

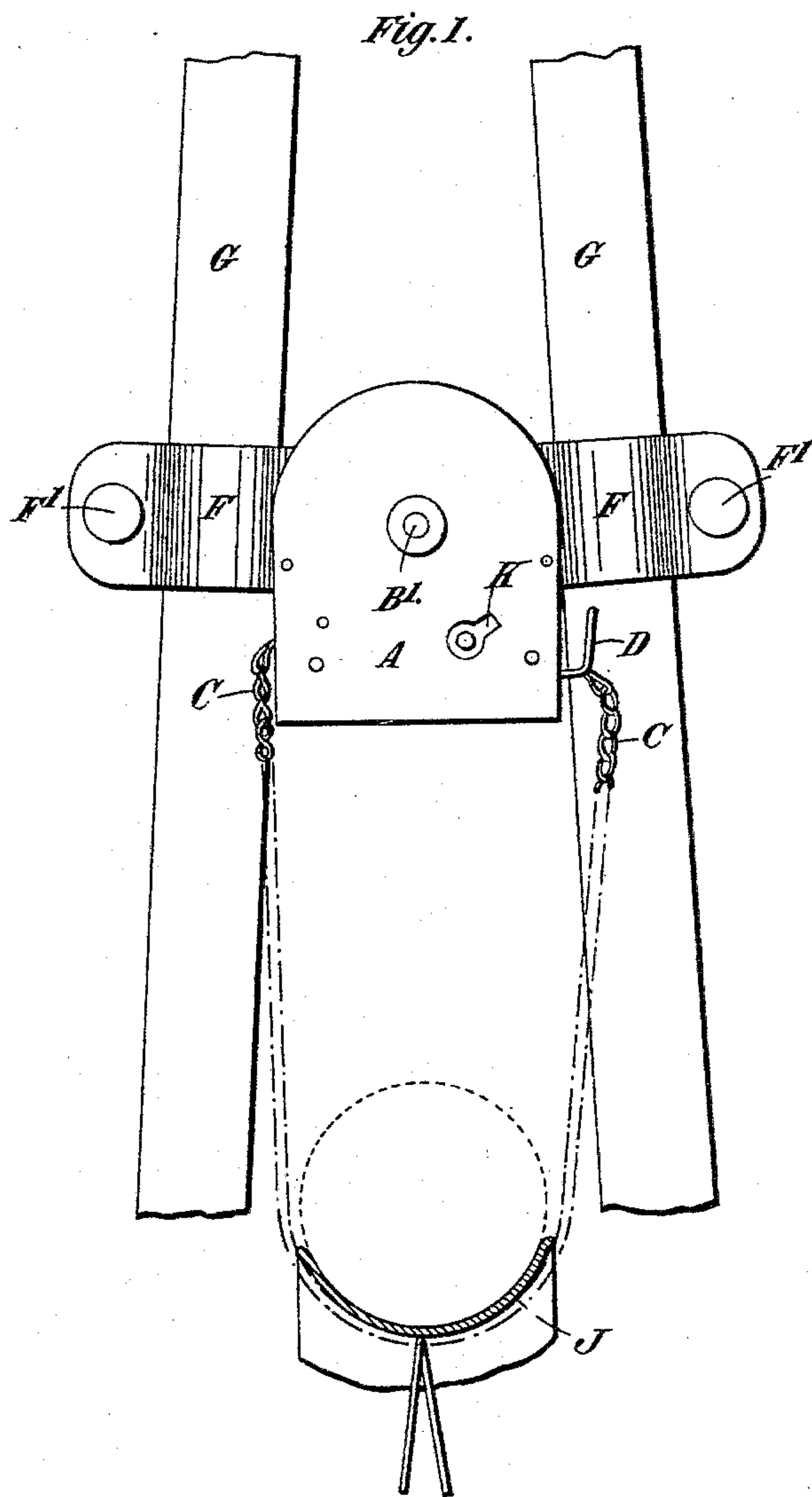
(No Model.)

2 Sheets—Sheet 1.

J. DAVIDSON.
BICYCLE LOCK.

No. 583,893.

Patented June 8, 1897.



Witnesses:
H. L. Edwards Jr.
Fred. J. Gole,

Inventor:
John Davidson.
By his Attorney,
F. W. Richards.

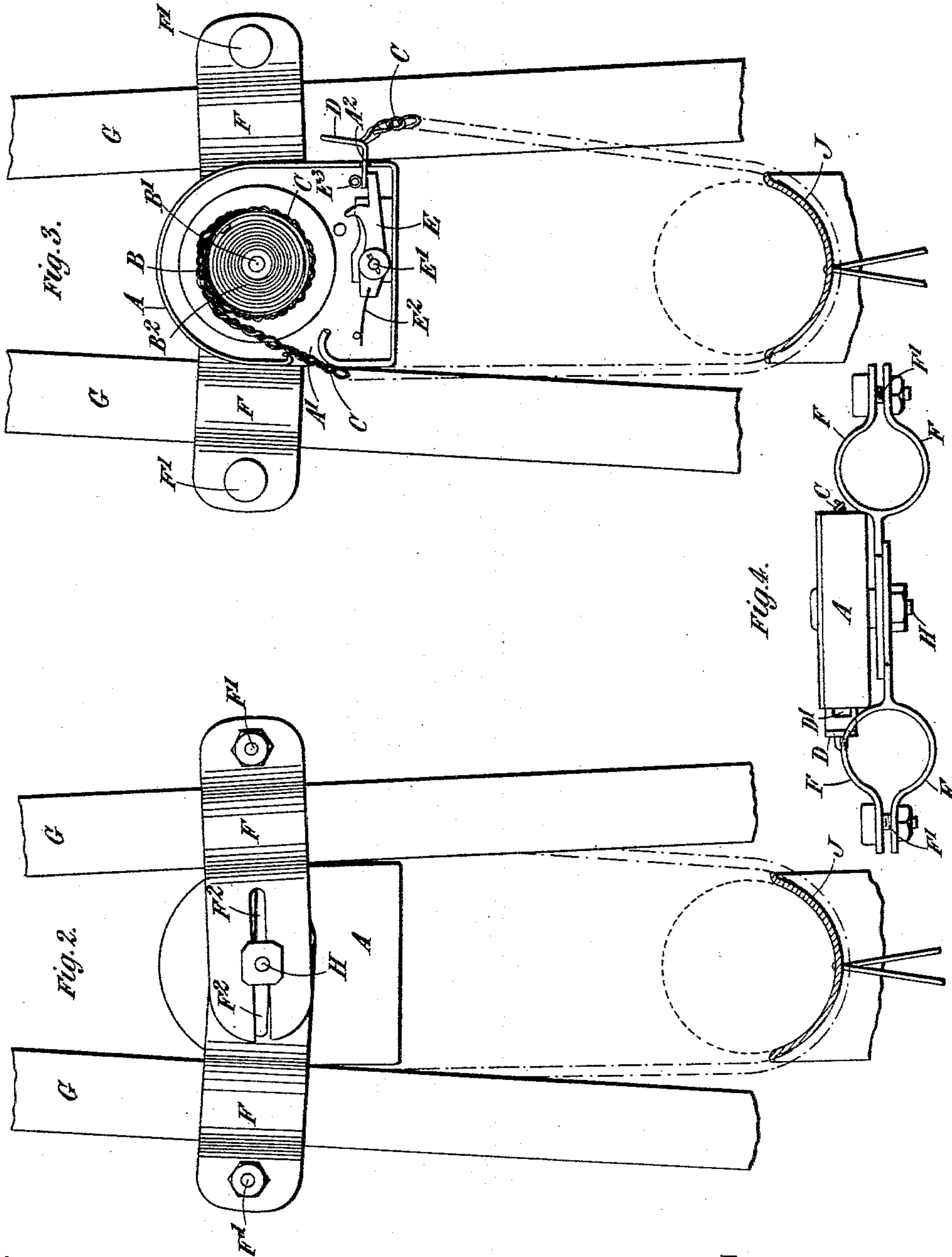
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UNITED STATES PATENT OFFICE.

JOHN DAVIDSON, OF LONDON, ENGLAND, ASSIGNOR OF ONE-HALF TO
JOHN ROMBACH, OF SAME PLACE.

BICYCLE-LOCK.

SPECIFICATION forming part of Letters Patent No. 583,893, dated June 8, 1897.

Application filed November 28, 1896. Serial No. 613,822. (No model.)

To all whom it may concern:

Be it known that I, JOHN DAVIDSON, clock-maker, a subject of the Queen of Great Britain, residing at 272 Friern Road, East Dulwich, London, in the county of Surrey, England, have invented certain new and useful Improvements in Locking Devices for Cycles, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to locking devices for preventing the unauthorized use of cycles. According to the said invention a lock-case is provided having within it a spring-controlled barrel on which is wound a chain, band, or cord. One end of said chain or cord is attached to the barrel and the other end projects through an opening in the case and is attached to the right-angular perforated piece, which is too large to pass through said opening, so that the chain cannot be completely retracted into the case by the spring. The said end piece is also adapted to be locked to the case by a spring-catch or snap-lock when inserted in a slit in the case. The case is furnished with a clip or clips adjustable or otherwise, whereby it can be attached to a convenient part of the frame of the cycle.

In the drawings accompanying and forming part of this specification, Figure 1 is a rear elevation of the lock as applied to the fork of the rear wheel of a bicycle, portions only of the fork and of the wheel being shown and the locking-chain being engaged with the wheel. Fig. 2 is a front elevation showing the provision for adjusting the lock-supports. Fig. 3 is a view similar to Fig. 1, but with the face-plate of the lock-case removed to show the internal construction of the lock; and Fig. 4 is a plan view of the lock.

Similar characters designate like parts in all the figures of the drawings.

A is the lock-case.

B is a barrel mounted loosely on a pin B' within the said case and controlled by a spring B².

C is a chain having one end attached to the barrel and the other end projecting through an opening A' in the side of the case and attached to an end piece D, which is too large to pass through said opening. The said piece

D is of right-angular form, and one arm thereof serves as a convenient handle when the chain is to be drawn out and also as a stop to prevent the piece from being drawn within the case, and said piece also serves to lock the chain, as hereinafter described.

E is a catch having a hook *e* at its forward end, said catch being pivoted at E' and controlled by a spring E². Opposite the said catch is a slit or opening A² in the case, through which opening the end piece D is introduced when it is desired to lock it to the catch, one arm of said piece D being suitably perforated at D' (see Fig. 4) to engage with the hook *e* of the catch and the other arm serving as a convenient handle.

E³ is a stop to prevent the catch moving to a position where the piece D could not engage with it. It will be seen that the end piece D becomes locked on being simply inserted in the slit A², as hook *e* immediately flies into perforation D' of said piece. To unlock it again, the catch must be operated by a key inserted in a keyhole K in the case.

The case A is supported by clips F F, which clasp a suitable part of the frame of the cycle—for instance, the two branches G G of the fork of the back wheel—and which are secured by bolts F' F' or otherwise. Each clip F is provided with a comparatively wide stem or extension slotted at F² and with bowed spring or clipping portions having parallel ends *f f*, through which clamping-bolts F' are passed, said bolts being equipped with the usual nuts. The slotted arms are passed over the stem of a bolt H, projecting from the case A, and are freely adjustable to suit the divergent portions of the fork G, whereby they can be attached in any desired place thereon or to fit different machine-frames. After the clips have been attached to the fork by the bolts F' F' and the nuts carried thereby the nut on bolt H is turned up and firmly secures the clips and the case together.

The operation of the device is as follows—that is to say, the device having been attached to the fork G the chain C is drawn out and passed through the wheel J between the spokes, and the end piece D is then inserted in the slit or opening A², and thereby engaged with the catch E and locked to the case. The

spring-barrel always draws the chain tight. The cycle cannot be used again until the chain is unlocked, which is effected by a suitable key inserted in the keyhole K and turned 5 to move the catch, whereupon the end piece D can be withdrawn, and the chain is then by the spring rewound on the barrel.

The said invention is applicable to any cycle, whether it has two or more wheels, the 10 case A being attached to any suitable part of the frame, conveniently near one of the wheels.

Having described my invention, I claim—

15 The combination, with a case, of clips for connecting the same to a cycle-frame, each

provided with a slotted stem or extension and with bowed clipping portions having parallel ends for the reception of securing-bolts; a bolt projecting from the case and passing through the slotted extensions of said clips; 20 a catch within the case; and means carried by the case and adapted to be passed through a wheel of a cycle and to be locked by the catch.

In testimony whereof I have hereunto set 25 my hand this 5th day of November, 1896.

JOHN DAVIDSON.

Witnesses:

ARTHUR A. BERGIN,
FRED C. HARRIS.