(No Model.)

C. F. CARLSON.

BICYCLE FASTENER.

No. 589,336. Patented Aug. 31, 1897.

Fig. 1.

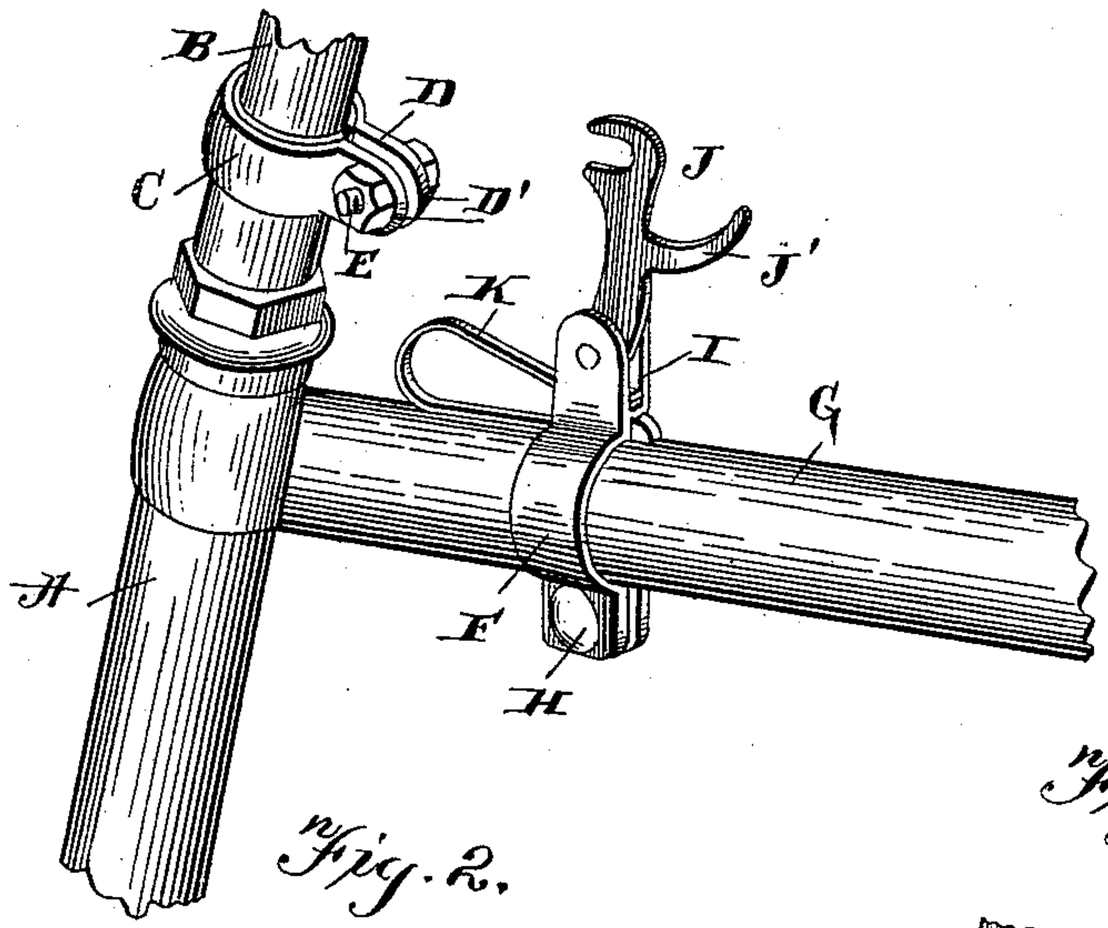


Fig. 2.

Fig. 3.

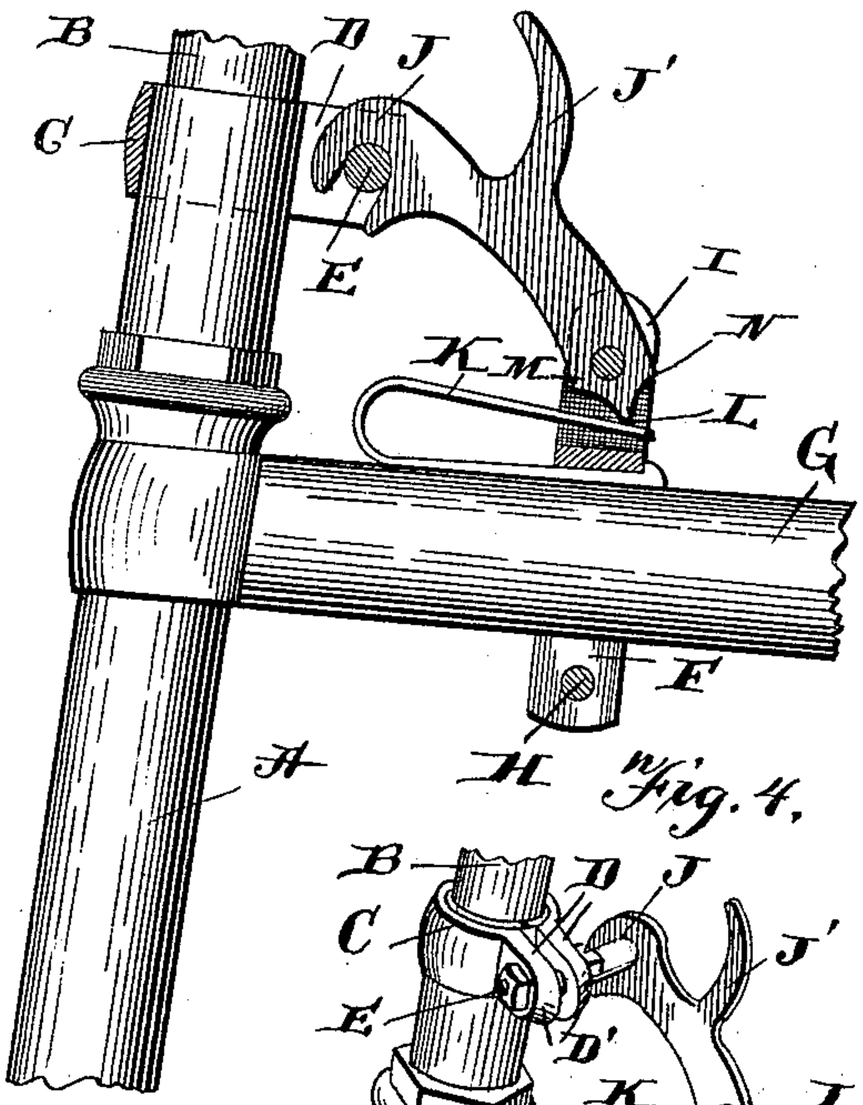
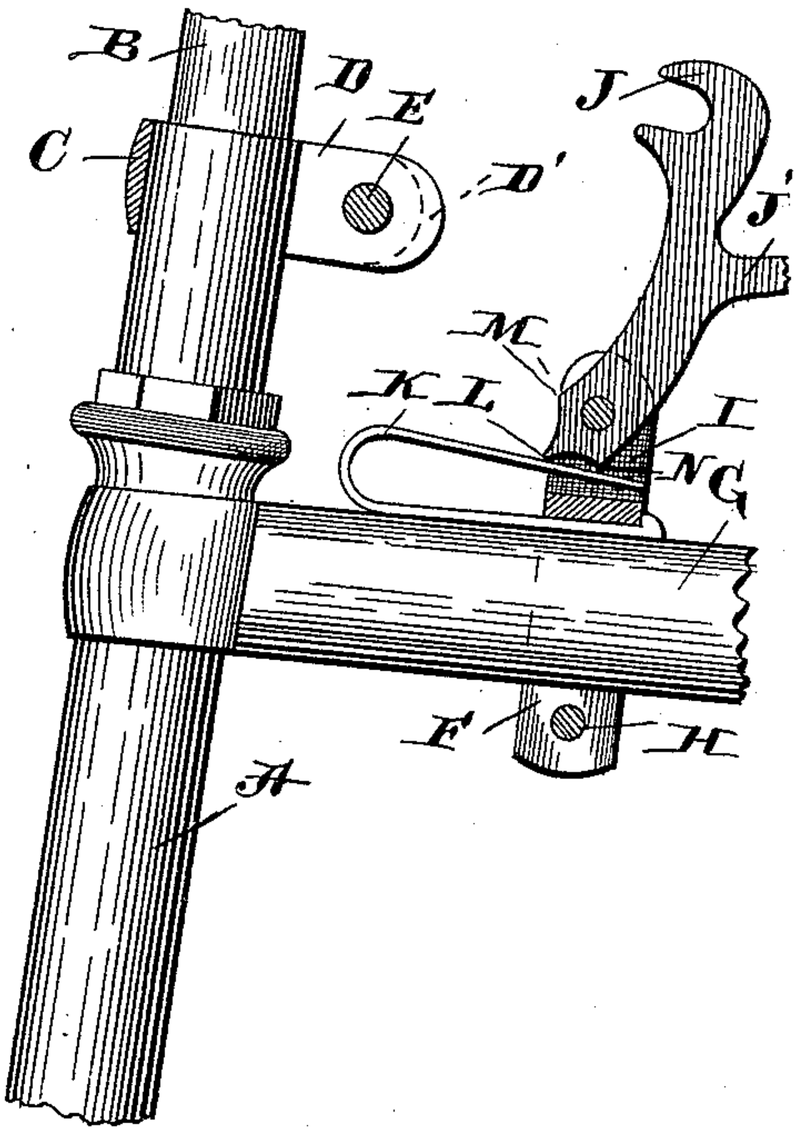
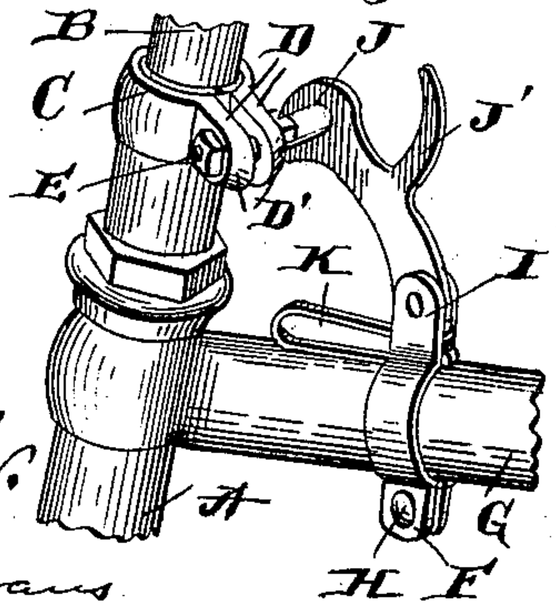


Fig. 4.





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UNITED STATES PATENT OFFICE.

CHARLES FRITZ CARLSON, OF HONOLULU, HAWAII.

BICYCLE-FASTENER.

SPECIFICATION forming part of Letters Patent No. 589,336, dated August 31, 1897.

Application filed March 14, 1896. Serial No. 583,186. (No model.)

To all whom it may concern:

Be it known that I, CHARLES FRITZ CARLSON, of Honolulu, Hawaii, have invented certain new and useful Improvements in Bicycle Attachments; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

This invention pertains to bicycle attachments; and its object is to provide a simple device of improved form for holding the steering-head and front wheel rigid with the bicycle-frame, whereby the machine may be rested against fences and other objects with greater security than where the front wheel being free to wabble causes the machine to lose its position and not infrequently fall with considerable violence.

The invention consists in the novel features of construction hereinafter fully described and claimed, and illustrated by the accompanying drawings, in which—

Figure 1 is a perspective view of the front portion of the bicycle provided with my improvement. Fig. 2 is a side elevation thereof, shown partly in section, with the front fork and steering-head held rigid with the frame. Fig. 3 is a similar view showing the hook raised and the steering-head and fork released so as to have normal vibratory movement. Fig. 4 is a detail view.

A designates the steering-head, B the handle-bar stem, and C the usual clip-ring carried by the steering-head for clamping and holding the handle-bars at the desired elevation. The split ring is provided with the usual perforated terminal lugs D, through which extends the clamping-bolt E.

F designates the split-ring clamp carried by the top cross-bar G of the bicycle-frame, said clamp being secured by the usual bolt H. The upper extremity of the split-ring member is bifurcated, as indicated at I, and pivoted therein so as to turn forward toward the steering-head is hook J, having upon its rear side the handhold J′. A bowed spring K is confined at one end between the clamp F and the top surface of bar G, while its opposite free end extends beneath the lower end of hook I and normally presses upward thereon. The lower extremity of said hook is provided with the central bearing-point L, while the edge of the hook is cut in curved lines from said point outward to each side, so as to form distinctive bearing-points M and N. Hook I is adapted to be thrown forward and is adjusted to swing in such an arc as to extend downward over bolt E of the clamping-ring C and between the lugs D, where it snugly fits and thus firmly secures and fixes the steering-head and fork to the main frame. When in this position, point L at the base of the hook is thrown rearward from the pivotal center, and thus the tendency of the spring in pressing upward is to force the outer end of the hook downward and in constant engagement with the bolt. On the other hand, when the hook is not in use it is thrown backward to the position shown in Fig. 3, the central point L is upon the opposite side of the pivotal center, and hence the tendency of the spring is to throw the hook backward as far as is permitted by point N.

Thus a simple and convenient device is provided for quickly and effectually making rigid the front and rear wheels as to lateral movement or wabbling, and thereby enable the rider to rest his wheel with greater security and convenience and obviate to a greater extent jars and falls than has hitherto been possible.

Lugs D of split ring C are beveled at their ends, as indicated at D′, so that said beveled surfaces substantially coincide with the head and nut of the bolt E. By means of this arrangement it is not necessary to aline the wheels in order to have hook J drop to position on said bolt, for if the hook is thrown forward so that its lower point will engage either the head of the bolt or the nut, or either of the beveled surfaces D′, as shown in Fig. 4, it will drop to position over bolt E by slight movement in the proper direction of the steering-head.

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

The combination in a bicycle, with the frame, the steering-head, the split steering-head clamp C, and the clamping-bolt E, of elongated clamp F arranged vertically and

embracing the top bar of the frame, the clamp being secured by transverse bolt H extending beneath the bar, the upper end of the clamp bifurcated with the bottom of the bifurcated portion extending transverse the upper side of the frame-bar, the U-shaped spring having its arms extending horizontally and paralleling the frame-bar with the under arm of the spring bearing flatly on the bar with its end clamped thereto by the bottom of bifurcated portion of clamp F, the upper free arm of the U-shaped spring normally raised and extended into the bifurcation of the clamp, elongated latch J pivoted centrally at its lower end in said bifurcation and at its extremity formed with the transverse central bearing-point L, and on its edges between said point and the pivot formed with abutting points M and N, the free portion of the spring constantly bearing upward on point L and holding the latch either in a backwardly or forwardly turned position with either point M or N acting as a stop against the spring, the forward hooked end of the latch being adapted to embrace bolt E between clamp-ears D when turned forward and alined with the space between said ears, all as herein specifically described and shown.

In testimony whereof I affix my signature in presence of two witnesses

CHARLES FRITZ CARLSON.

Witnesses:
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