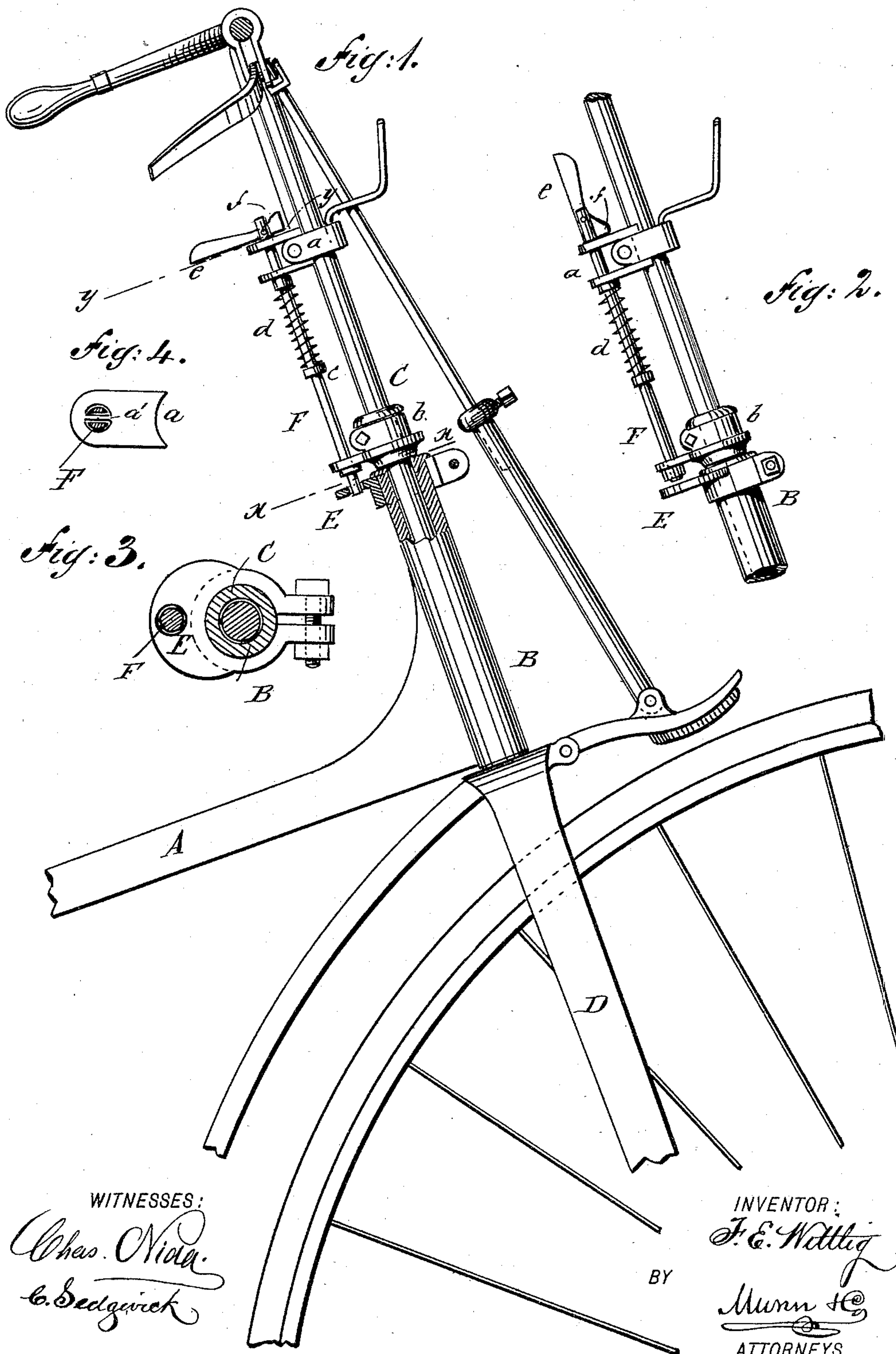


(No Model.)

F. E. WITTLIG.
LOCKING DEVICE FOR BICYCLES.

No. 432,920.

Patented July 22, 1890.



WITNESSES:

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FRED E. WITTLIG, OF MARIETTA, OHIO.

LOCKING DEVICE FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 432,920, dated July 22, 1890.

Application filed April 30, 1890. Serial No. 350,016. (No model.)

To all whom it may concern:

Be it known that I, FRED E. WITTLIG, of Marietta, in the county of Washington and State of Ohio, have invented a new and Improved Locking Device for Bicycle Steering-Gear, of which the following is a specification, reference being had to the annexed drawings, forming a part thereof, in which—

Figure 1 is a partly sectional side elevation of a part of a bicycle, showing the application of my improvement. Fig. 2 is a detail view showing the locking device arranged in a different position. Fig. 3 is a transverse section taken on line *x x* in Fig. 1, and Fig. 4 is a transverse section taken on the line *y y* in Fig. 1.

Similar letters of reference indicate corresponding parts in all the views.

The object of my invention is to provide a simple and effective locking device for bicycle steering-gear, whereby the steering apparatus may be locked in a fixed position when it is desired to lean the machine against a building, fence, or other support when the machine is at rest, or for the purpose of adjusting and cleaning.

My invention consists in the construction and combination of parts, as will be hereinafter described and claimed.

The bicycle-frame A is provided with a sleeve B in the usual way, in which sleeve is journaled the shank C of the steering-wheel fork D. Upon the sleeve B is secured a perforated segmental plate E, and to the shank C are attached arms *a b*. The said arms are perforated to receive the bolt F, which extends through the arms, and is provided with a collar *c*, between which and the lower part of the arm *a* is placed a spiral spring *d*, which surrounds the bolt F and tends to press it downward. In a slot in the upper end of the

bolt F is pivoted a lever *e*, provided with a shoulder *f*, and the upper part of the arm *a* is furnished with a bar *a'*, which extends across the bolt-aperture and forms a bearing for the lever *e*. The lever *e* is adapted to lift the bolt and to hold it in an elevated position by the engagement of the shoulder *f* with the arm *a*.

When it is desired to lock the fork D and the steering-wheel in a fixed position, the bolt F is released by turning down the lever *e*, when the spring *d* forces the said bolt into the aperture of the segmental plate E. The shank C is released, so that it may turn by withdrawing the bolt F from the plate E by turning up the lever *e*.

My improved device is applicable to any style of bicycle. It is immaterial whether the steering-head is central or not. When the lever is turned up, the head can be turned in either direction. When the bolt is released, it is unnecessary to pay any particular attention to the adjustment of the head, as the end of the bolt will ride around on the segmental plate E until it automatically drops through the aperture of the plate, thus locking the steering-gear.

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

The combination, with the sleeve B, shank C, and fork D of a bicycle, of the arms *a b*, the spring-pressed bolt F, the lever *e*, pivoted in the upper end of the bolt and having a shoulder *f* at its lower end to hold the bolt raised, and the segmental apertured plate E, secured to the sleeve B of the bicycle-head, substantially as specified.

FRED E. WITTLIG.

Witnesses:

A. D. FOLLETT,
JOHN H. SNODGRASS.