

No. 611,757.

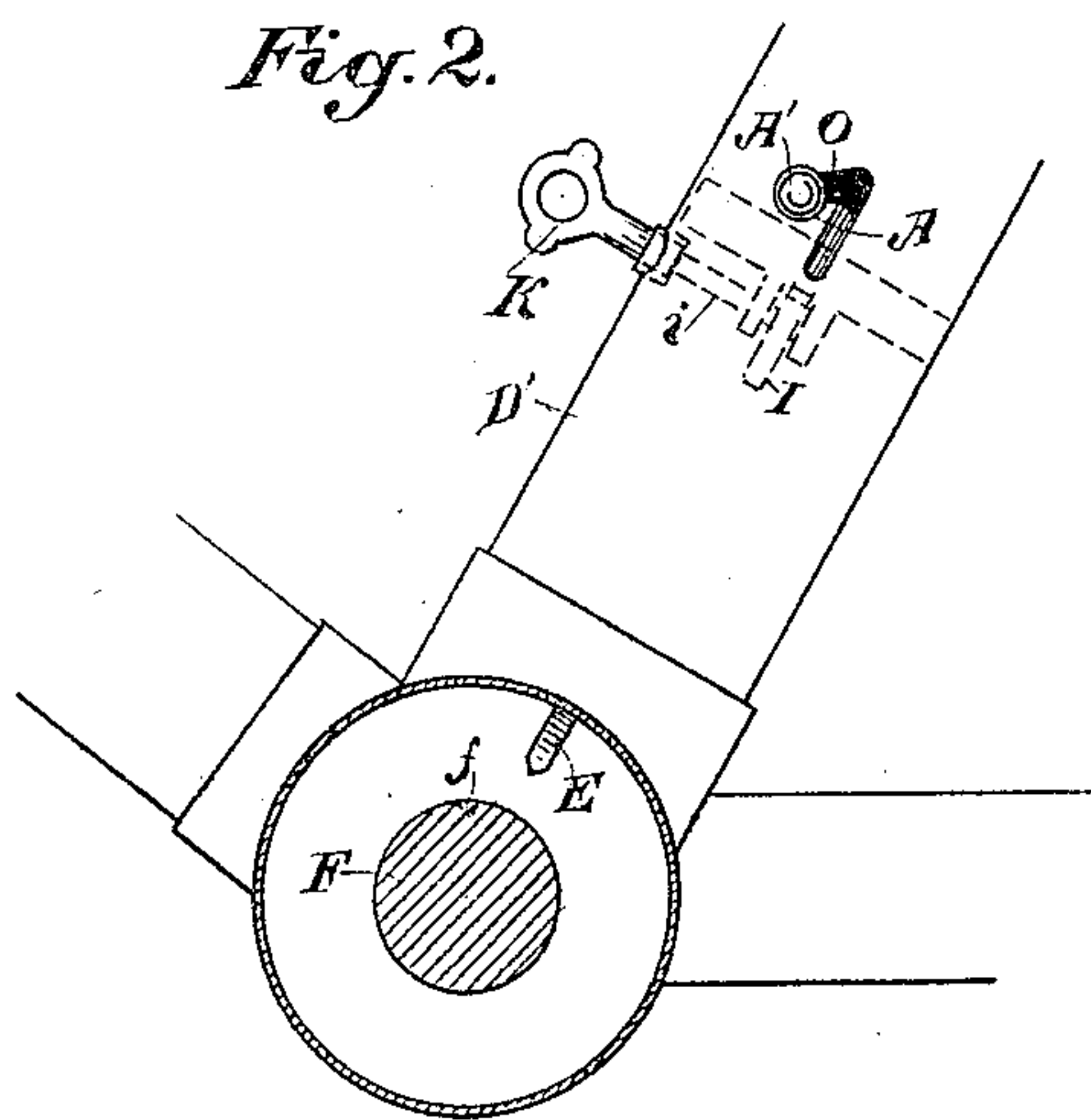
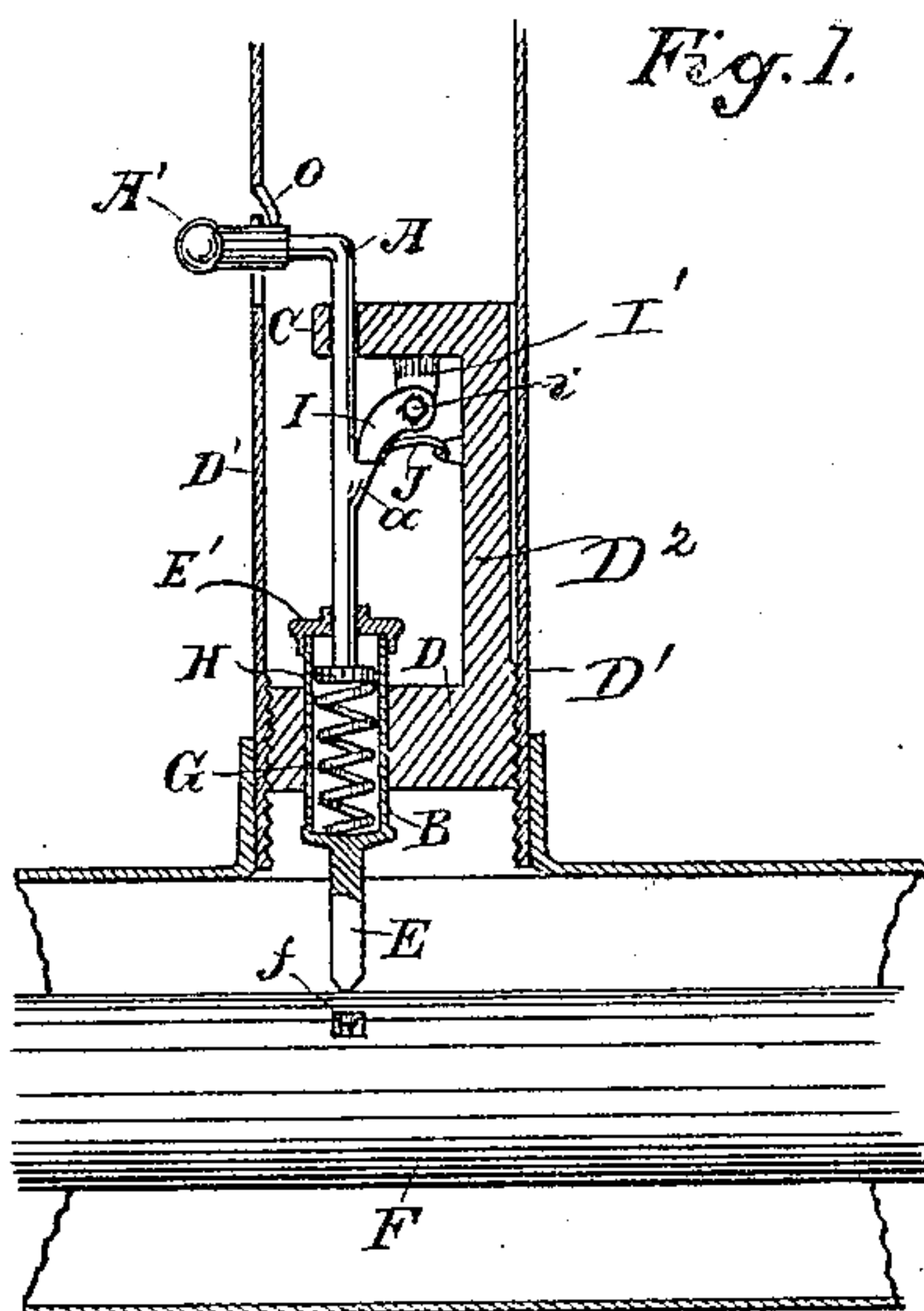
Patented Oct. 4, 1898.

C. H. MELQUIOND.

BICYCLE LOCK.

(Application filed Dec. 8, 1897.)

(No Model.)



Witnesses,
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UNITED STATES PATENT OFFICE.

CYR H. MELQUIOND, OF OAKLAND, CALIFORNIA.

BICYCLE-LOCK.

SPECIFICATION forming part of Letters Patent No. 611,757, dated October 4, 1898.

Application filed December 8, 1897. Serial No. 661,128. (No model.)

To all whom it may concern:

Be it known that I, CYR HARRY MELQUIOND, a citizen of the United States, residing at West Oakland, county of Alameda, State of California, have invented an Improvement in Bicycle-Locks; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to that class of devices known as "velocipede-locks."

It consists of the parts and the constructions and combinations of parts hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a section through the saddle-post and my lock, showing the bolt ready to be locked to the shaft. Fig. 2 is an outside view of the same.

A is a rod having its upper end A' bent at right angles and its lower end extending through the cap of a cylinder B.

Within the lower part of the saddle-post D' is a block or bearing-piece D², which is screwed or otherwise fixed in place. This block or piece is open at one side between upper and lower laterally-projecting arms, one of which forms a guide C for the rod A, while the other forms a guide D for a cylinder B, which is adapted to have a slidable movement independent of the rod. The cylinder has a removable cap E', which may be readily reached and manipulated in assembling or separating the parts through the open side of the block or piece D².

From the lower end of the cylinder projects a bolt E, and the crank-shaft F, rotating in the bracket below, has a hole or socket f made in line with the bolt, so that the latter can be forced into it and the shaft prevented from rotating. Within the cylinder is a spiral spring G, the lower end of which presses upon the bottom of the cylinder. Within the cylinder and fixed to the rod A is a disk or collar H, which rests upon the top of the spring, and when the rod is pushed down it compresses the spring, and this, pressing against the bottom of the cylinder, will force it and the locking-bolt E downward, so that when the revolution of the shaft F has turned so as to bring the socket f in line the bolt will enter it and stop the shaft.

The bent upper end of the rod A extends out through a slot in the post D' and forms a handle by which the rod can be pushed down.

I is a dog or detent pivotally suspended from a lug I', depending from the under side of the upper arm of the block or piece D² and controlled by the spring J, so that when the rod A is pressed downward and the spring compressed within the cylinder the detent actuated by its spring will engage with a catch α upon the rod and thus lock it in its depressed position. This maintains a compression of the spring, so that it will act upon the cylinder and cause the bolt E to engage the socket f as soon as the latter comes in line with the bolt. This locks the shaft until the detent is disengaged and the rod A is allowed to move up to its normal position. In order to release the detent, I provide the key K, adapted to fit the outer end of the shaft i, to which the detent I is secured, so that the rider by turning this key and at the same time pressing on the handle A' can readily release the detent I and allow the parts to assume their normal position. By further pulling the handle A' up the rod and cylinder will be lifted and the bolt E withdrawn from the socket f, leaving the shaft again free to revolve. The shank of the handle A' may then be directed into an inclined slot O, connecting with the vertical one, in which it normally moves, and this prevents the parts dropping, so as to accidentally lock the machine.

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

1. A bicycle-lock contained within the saddle-post and comprising a block or support fixed within said post and having an upper and lower arm provided with guides, a cylinder movable in the lower guide and provided with a bolt extension to engage a socket in the pedal-shaft, a rod slidable in the upper guide, having its lower end operating as a piston in the cylinder and its upper end projecting through a slot in the post, a spring within the cylinder and a removable cap for the cylinder, said block or support being open between its arms, on one side, whereby the cap may be manipulated in assembling or

separating the parts of the device and means for engaging said rod and locking the latter in a depressed position.

2. An improved bicycle-lock consisting of
5 a block or support within the saddle-post and provided with end arms projecting at right angles to its body, a rod slidable through one of said arms, having the portion above the same bent and extended through a cam-slot
10 in the saddle-post and the lower end provided with a collar, and the portion intermediate of the ends provided with a lug or catch, a cylinder slidable in the lower arm of the block or support and provided with a bolt to en-
15 gage a socket in the pedal-shaft, a spring in the cylinder between the bottom thereof and

the collar on the rod, a pawl pivotally mounted on a lug depending from the upper arm of the block and a spring for throwing the pawl into engagement with the catch on the rod when said rod is depressed, the shaft on which the pawl is carried adapted to receive a key for effecting the unlocking of the parts and the withdrawal of the bolt from the pedal-shaft. 20

In witness whereof I have hereunto set my hand. 25

CYR H. MELQUIOND.

Witnesses:

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