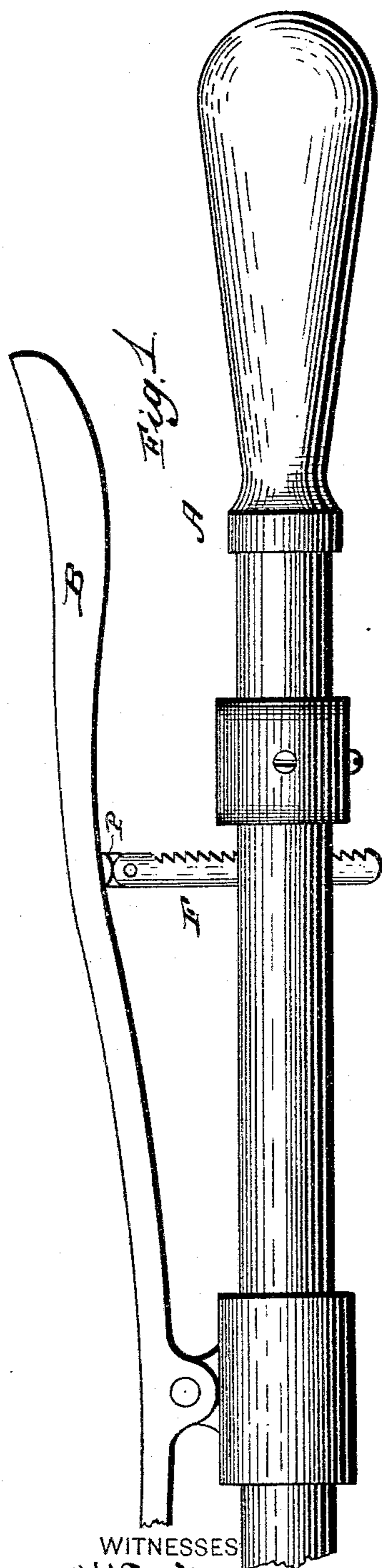


(No Model.)

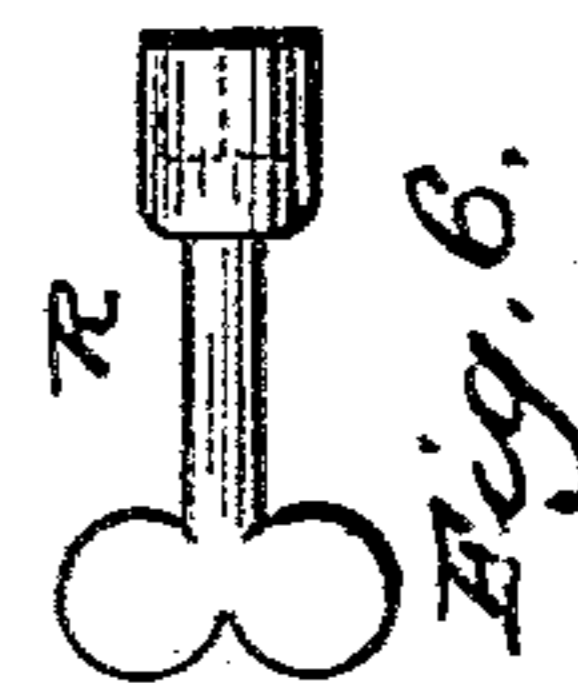
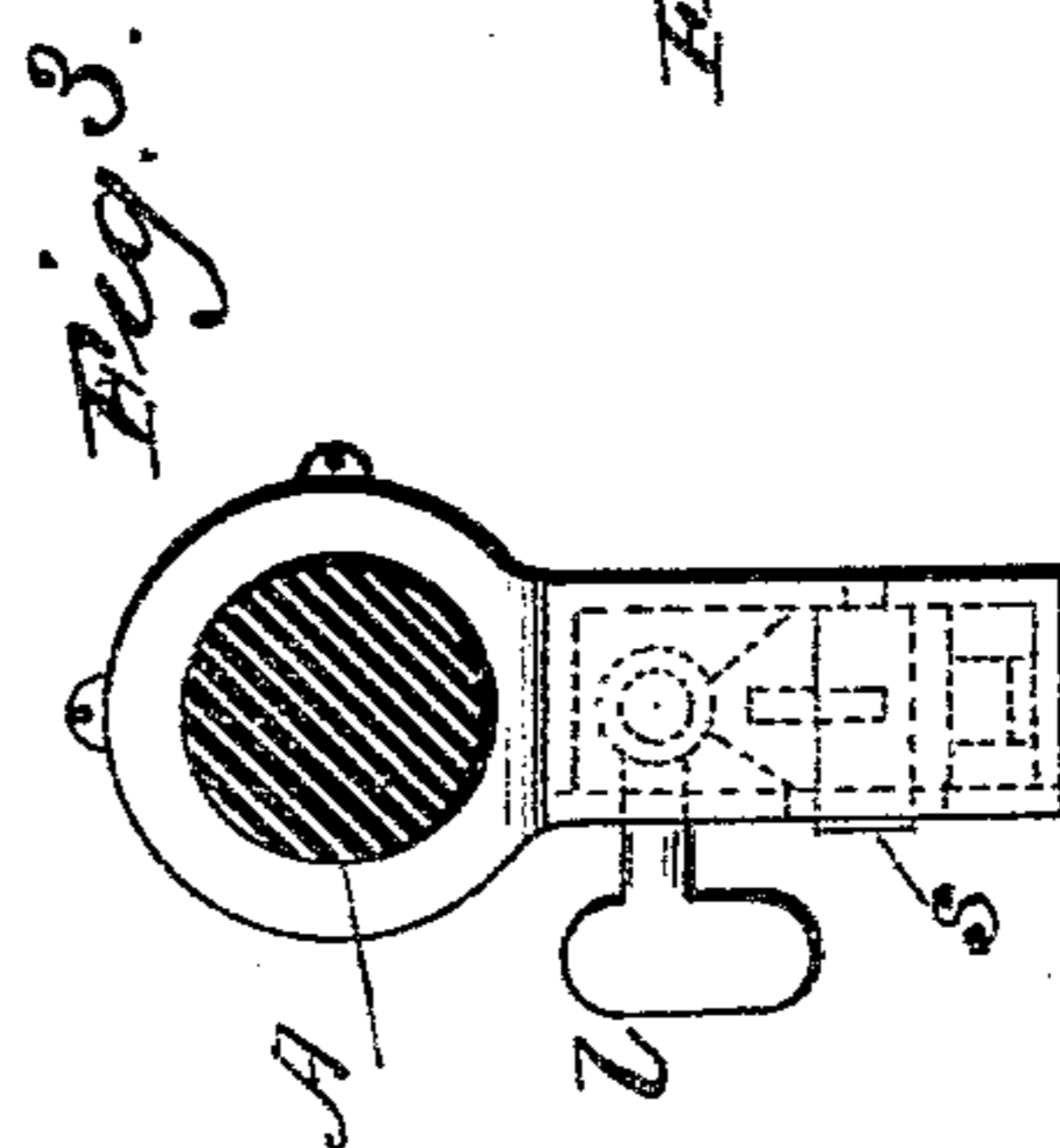
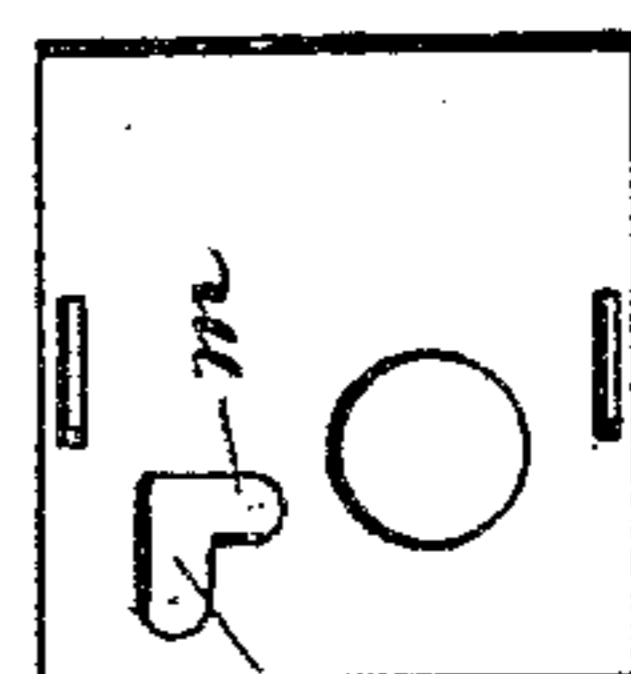
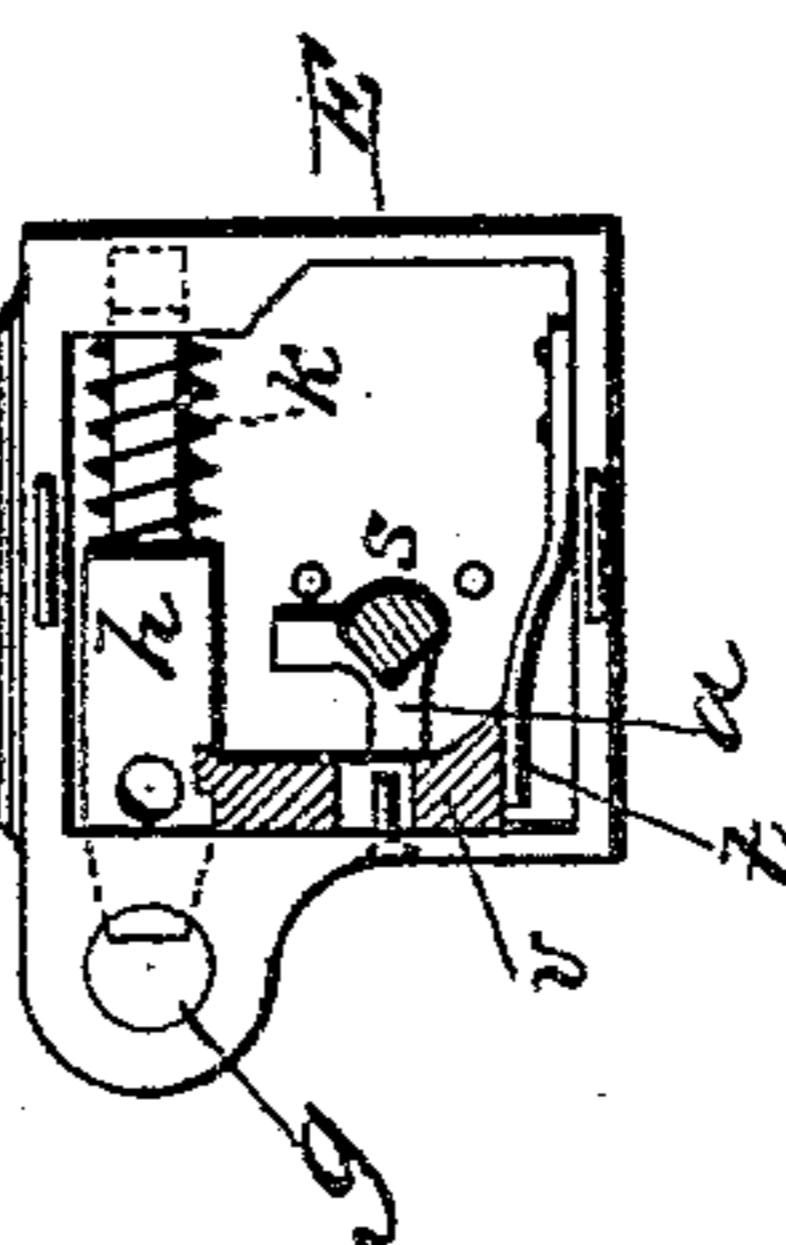
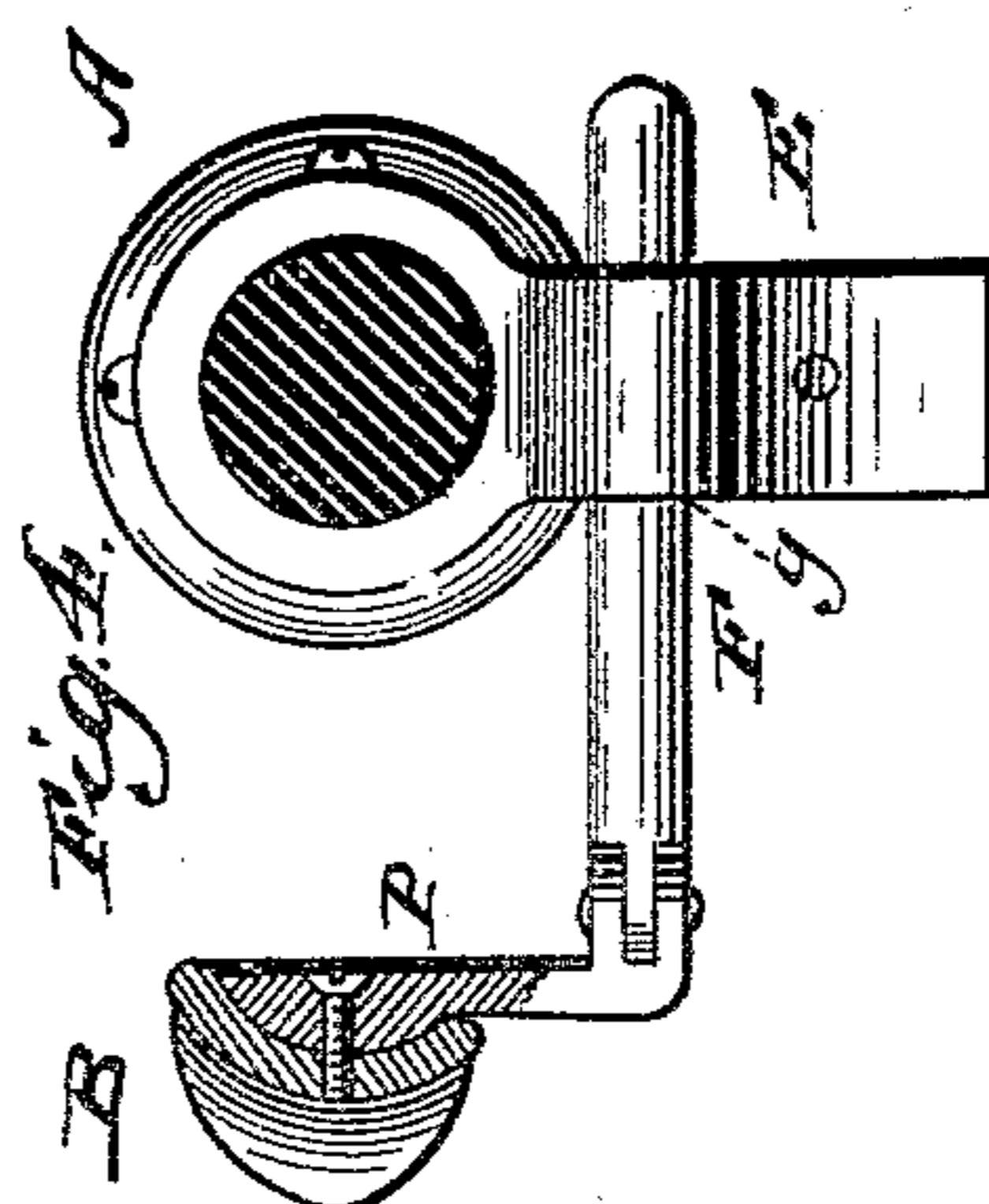
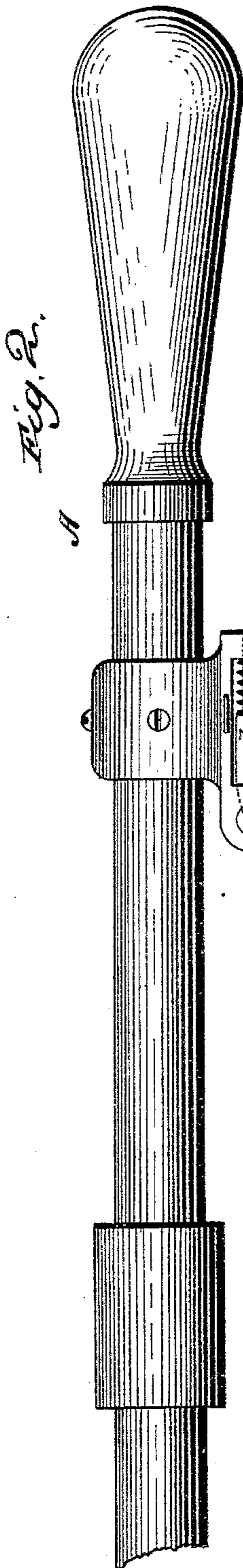
G. S. & C. S. HULL.
BRAKE LOCK FOR BICYCLES.

No. 300,261.

Patented June 10, 1884.



WITNESSES
E. H. Bates,
John T. Morrow.



INVENTORS
Geo. S. Hull,
C. S. Hull,
by *Anderson & Smith*
their ATTORNEYS

UNITED STATES PATENT OFFICE.

GEORGE S. HULL AND CHARLES S. HULL, OF CHAMBERSBURG, PA.

BRAKE-LOCK FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 300,261, dated June 10, 1884.

Application filed March 31, 1884. (No model.)

To all whom it may concern:

Be it known that we, GEORGE S. HULL and CHARLES S. HULL, citizens of the United States, residents of Chambersburg, in the county of Franklin and State of Pennsylvania, have invented certain new and useful Improvements in Brake Holders and Locks for Bicycles; and we 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a top view of our device. Fig. 2 is a rear view. Figs. 3 and 4 are cross-sectional views, and Figs. 5 and 6 are detail views.

This invention has relation to the brakes of bicycles and velocipedes or tricycles; and it consists in the construction and novel arrangement of devices, as hereinafter set forth, and pointed out in the appended claims.

In the accompanying drawings, the letter A designates the handle-bar of the bicycle to which this invention is shown as applied, and B is the brake-handle. C represents the brake, and D that portion of the wheel on which it operates. In the construction illustrated, E represents a lock fastened to the handle-bar A, and F a lock-bar, which is connected to the brake-handle. The arrangement, however, may be reversed by attaching the lock to the brake-handle, and the lock-bar to the main or guiding handle of the machine. The lock-bar F is toothed, and works in a passage, *g*, of the lock. The lock is provided with a locking-bolt, *h*, adapted to fit the intervals between the teeth of the lock-bar, and said locking-bolt is held in place by a spring, *k*. In order to release the lock-bar a thumb-catch, *l*, is provided, whereby the locking-bolt can be moved back. By depressing the catch to engage the angular slot J at *m*, the locking-bolt is held back. The locking-bolt can be locked open or in its engaged position by various devices well known to those skilled in lock-making. In the construction shown the lock-bar F, which may be either round or prismatic, is made straight, and is pivoted to an attachment piece, P, which is secured to the brake-handle; or the lock-bar

may be directly pivoted or attached to the brake-handle. When the locking-bar is curved in accordance with the arc of movement of the brake-handle, a pivot-connection will not be necessary, and the lock-bar may be rigidly attached to the brake-handle.

The purpose of the invention is to provide convenient means for holding the brake-handle in any desired position, to release it instantly or to lock it, securing the brakes at any desired pressure upon the wheel, also to render the front wheel or driving-wheel immovable by locking the brakes with a firm pressure thereon. When, by means of a key, R, the arm *a* of the tumbler *s* of the lock is turned down upon the spring *t*, the slide *v* follows, releasing the bolt *h*. The arm *a* of the tumbler engages the slide *v* and holds it in position disengaged from the locking-bolt *h*. This locking-bolt may then be pushed back by means of the thumb-catch working in the slot J, and held there by engagement with said slot, as hereinbefore described. By means of the key the spring *t* may be released, allowing the slide *v* to engage a notch of the locking-bolt.

When the locking-bolt is free to move, the device is ready for use as a brake-holder. By pressing the brake-handle to attain the desired pressure on the wheel, the bar F is caused to move in the passage *g*, and will be held in position to secure this pressure by the locking-bolt *h*. This pressure can be instantly released by pushing back the thumb-catch.

When it is desired to lock the wheel, the brake-handle is pressed until the wheel is firmly held by the brake. The spring *t* is then released by means of the key, and moves the slide into engagement with the locking-bolt *h*, holding the lock-bar in position, and the brake-handle locked in position close to the main handle. In this position the fastening-screw of the lock-bar is guarded by the juxtaposition of the brake-handle, so that said lock-bar cannot be removed.

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

1. The combination, with the brake-handle of a bicycle, of a locking attachment, substantially as specified.

2. The combination, with the brake-handle and the main handle, of the toothed locking-bar and the lock having a passage in which

said locking-bar works, substantially as specified.

3. The combination, with the toothed locking-bar, of the lock having a passage for said
5 bar, a locking-bolt, and spring operating the same, spring-slide to engage said bolt, and a tumbler, substantially as specified.

4. The combination, with the locking-bar, of the spring-bolt, its thumb-catch, and the
10 angular holding-slot of the lock, substantially as specified.

5. The combination, with the main handle

and the brake-handle, of the lock and the locking-bar, having its fastenings guarded by one of the handles when drawn up in juxtaposition 15 thereto in the locked position, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

GEO. S. HULL.
C. S. HULL.

Witnesses:

CHARLES S. LUCAS,
JOHN JEFFRIES.