

(No Model.)

J. HOLLIS.
BRAKE FOR VELOCIPEDES.

No. 580,400.

Patented Apr. 13, 1897.

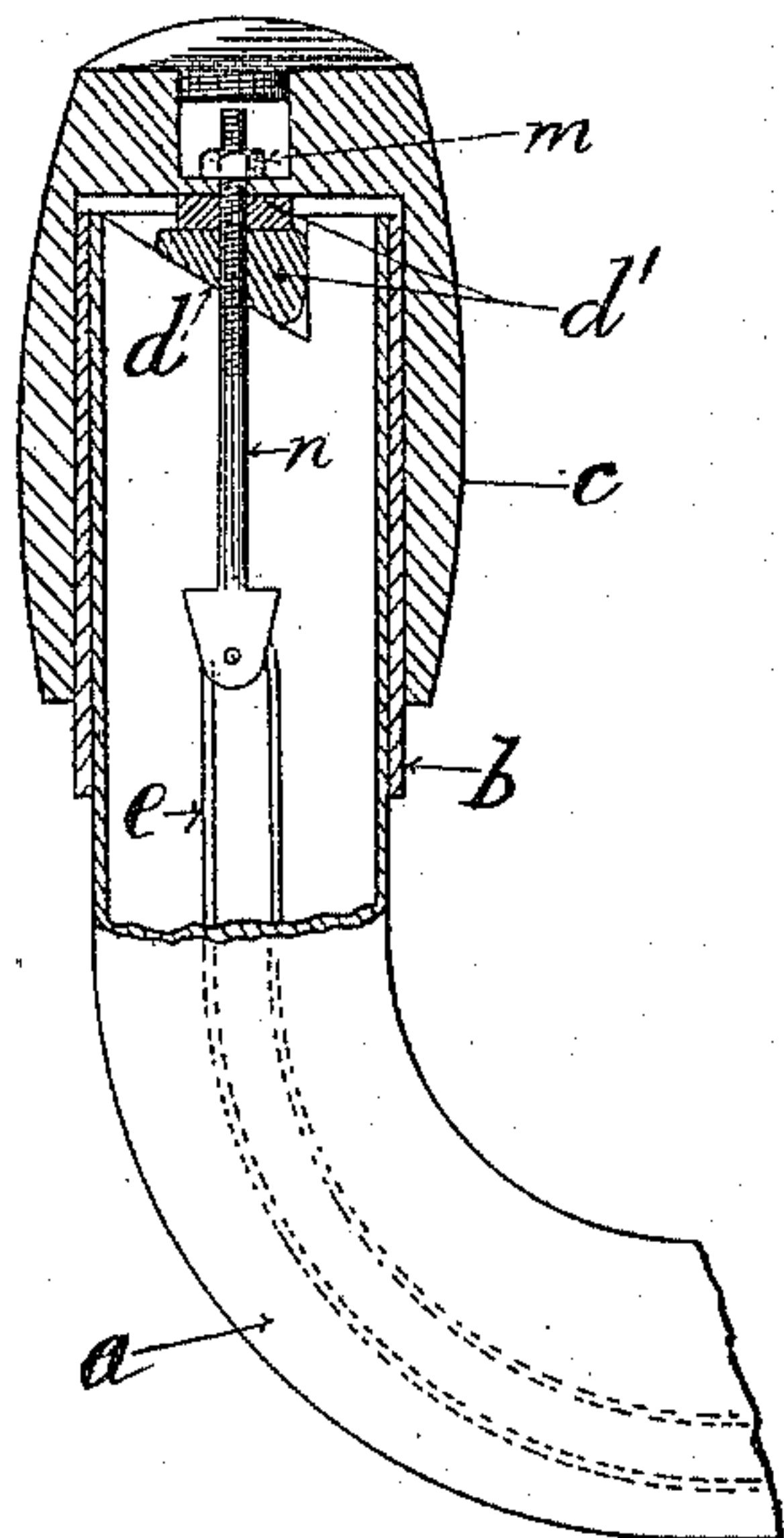


Fig. 1.

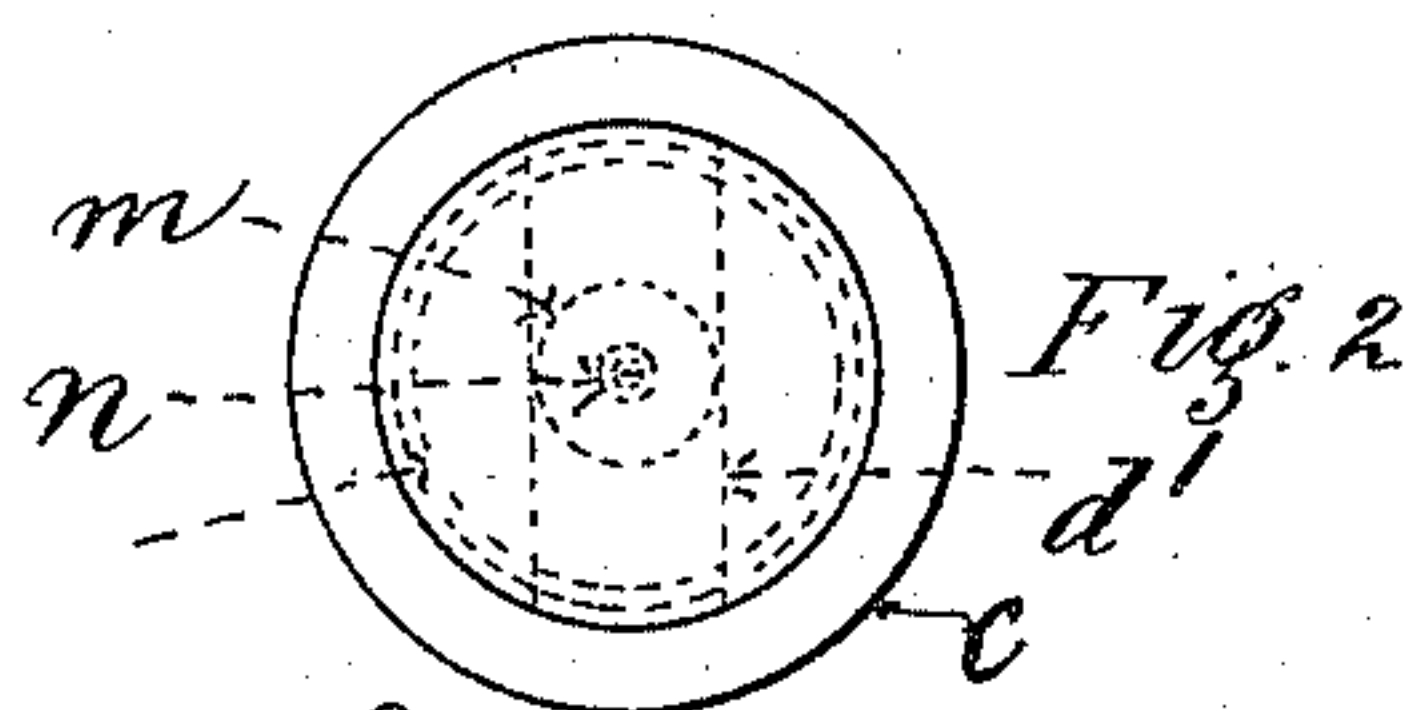


Fig. 2.

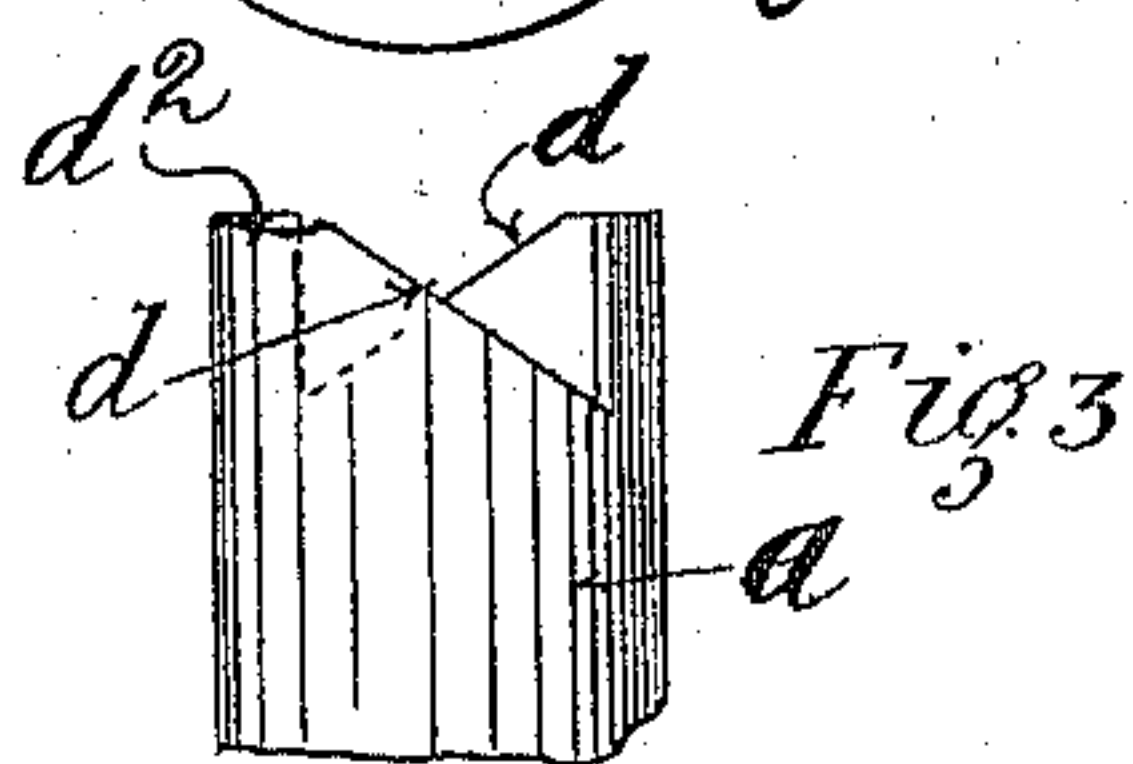


Fig. 3.

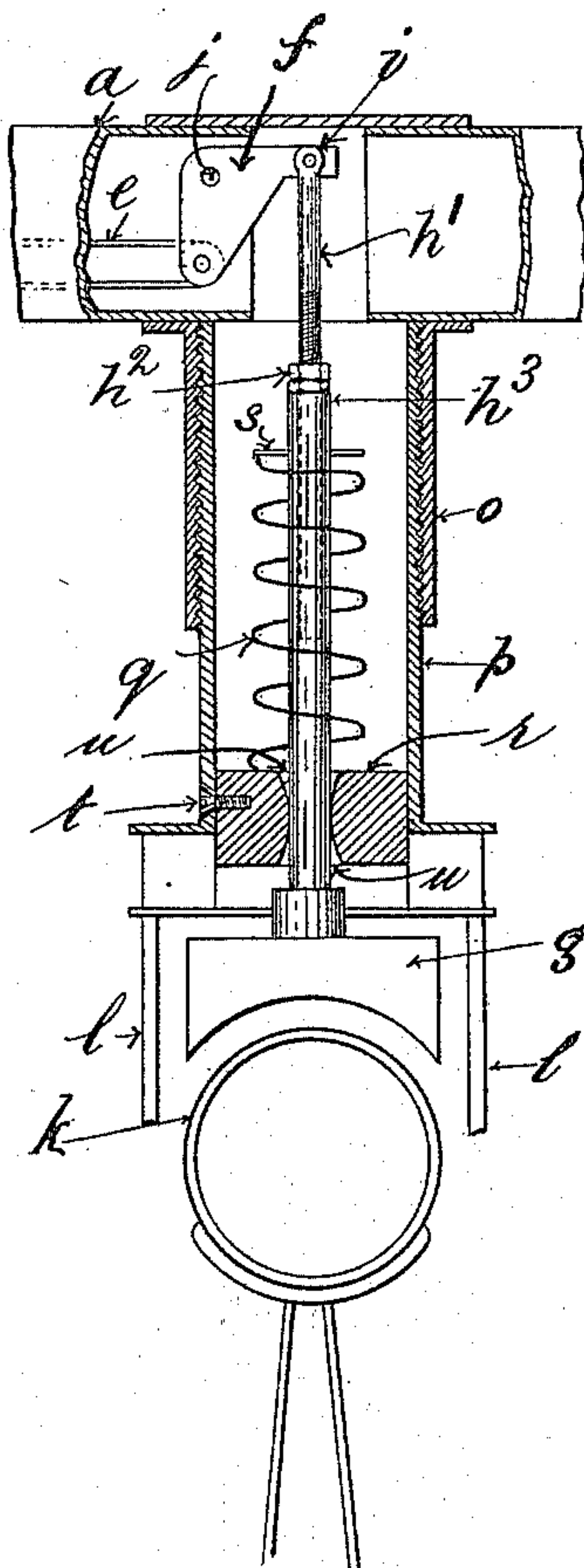
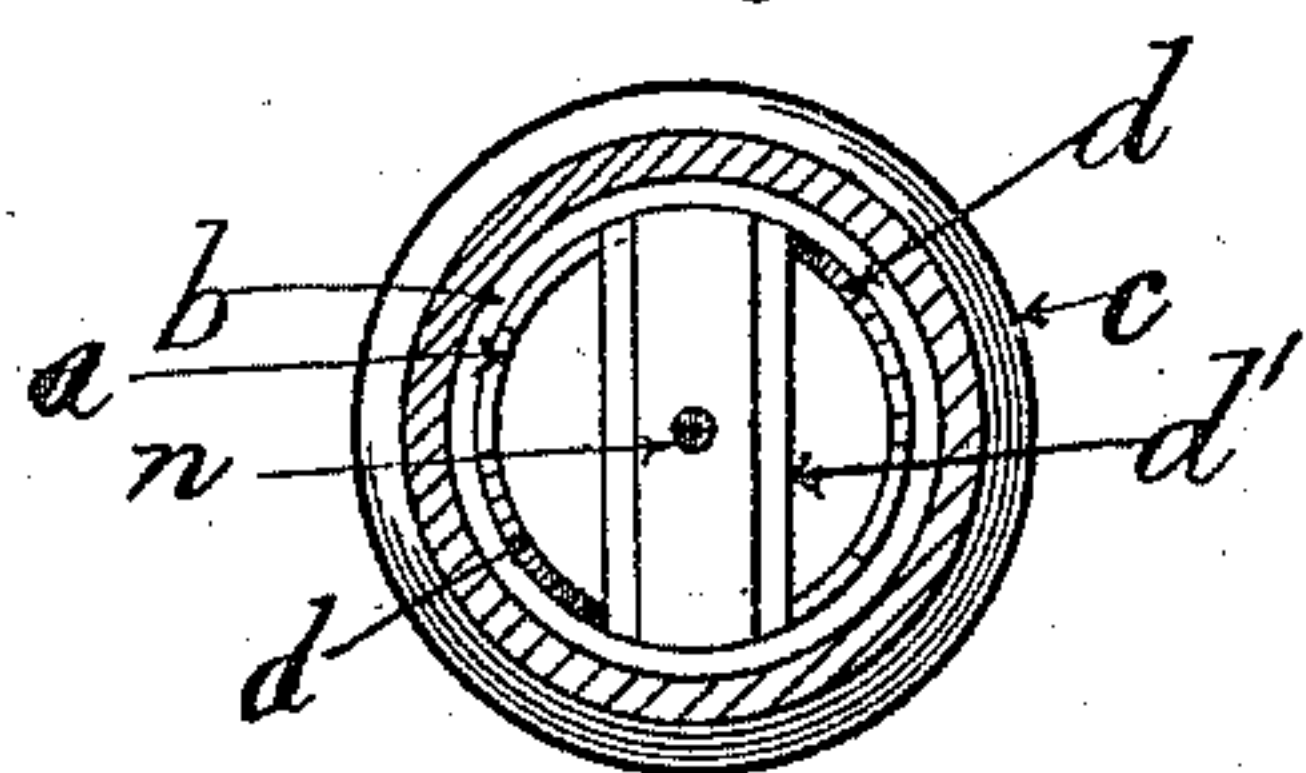


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

JOSEPH HOLLIS, OF ILKESTON, ENGLAND.

BRAKE FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 580,400, dated April 13, 1897.

Application filed August 28, 1896. Serial No. 604,212. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH HOLLIS, a subject of the Queen of Great Britain, and a resident of Ilkeston, in the county of Derby, England, have invented certain new and useful Improvements in Brakes for Velocipedes, of which the following is a full, clear, and exact specification.

This invention consists in providing a brake for bicycles, the mechanism operating same being partly contained or carried inside the handle-bar and head and so constructed and arranged that by turning or rotating the handle the brake may be applied or operated.

In order that my invention may be fully understood, I will now refer to the annexed drawings, in which—

Figure 1 is a sectional view, partly in elevation, showing my invention; Fig. 2, an end view of handle; Fig. 3, an elevation of a modified form of inclined surfaces upon the end of the handle-bar; Fig. 4, a section through line *xy* in Fig. 1.

a is the handle-bar, which is hollow and upon which the sleeve *b* turns or rotates, said sleeve *b* carrying the handle *c*. The end of the handle-bar is provided with the inclined surfaces *d*, upon which the bearing-piece *d'* bears, said bearing-piece being attached to the sleeve *b*, so that when the handle *c* is turned by the rider the connecting wire or piece *e*, which is connected to the pivoted piece or lever *f*, will operate the brake-block *g* through the medium of the rod *h'*, pivoted at *i* to the piece or lever *f*, said rod *h'* being of a telescopic form, one part, *h'*, screwing into the other part, *h³*, and being secured in position by means of lock-nuts *h²*. The piece or lever *f* is pivoted at *j* to a suitable part, such as the tube *a*. After the handle *c* is rotated or turned the brake-block *g* is allowed to return to its initial position, thus allowing the brake-block to recede from the wheel. By this arrangement it will be seen that the rotation of the handle *c* will cause the brake-block *g* to be removed from the wheel or applied thereto, *k* being the tire to which the brake-block *g* is applied. If desired, the surface *d* may be notched or cut at *d²*, Fig. 3, so as to retain the piece *d'* in the desired position.

m is the nut, and *n* the screwed rod which secures the piece *d'* to the handle *c*.

The end of the handle *c* may be removed when required, so that access may be obtained to the nut. By this means the brake may be applied by turning or twisting the handle *c* upon the end of the handle-bar *a*.

The connecting medium may be of any suitable material, such as bent wire. The part *o* may be screwed internally, so as to engage upon the external thread upon the part *p*, carrying the forks *l*.

q is a spring which bears upon the socket *r* and the pin *s* for the purpose of bringing the brake-block *g* to its inoperative position. The socket *r* may be secured in position by any convenient means, such as the screw *t*. The aperture *u* in the socket is shaped as shown, so as to allow the necessary amount of play to the part *h³* when being operated.

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

In brakes for bicycles in combination with a hollow handle-bar; inclined surfaces or planes cut or formed upon the ends of said hollow handle-bar; a sliding piece engaging upon said inclined surfaces or planes and attached to a loose sleeve carrying the handle said loose sleeve turning upon the end of the hollow handle-bar; a flexible wire or connecting-piece attached to said sliding piece by means of a screw-threaded rod having a nut for adjusting the position of same; a pivoted quadrant or bent lever operated by said flexible wire or connection; a telescopic rod attached at one end to the said quadrant and carrying at the other end the brake-block for engaging upon the wheel; a spring for controlling the said telescopic rod substantially as described and illustrated herein.

In testimony that I claim the foregoing I have hereunto set my hand this 27th day of July, 1896.

JOSEPH HOLLIS.

Witnesses:

JAMES FLEMING,

RUDOLPH CHARLES NICKOL.