

(No Model.)

L. TUCHSCHERER.
BICYCLE BRAKE AND SUPPORT.

No. 601,185.

Patented Mar. 22, 1898.

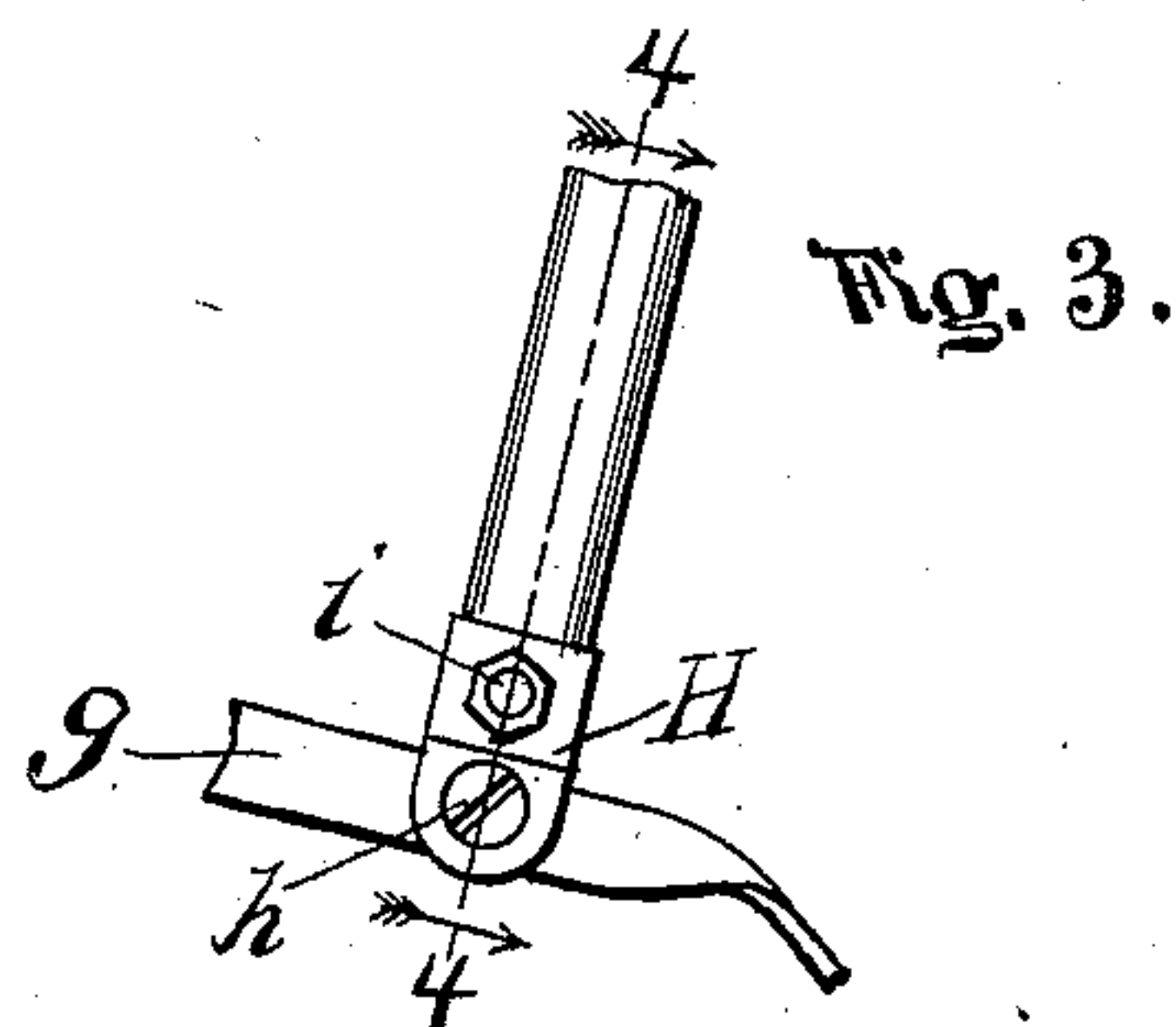
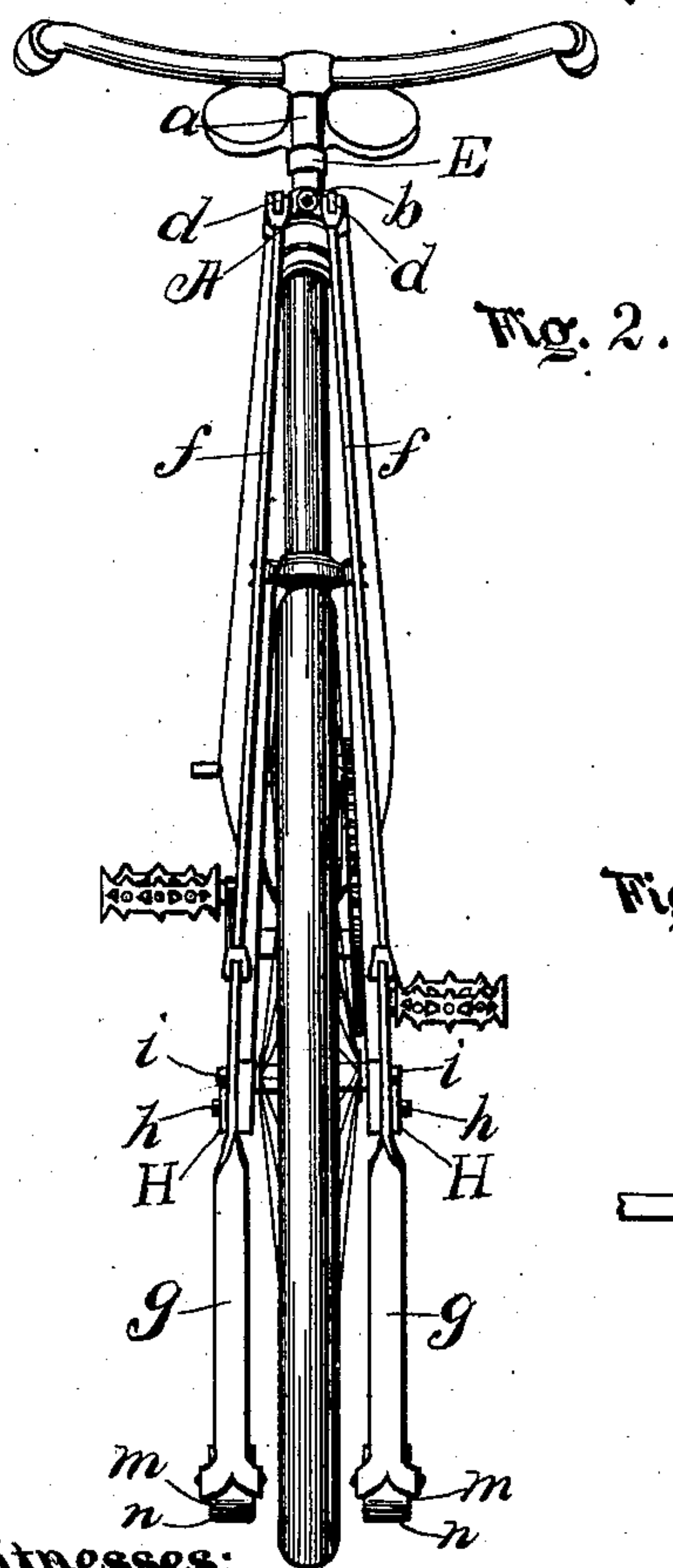
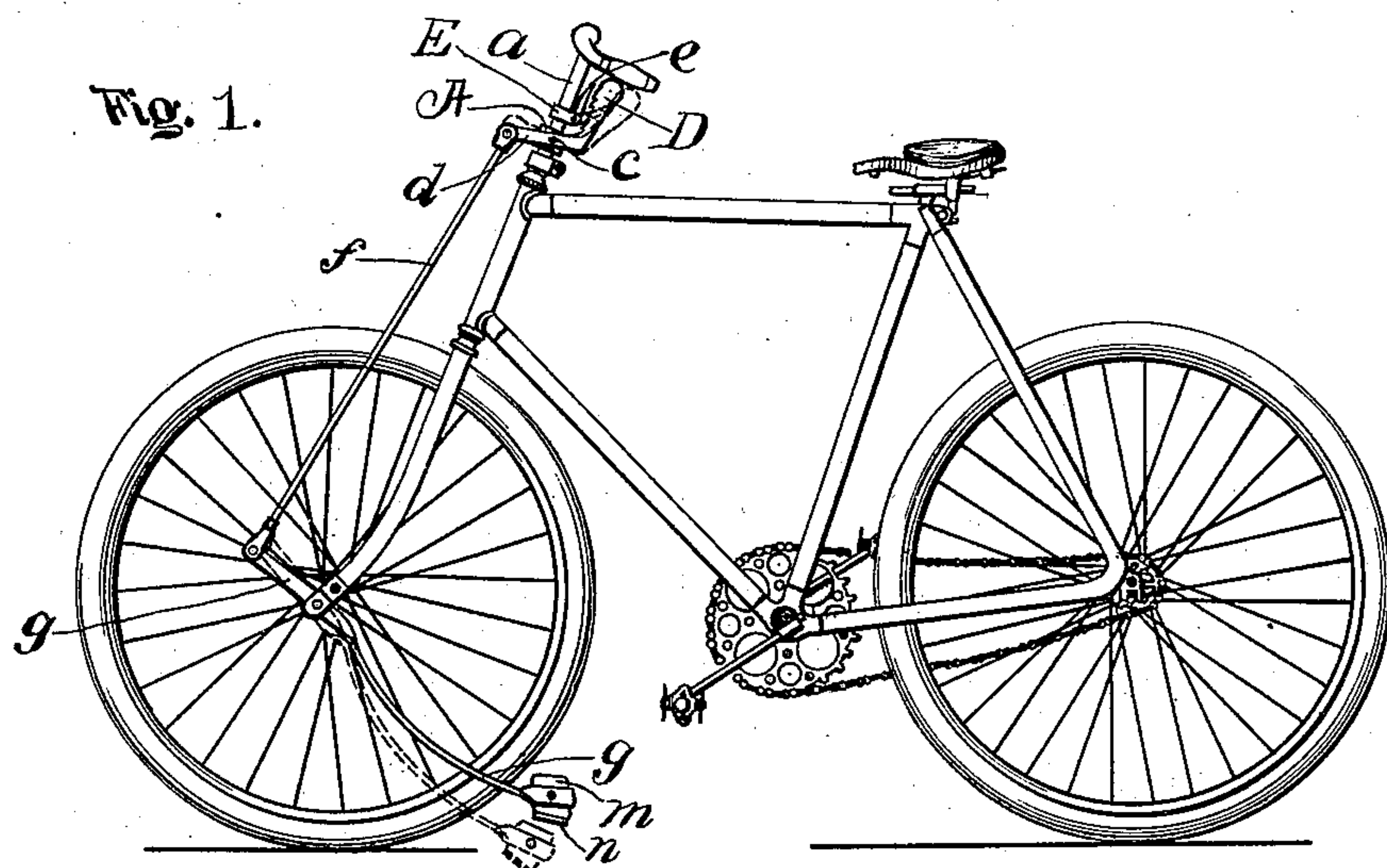


Fig. 4.

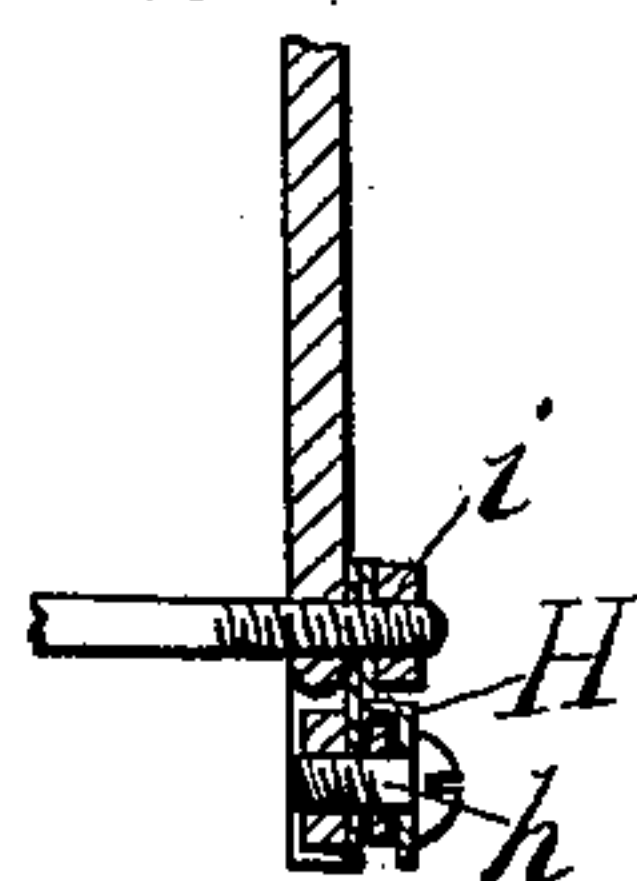


Fig. 5.

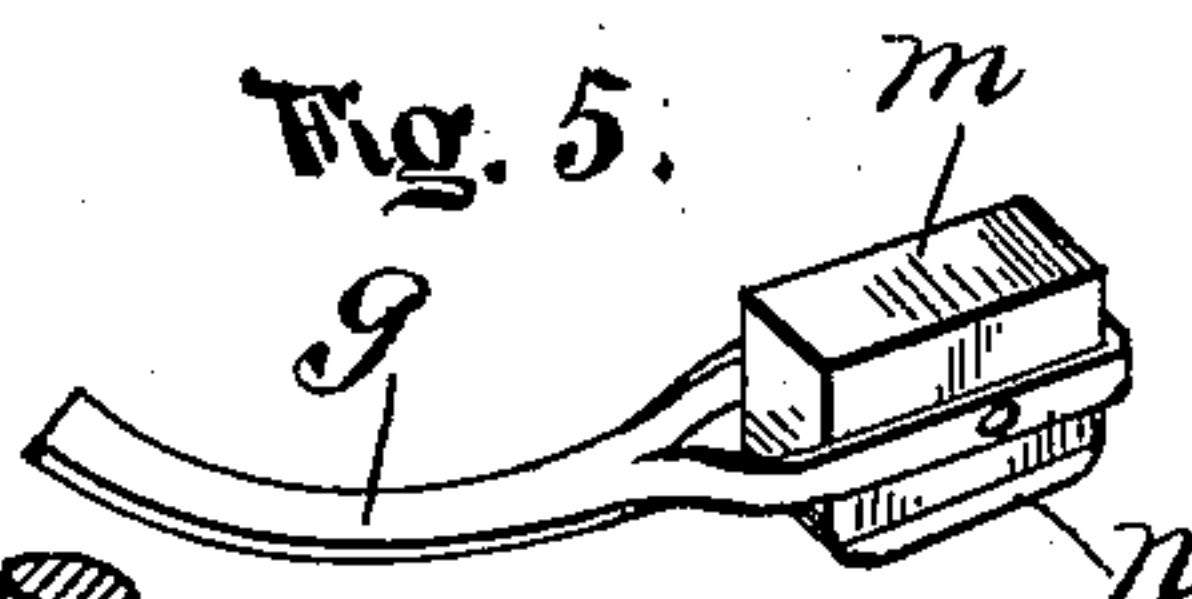
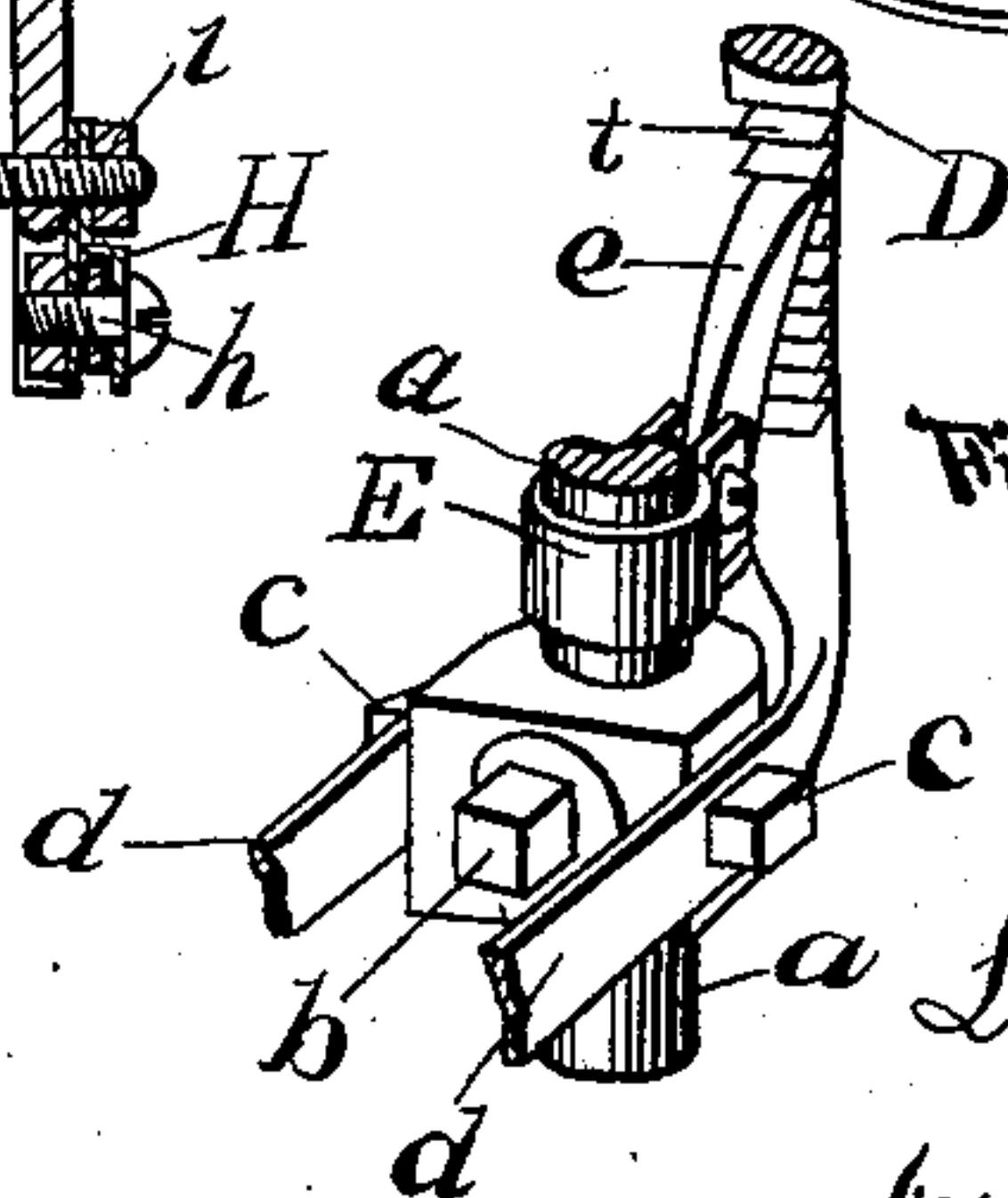


Fig. 6.



Witnesses:

E. Jaeger.
L. Hanke.

Inventor.

Louis Tuchscherer.
by B. Singer.
Att'y.

UNITED STATES PATENT OFFICE.

LOUIS TUCHSCHERER, OF CHICAGO, ILLINOIS.

BICYCLE BRAKE AND SUPPORT.

SPECIFICATION forming part of Letters Patent No. 601,185, dated March 22, 1898.

Application filed May 24, 1897. Serial No. 637,908. (No model.)

To all whom it may concern:

Be it known that I, LOUIS TUCHSCHERER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Bicycle Brakes and Supports, of which the following is a specification.

This invention relates to improvements in a device for stopping, controlling the speed, and supporting bicycles by means of shoes coming in contact with the track, as will be hereinafter more fully set forth and specifically claimed.

The object of my invention is, first, to provide a bicycle-brake which shall be simple and inexpensive in construction, strong, durable, and effective in operation, and, second, such a brake, which by reason of its construction can also be used as a bicycle-support, making it especially useful to inexperienced riders. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a bicycle with my device attached. Fig. 2 is a front view of Fig. 1 enlarged. Fig. 3 is a detailed view of the bracket or hanger fastened to the lower end of the front fork carrying the shoe-lever. Fig. 4 is a vertical section of the lower end of the front fork with the adjoining parts on line 4 4, Fig. 3. Fig. 5 is a detailed view of the shoe and a portion of the shoe-lever in perspective. Fig. 6 is a detailed perspective view of the handle-bar and adjacent parts.

Similar letters refer to similar parts throughout the several views.

In the construction of my improved brake I place a collar A on the handle-bar stem *a*. This collar is vertically adjustable and by means of a set-screw *b* can be retained in its position after adjustment. It is also provided with cap-screws *c c* to engage in the bearings of a fork *d d*, projecting from a handle D, which is placed conveniently near the handle-bar. Instead of the cap-screws *c c* I reserve the privilege of using pivots, should I prefer, in the construction of my device. A split collar E, also adjustable on handle-bar stem *a* above the collar A, carries a pawl *e*, which engages in the teeth *t* in the handle D, which are placed there for the purpose of setting the brake when in operation.

To the outer or free ends of the fork *d d* are attached two connecting-rods *f f*, which, extending downward, engage with and operate levers *g g*, which are pivoted in the brackets H H, which partially inclose and are secured to the lower ends of the front fork by the nuts *i i* on the shaft ends of the steering-wheel, as shown in Figs. 3 and 4.

To the lower or opposite ends of the levers *g g* are placed the brake-shoes *m m*, which may be made of wood or other suitable light material and reinforced with rubber friction or rubbing blocks *n n*, which are noiseless in use and effective in operation.

It will be noted that the device is thus designed to serve as a brake when the wheel is in motion. The handle D is drawn back, which allows the pawl *e* to engage with the teeth in the handle. The connecting-rods *f f*, acting upon the levers *g g*, bring the shoes down upon the track, thus stopping or reducing the speed of the wheel at any point desired, and when the wheel is at rest the device remains rigidly in position, thus forming, by means of the shoes, one on either side, a supporting device to maintain the wheel in a vertical position when standing alone. In starting the pawl *e* is released when the pressure on the shoes is relaxed and they resume their normal position.

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

In a bicycle brake and support the combination of a fork *d d* attached to the handle-bar stem, a vertically-adjustable collar provided with cap-screws; a handle provided with ratchet-teeth, a split collar adjustably attached to the handle-bar stem, a pawl to engage in the teeth on the handle, levers pivoted on brackets secured to the lower extremities of the steering-fork on the ends of the steering-wheel shaft, connecting-rods attached to the outer ends of the fork *d d*, extending downwardly to engage with said levers, brake-shoes reinforced by rubber blocks, attached to the lower ends of the levers, and for the purpose above described.

LOUIS TUCHSCHERER.

Witnesses:

L. HANKE,

R. J. BEHRINGER.