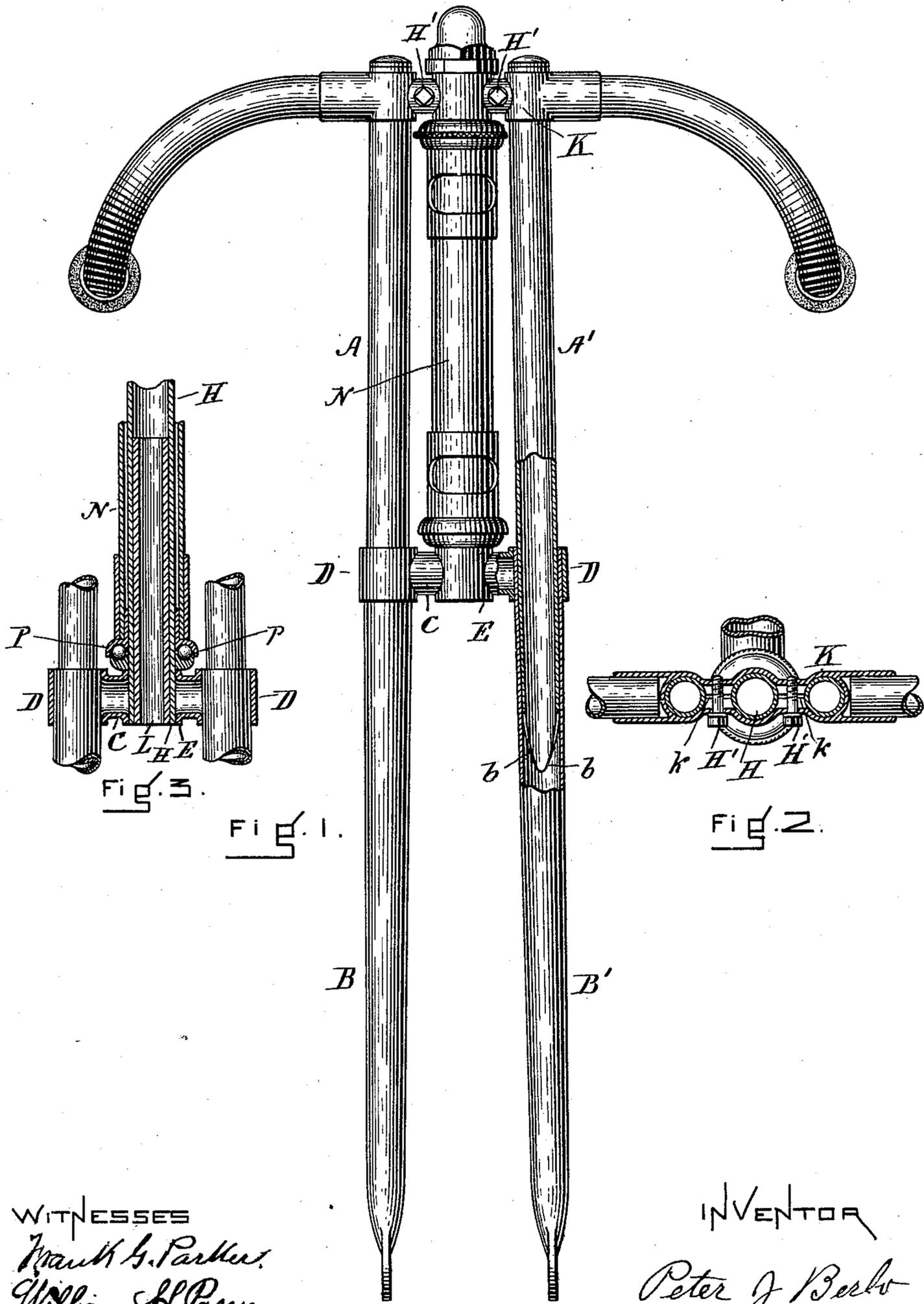


(No Model.)

P. J. BERLO.
BICYCLE.

No. 585,149.

Patented June 22, 1897.



WITNESSES
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William L. Parry.

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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.