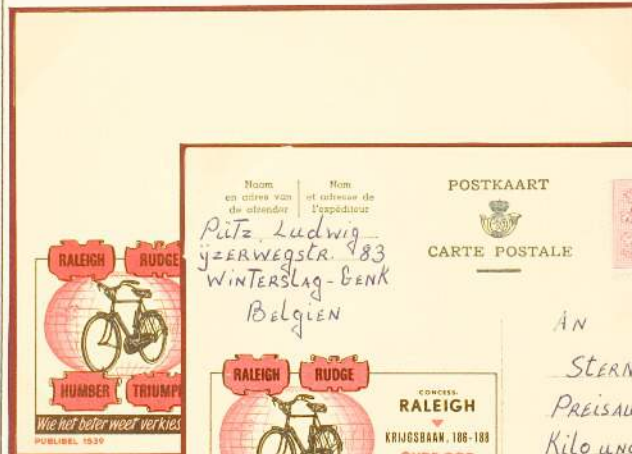


Raleigh used
pressed steel
lugs in 1890s
when rivals
used brittle
cast lugs
Start of 'All
steel' advert.

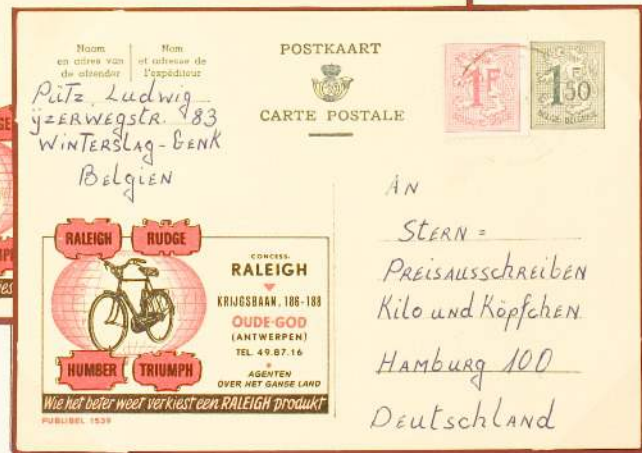
France advertised the
Raleigh bicycle as the
make which sold the
most bicycles in the
world.



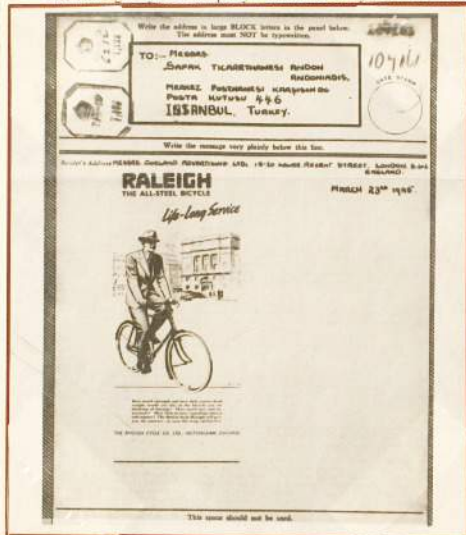
Left: Albino postcard.
Advert. for Raleigh
printed but Post Office
has not printed the
heading, including
imprint of the stamp.



Some famous early
manufacturers of
bicycles have been
taken over by Co.
including Rudge
Humber & Triumph



2.2 THE MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - Raleigh Cycle Co
The Raleigh Cycle Company was founded by Frank Bowden and began production of bicycles in 1889.



The Heron is the Raleigh crest



The Company sponsors local charitable events.

Raleigh made use of the airgraph service to advertise their "All-Steel Bicycle". Civilians allowed to use service until ended on 31.7.45. N.B. Copies of the airgraph known to exist.

"14" - Ride No. Clacton District divided into a total of 15 rides. 2000 letters delivered.



Christmas delivery of mail permitted by Royal Mail Licence.

2.2 THE MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - Sales overseas
Many of the British bicycle manufacturers export their goods to Europe and Asia.

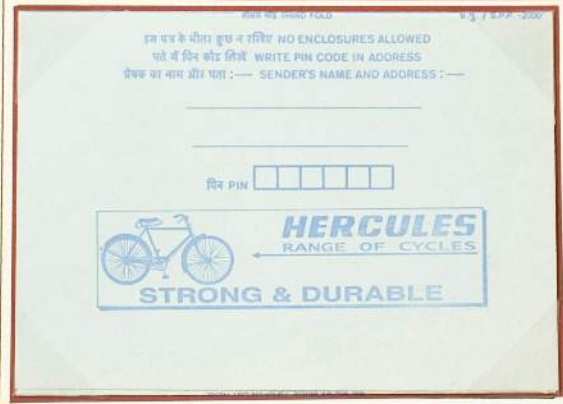


Left.
Universal machine slogan in use from July 1925 to 1926 at a few offices.



Right
B S A (Birmingham Small Arms) bicycles on sale in Holland.

Hercules bicycles advertised on Indian Inland Letter card.



2.2 THE MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - Germany

Germany has manufactured bicycles from the mid 1800s and exported them to other countries.



Below: stamp pane & the inside from page

Reduced from 1916 German stamp booklet



Deutschland-Fahrräder und Nähmaschinen

Sport- u. Gebrauchsartikel, Nähmaschinen, Waffen, Uhren, Stahlwaren, Werkzeuge, Leder-, Gold-, Musik- und Spielwaren.

Größte Auswahl
guter Qualitäten zu billigsten Preisen.

A. Stukenbrok, Einbeck 100
Größtes Fahrradversandhaus Deutschlands
Fabrik für Fahrräder und Fahrradteile.

Veranlassen Sie Musterproben (Postkarte)



1911 price-list sent to Sweden

De tyske Vaaben og Cykle-Fabriken
H. Burgsmøller og Sønner
Kreienso

Jagdrød 1911

Hier
Olle Olsson d.y.
Föllinge
Färmland
SCHWEDEN

Vort Arbejdsstelt er hele Verden

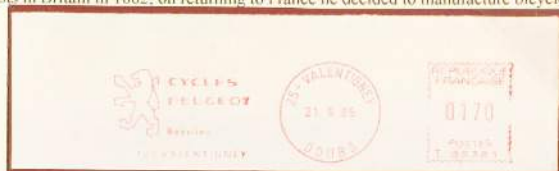
Note perfin

2.2 THE MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - Peugeot

Armand Peugeot saw many cyclists in Britain in 1882: on returning to France he decided to manufacture bicycles.



Peugeot established by Henri and Ernest Peugeot who in 1887 manufactured spring-steel hoops for women's crinoline dresses.



Note. Far right. Copy of postmark on reverse - 12.1.26 Bourmont Marne N.B. 3 million cycles in 1926

Indications de Service:

3 Millions de cycles Peugeot en circulation

BON POUR UN ESSAI chez Peugeot

Il a le véhicule que vous cherchez

VELOS CYCLO-MOTOS MOTOS 5 CV (QUADRILLETES) 10 CV 15 CV

TOI A DECHIFFRER

80, Rue Denton
LEVALLOIS-PERRET
(SEINE)

POUR LA PUBLICITE P. S. S. (Affiches Imprimés Publicité sous glace etc...) S'ADRESSER AU 1

Consortium Français de Publicité
52, 54, Rue Pierre Charron, PARIS
OU A SES AGENTS DEPARTEMENTAUX ET LOCAUX

2.2 THE MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - **Stukenbrok Germany**
August Stukenbrok of Einbeck advertised his bicycles widely and provided a 3 year guarantee for his machines.



Stukenbrok used the post to advertise his bicycles in booklets, on postal stationery and with meter marks.

AUGUST STUKENBROK, EINBECK
Größtes Versandhaus Deutschlands für Fahrräder und Sportartikel.
Fabrik für Fahrräder und Fahrradteile.

Postkarte

Abt. 21 Vo. Buch.-Nr. Str. in allen Zu-schriften angeben

Bitte in allen Zu-schriften angeben

15.2.19.7-8N

Fa. ~~Herren~~ **Kamphausen & Plüschner**
G.m.b.H. Wollgeboren
Stahlwaren-Fabrik,
in **Ohligs - Solingen.**

Postort **Düsseldorf**
Oberpostdirektion

Betriebsbüro der Geschäftsstelle ca. 1800 qm.
Gesamt-Grandsaal ca. 40 Meter.

2.2 MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - **and repairers.**
Every manufacturer needed outlets for their bicycles and the need for cycle repairers soon arose.

(1) PRIJS 1 CENT.

POSTBLAD.

MAZAPATTEZ TIEP

Broedfabriek Wed. J. DE JONGE.

De winkel van de Broedfabriek Wed. J. DE JONGE, bij de beste adressen.
VOOR GOEDKOOP BROOD.

Many adverts inside Dutch Letter-card. (See some below reduced in size.)

<p>SWIFT CYCLES Gemeinbräu, 47, AMSTERDAM</p> <p>Handlung: A. HERBERG, HAARLEM</p> <p>PEAFF</p> <p>WED. J. DE JONGE, 112, BREEUWEN 22.</p> <p>WASCHMASCHINEN RADEN</p> <p>1898-1900</p>	<p>RECLAME UNIQUE</p> <p>RIJWIEL</p> <p>WETECHTE DUNLOP BANDEN</p> <p>2 JAAR GARANTIE</p> <p>ADRIJKER'S & CO. AMSTERDAM</p> <p>fioo</p>	<p>HONIG-CRESCENT CYCLES</p> <p>Gelesen Geschiedt</p> <p>AMSTERDAM</p> <p>CACAO-DELI</p> <p>Fabrik: Sijderzeeweg, Amsterdam.</p> <p>AMSTERDAM</p>
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Adverts include "Swift Cycles"; "Unique" Cycles, with Dunlop tyres; "Crescent Cycles" & (vertically) "Simplex" gears.

<p>There is always a need for a good Cycle Repairer.</p> <p>N.B. Advertisement II Voss on back of Denmark Letter-Card, received 22.10.1895.</p>	<p>Spirittine. Balsam & Inhalent. Vilh. Jensen, Gothergade 101.</p>	<p>Musikhandelen Axelhus 2, D. Musik Automater.</p>	<p>Heymann Bloch & Co. Aigte dansk vormal Marseille Sæbe.</p>
<p>Eneke-cognac.</p> <p>Isenkrantzstræde Axelhus 2, D.</p>	<p>C. Th. Rom & Co. Værktøjsfabrik Axelhus 2, D.</p>	<p>Hans Skottegaard. Vinhandel. Kultorget, Taarnbygn.</p>	<p>F. A. Thiele. Kjøbmagergade 26. Kikkerten.</p>
<p>Cycle-H. Voss. Reparationer udføres. Kannikestræde 6.</p>	<p>P. F. A. Thomsen's Barnevognfabrik. Største Udvælg i Skandinavian. Lille Høngsgade 33</p>	<p>Kjøbenhavns billigste Handske Udsalg Fælledvej 16, Joh. Larsen.</p>	<p>Hattemagasinat „London“ Finstes Kjøbte 1 & 2 Kr. under vanlig Pris. 31, Csergade 31.</p>

DAS GUTE DEUTSCHLAND MARKENRAD

NAHMASCHINEN UHREN WAFFEN SPORTARTIKEL
ALLER ART IN GÜTE UND PREISWÜRDIGKEIT UNÜBERTROFFEN

FAHRRADFABRIK

AUGUST STUKENBROK EINBECK

8129

11.10.23

DEUTSCHES REICH 15

DEUTSCHLAND 15 JAHRE FABRIKSGARANTIE

Herrn / Firma **Schulze & Hoffmann,**

in **Neukirch (Lausitz).**

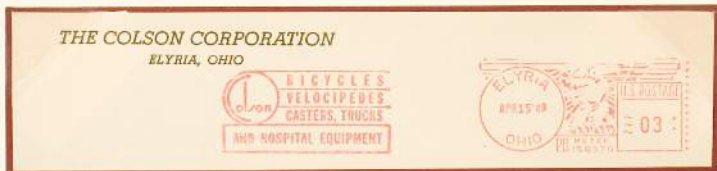
Postort **Dresden.**
O.P.D.

2.2 MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - United States of America.

U.S.A. has also been a major manufacturer of bicycles since the late 1800s.



N.B. inconsistencies above: a) 3c normal postage rate, not 2c, b) '53 was 75th anniversary, not '63 and c) why 1953 Parcel Post mark?



Colson using term 'velocipedes' in addition to 'bicycles'. 1942 Pitney Bowes meter mark had clearer outline of American eagle.



2.2 THE MANUFACTURERS OF DIAMOND FRAME SAFETY BICYCLES - Scandinavia

Parts of Scandinavia are not conducive to cycling but Sweden has been a manufacturer of bicycles for many years.



Above: Hermes bicycle from A. B. Nymans Verkstader, Upsala, sent 9 July 1915.

Below Swedish Parcel card, of 18 July 1972 with "Standard" bicycle meter mark.



2.3 ANATOMY OF THE SAFETY BICYCLE - Its skeleton; the frame.

By the end of the nineteenth century the diamond frame had become the standard for all manufacturers.



The frame consists of steel tubes, joined by means of lugs, into which they are braised



Tubes are welded by bending or rolling a flat, narrow plate, into shape. Drawn tubes have no seams and are stronger.

Steel is iron to which approx. 1% carbon is added for extra strength.



Reynolds 531 tubing was introduced in 1930 & is widely used still.



2.3 ANATOMY OF THE SAFETY BICYCLE - Its skeleton the frame, for ladies.

To cater for ladies riding bicycles, manufacturers produced bicycles with dropped top tubes.

Private postal stationery item c. 1908.



NB Right & below Dress guards on back wheels to protect ladies' long dresses.



Left Peugeot bicycle Die proof signed by designer, J Combet.

Below Ladies regularly wore long dresses early 1900s, hence need for bike dress guards.



2.3 ANATOMY OF THE SAFETY BICYCLE - wheels

Cycle builders concentrated efforts on improving the safety bicycle; tangential spoking on wheels from 1874.



Wheels may have radial spoking (above) or tangential spoking - spokes over lap. Up until 1960s rear wheels had 40 spokes (see below) and front 32 spokes, but below right 28 shown. Now generally 36 spokes in both wheels, as Australian mark right.



Above Much later development, levers each side of the hubs allow quick release of wheel from front forks to change a tyre



2.3 ANATOMY OF THE SAFETY BICYCLE Its heart - the wheels and its brakes.

Early safety bicycles, like the Columbia, had coaster brakes to rear wheel, rider slows by pedalling backwards.



Issued for *Columbian Exposition Chicago 1893.*



Left. Centre pull brakes applied each side of rim

Right. Stirrup brakes linked by rods, pull upwards on wheel rim



Right Brakes work by pushing down on a rod, linked to a pad, directly onto the tyre

