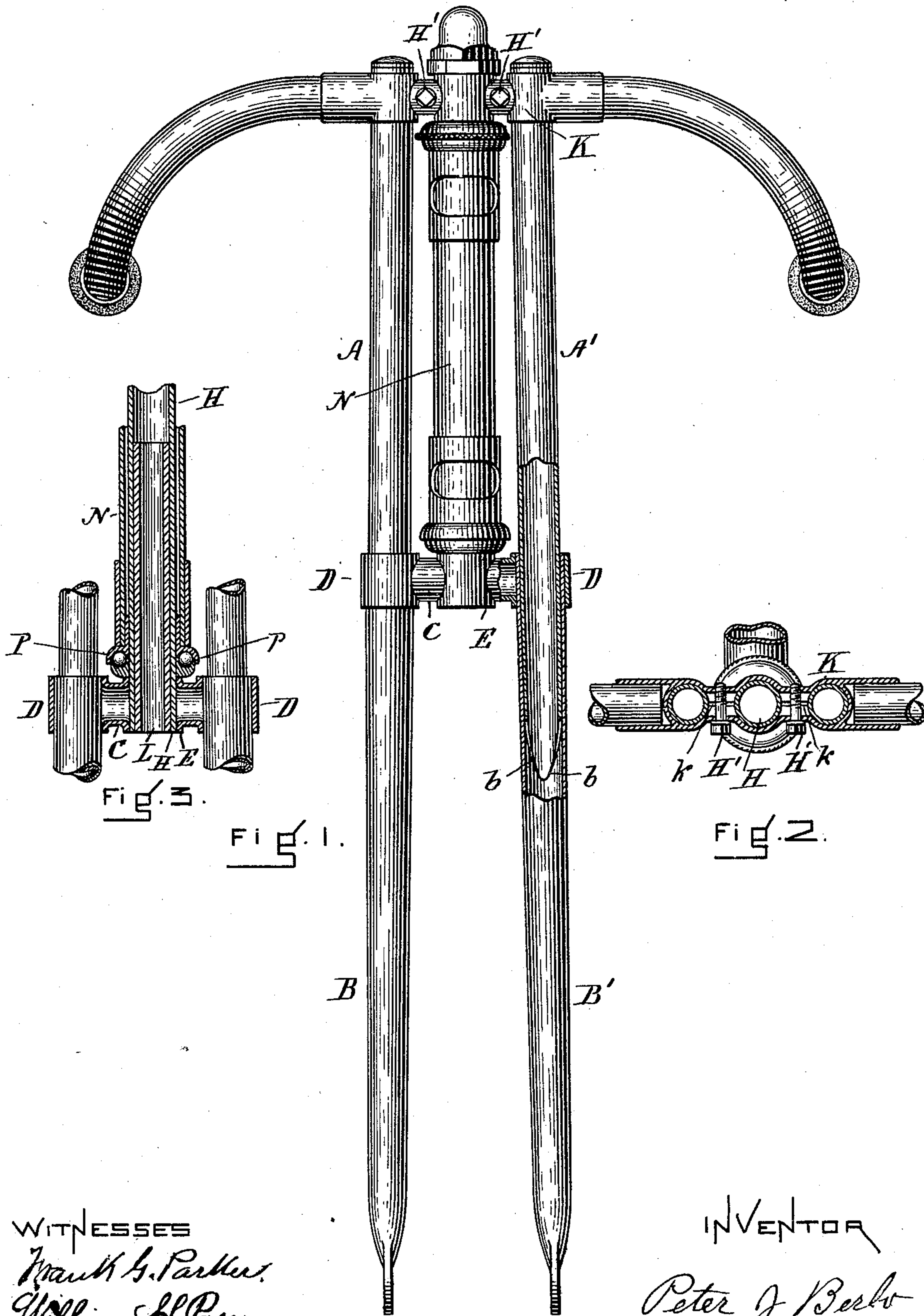


(No Model.)

P. J. BERLO.  
BICYCLE.

No. 585,149.

Patented June 22, 1897.



WITNESSES  
*Frank G. Parker.*  
*William L. Parry.*

INVENTOR  
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# UNITED STATES PATENT OFFICE.

PETER J. BERLO, OF BOSTON, MASSACHUSETTS.

## BICYCLE.

SPECIFICATION forming part of Letters Patent No. 585,149, dated June 22, 1897.

Application filed October 19, 1896. Serial No. 609,328. (No model.)

*To all whom it may concern:*

Be it known that I, PETER J. BERLO, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Bicycles, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to the construction of the fore fork of the frame of a bicycle; and it consists in making the upper part of the fore fork by combining three upright tubes to a single crown-piece and in the peculiar construction of the fork crown-piece, the object being to give additional strength to the fore fork. This object I attain by mechanism shown in the accompanying drawings, in which—

Figure 1 shows in front elevation the fore fork of a bicycle, a part of one of the uprights being represented as broken out to show the interior arrangement of the tubes. Fig. 2 is a horizontal section taken through the upper fork-crown. Fig. 3 is a vertical section showing the construction of the lower fork-crown or cross-piece.

In the drawings, Fig. 1, A B and A' B' represent the two uprights that form the body part of the fore fork. These uprights are united by the lower crown or cross piece C D D. The tubes B and B' are firmly united to the end sections D D of the lower crown-piece by brazing or otherwise, and the tubes A and A' pass into the tubes B and B', as shown in section in Fig. 1. The lower ends of the tubes A A' are cut on an angle, so as to form a prolongation on one side, as shown at b b, Fig. 1. The cross-piece C D D, Figs. 1 and 3, has a central section E, into which is brazed an upright H. This piece is clamped at its upper end to the fork-crown K, as shown in Figs. 1 and 2. The uprights A and A' are also clamped to the crown-piece K. To effect this clamping action, the crown-piece is kerfed, as shown at k k, Fig. 2, and

is provided with clamping-screws H' H'. To make the central tube H stronger, I place a reinforcing-tube L within it. (See Fig. 3.) The section E and the tubes H and L should all be brazed or otherwise securely united.

N is an outer tube within which the upright H freely swivels. Ball-bearings are made at the top and bottom of the tube N. The balls of the lower end bearing are shown at P P, Fig. 3.

When it is desirable to use adjustable handles, the central tube H is extended above the upper crown and the center piece of the handle-bar is clamped to it.

The crown-piece K serves as a center piece for the ends of the handle-bar, as shown in section in Fig. 2. This crown-piece, in fact, becomes a part of the handle-bar, thus forming a strong and easily-united central member for the handle-bar.

I claim—

In a bicycle-frame, two uprights A and A', adapted to form a fore fork, a lower cross-piece adapted to unite the said uprights and to form a base for the central member, a central member placed between the two said uprights and connected to the same by the said lower cross-piece, and an upper cross or crown piece kerfed as described and having clamping-screws whereby it is clamped to the said uprights and said central member, the ends of the said crown-piece extending beyond the uprights and having sockets in which the ends of the handle-bar are secured, substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 9th day of October, A. D. 1896.

PETER J. BERLO.

Witnesses:

FRANK G. PARKER,  
H. M. LARABEE.