

No. 624,182.

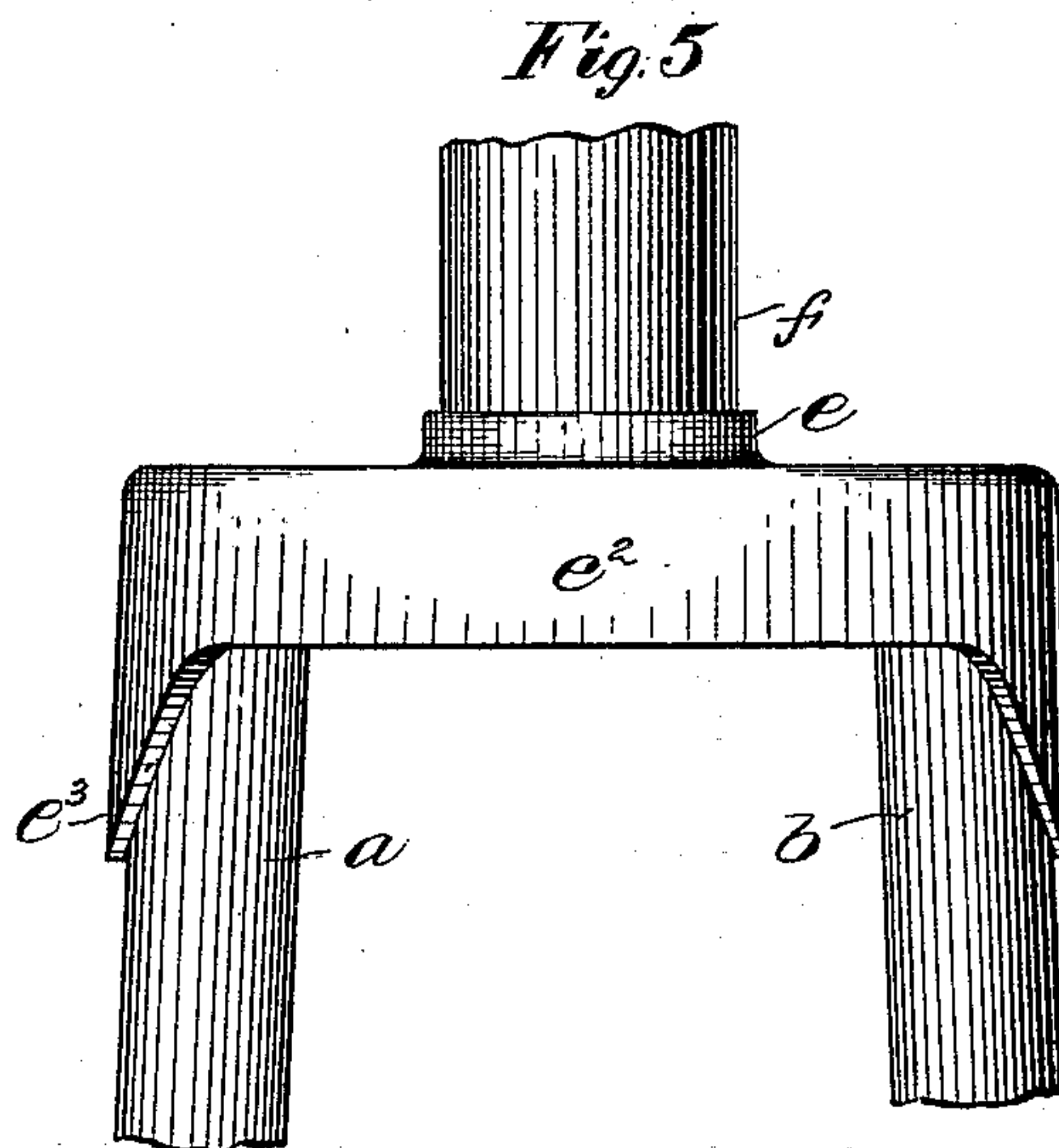
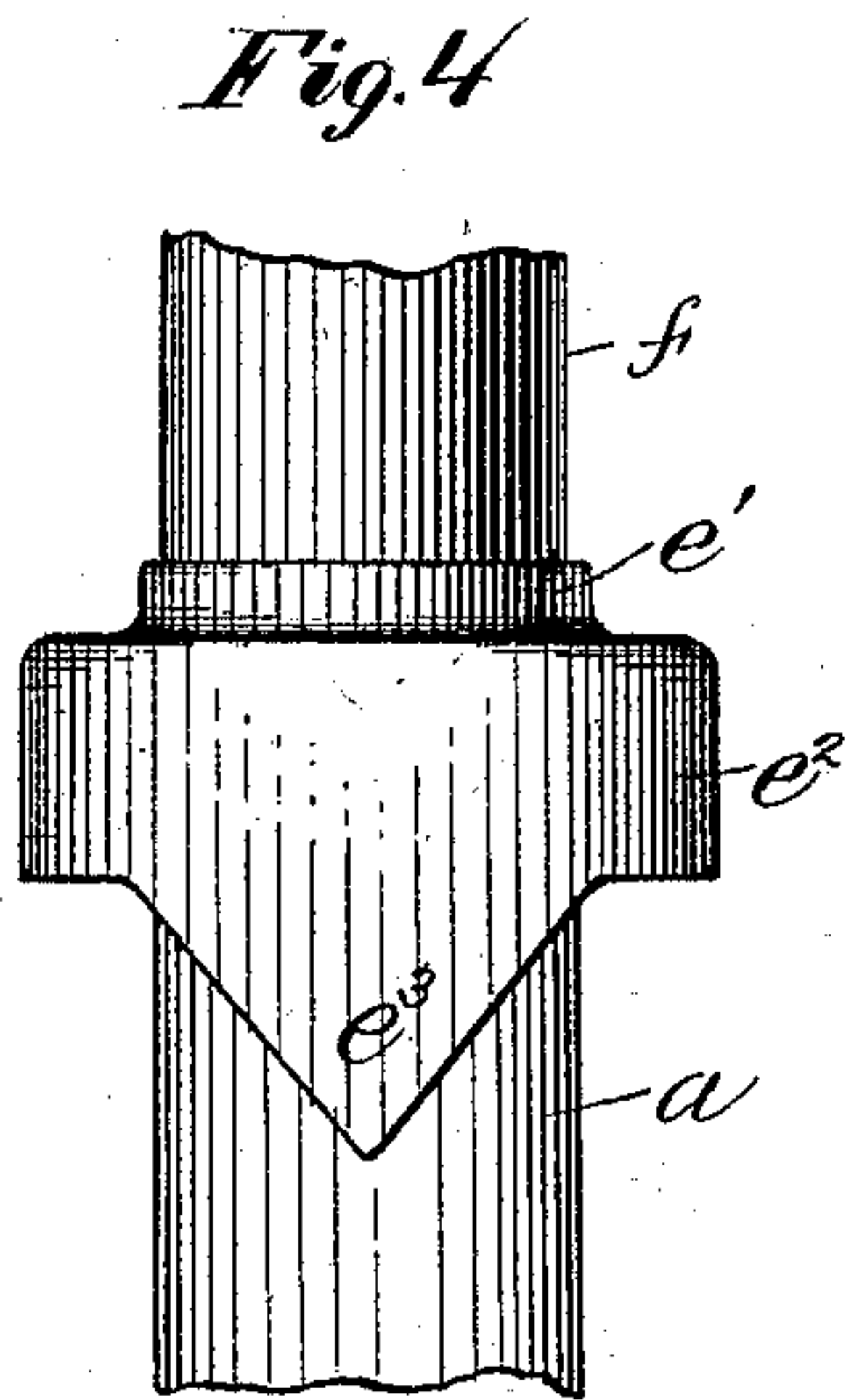
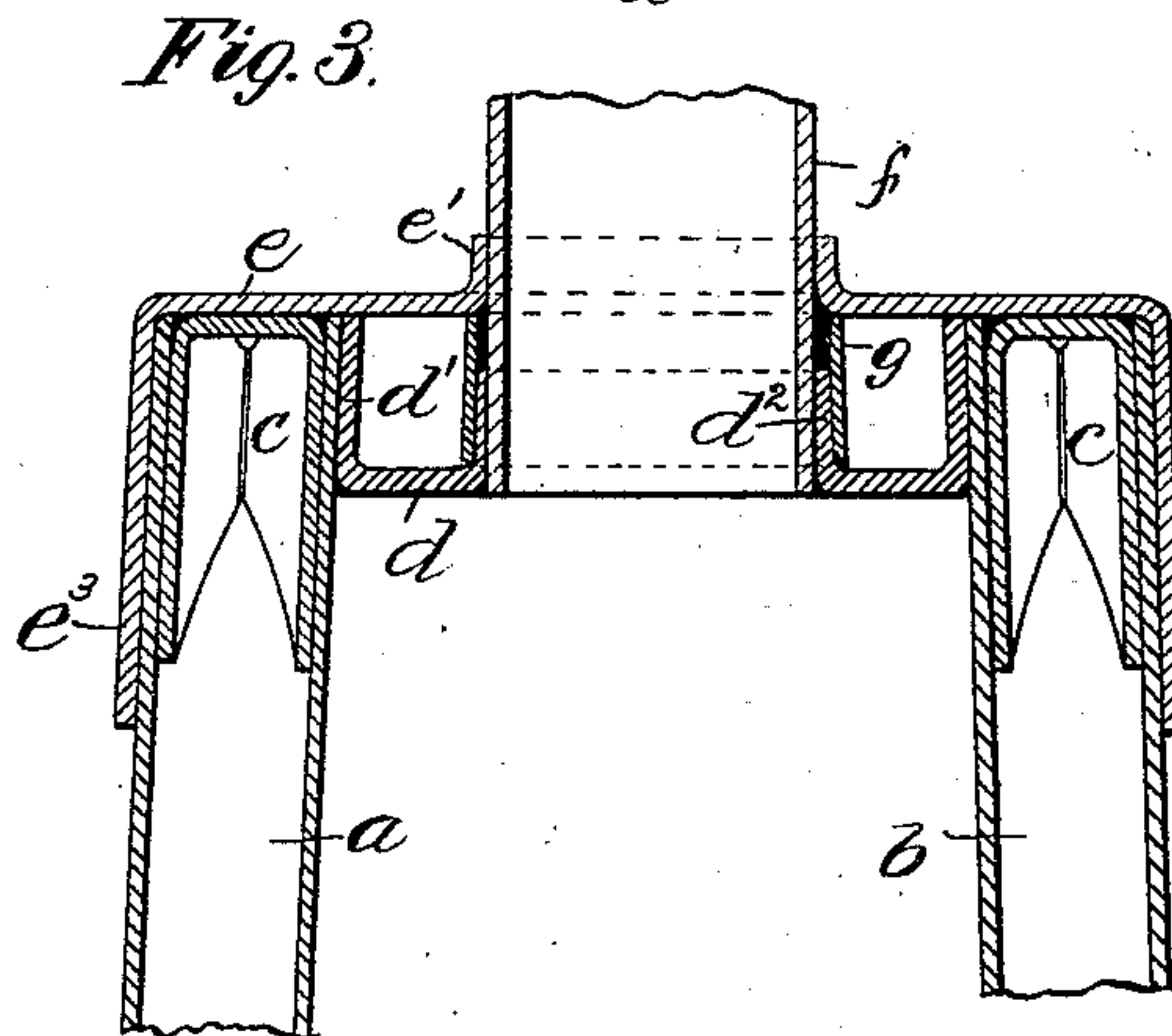
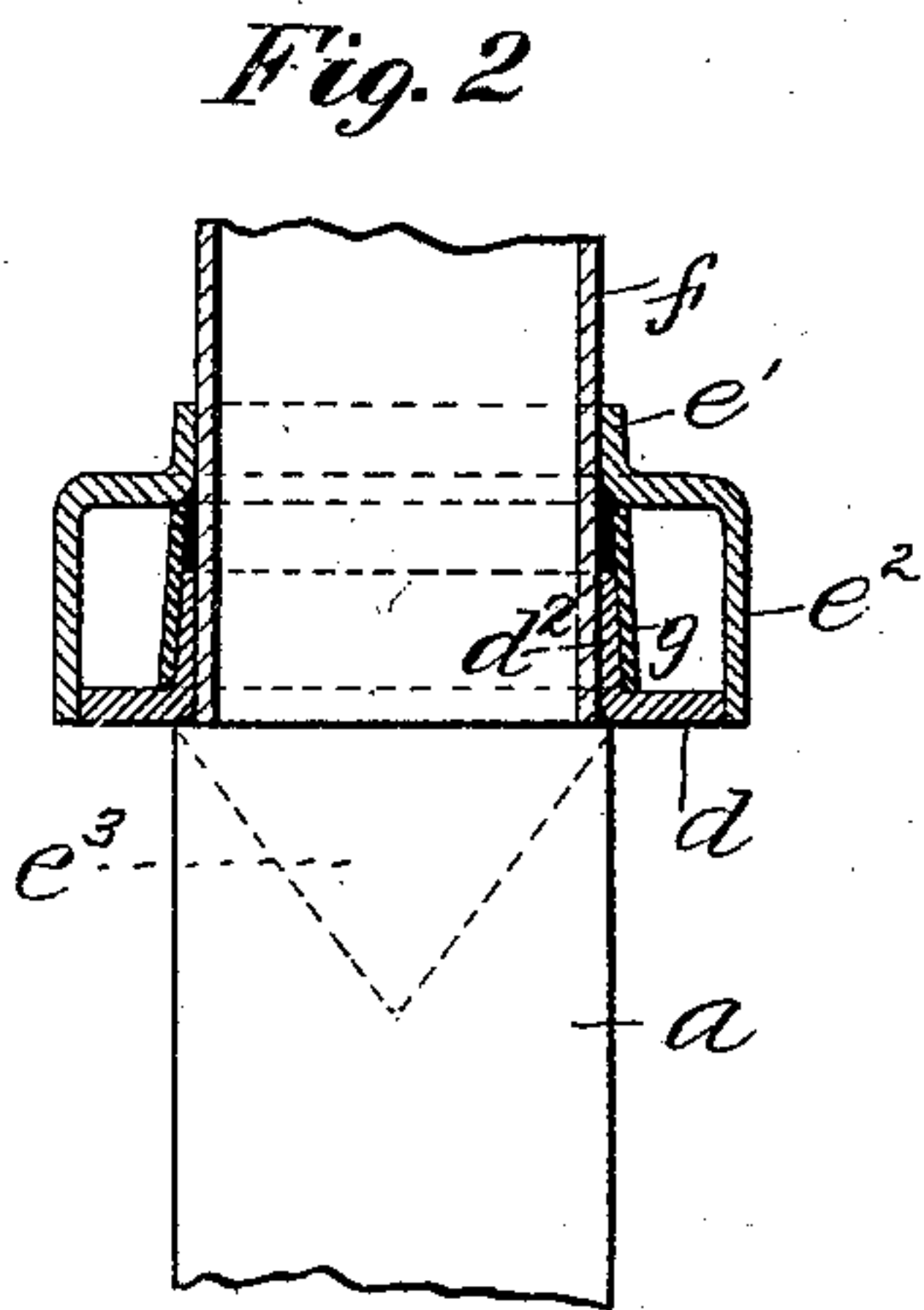
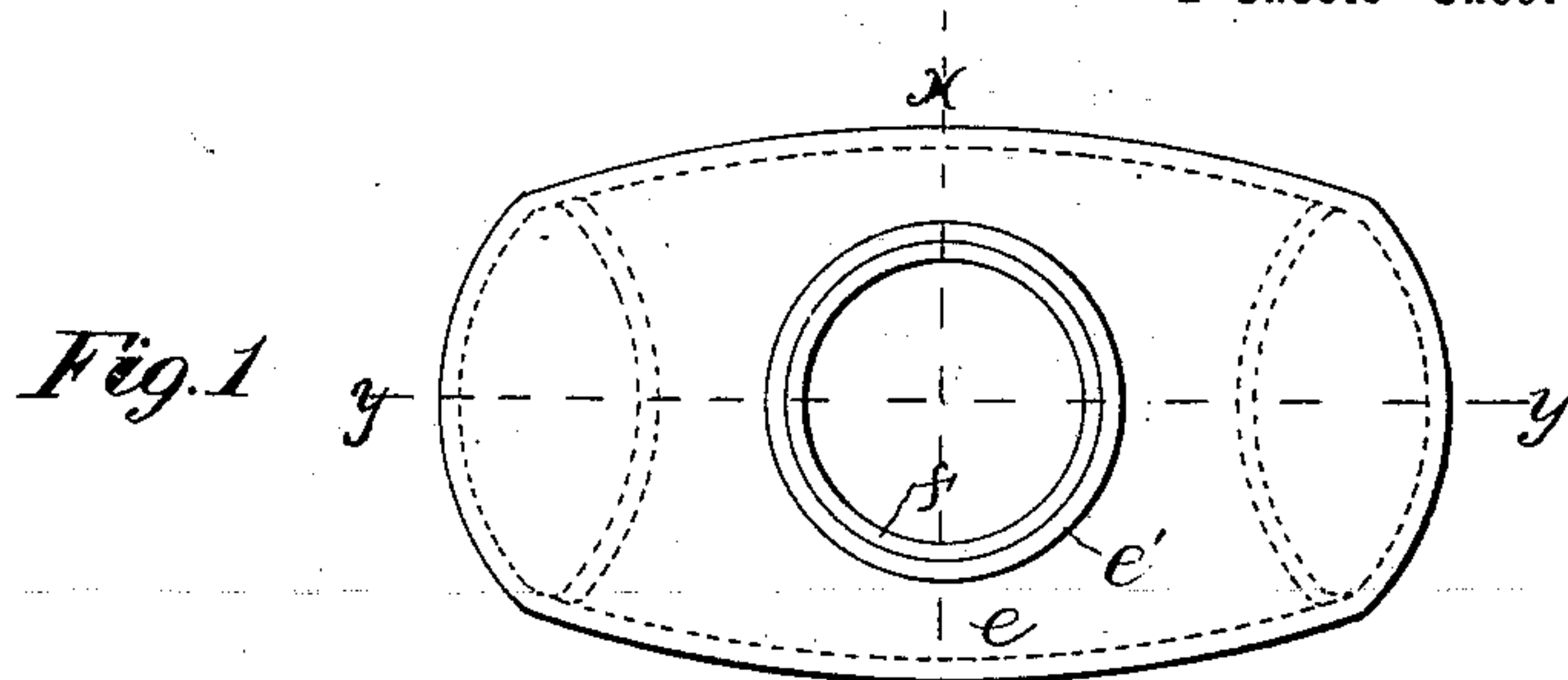
Patented May 2, 1899.

F. A. COOK.  
VELOCIPED FORK CROWN.

(Application filed Nov. 22, 1897.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses:  
William H. Barker.  
Arthur B. Jenkins.

Inventor:  
Frank A. Cook.  
by Chas. L. Burden  
Attorney.

No. 624,182.

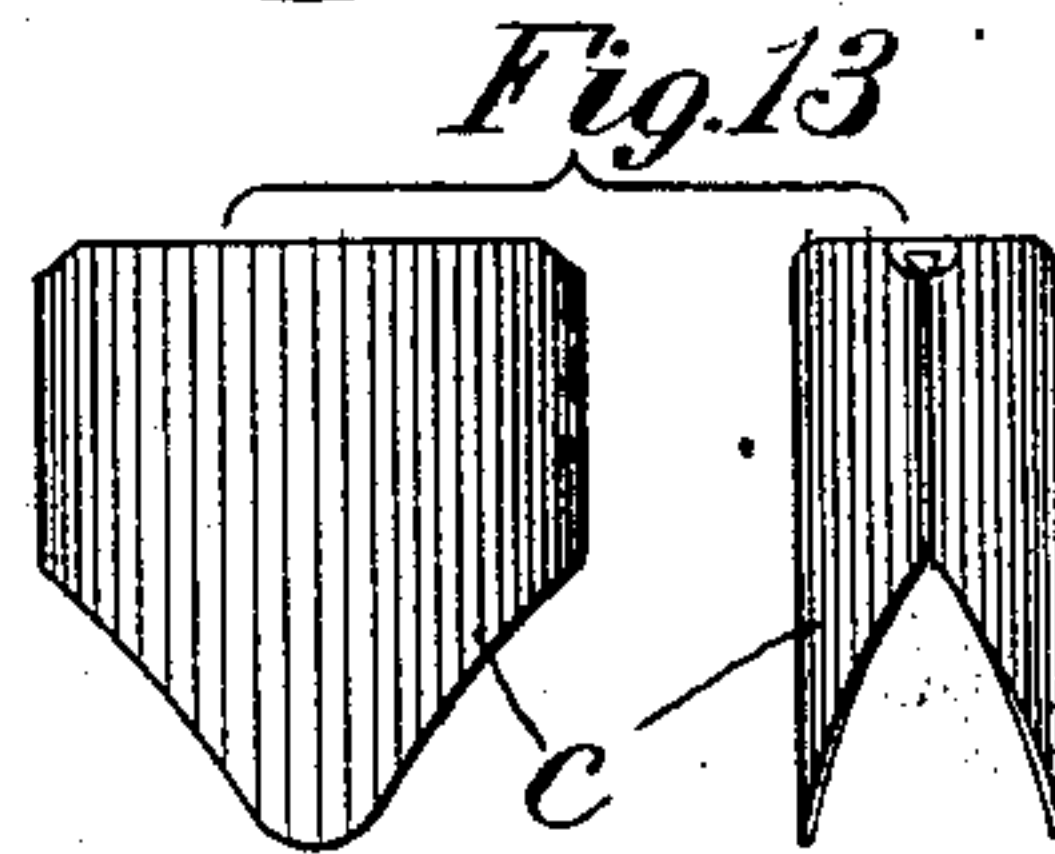
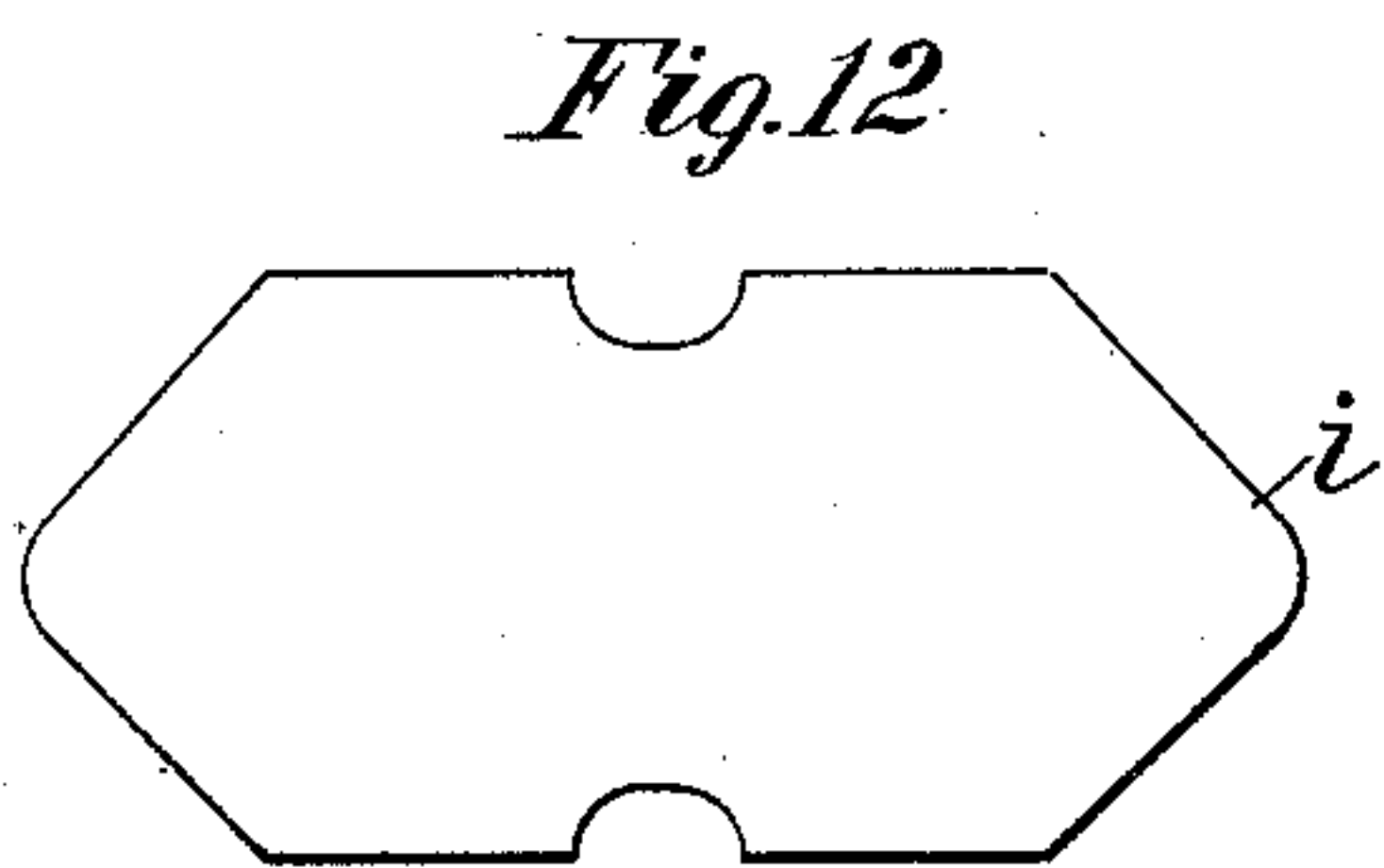
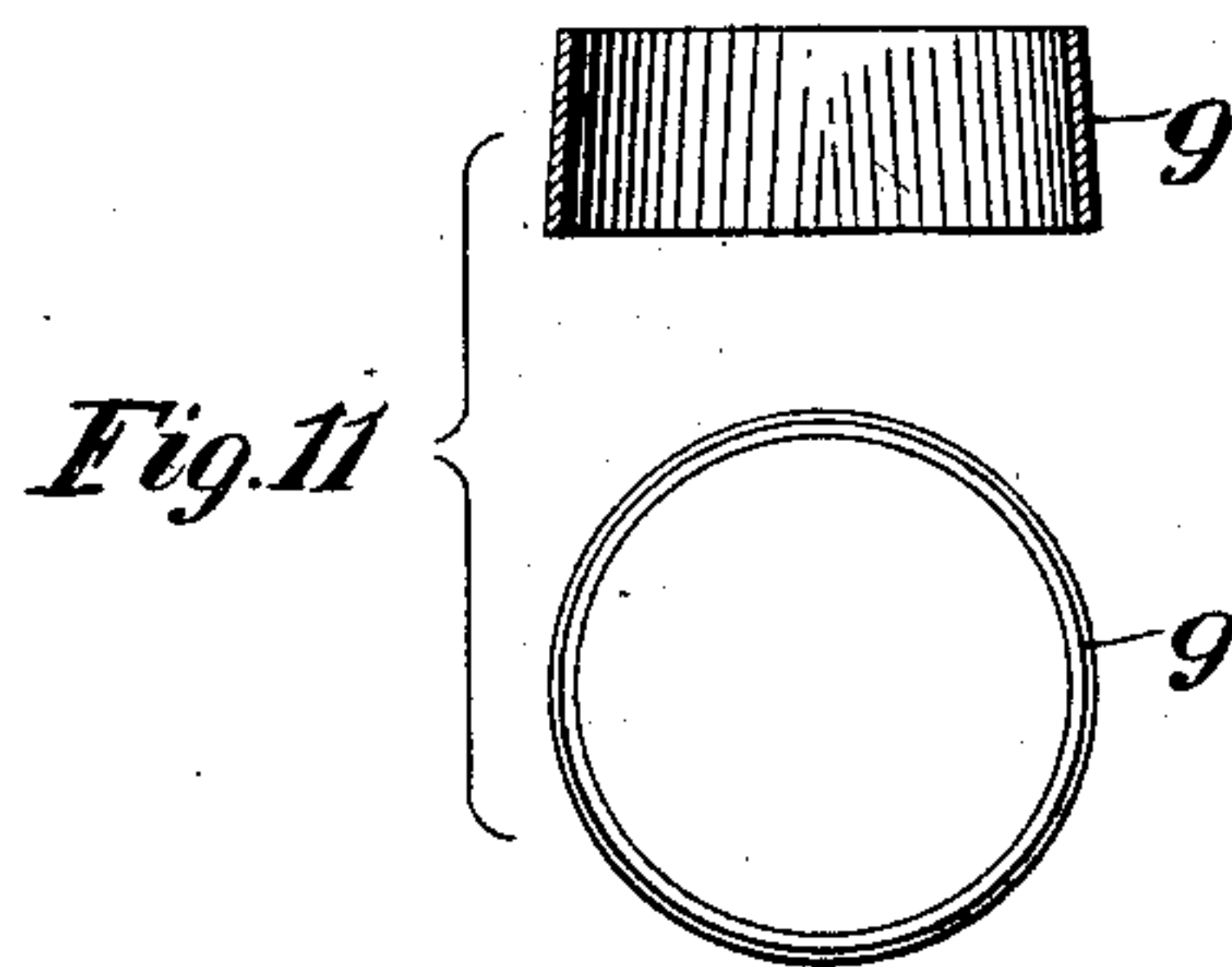
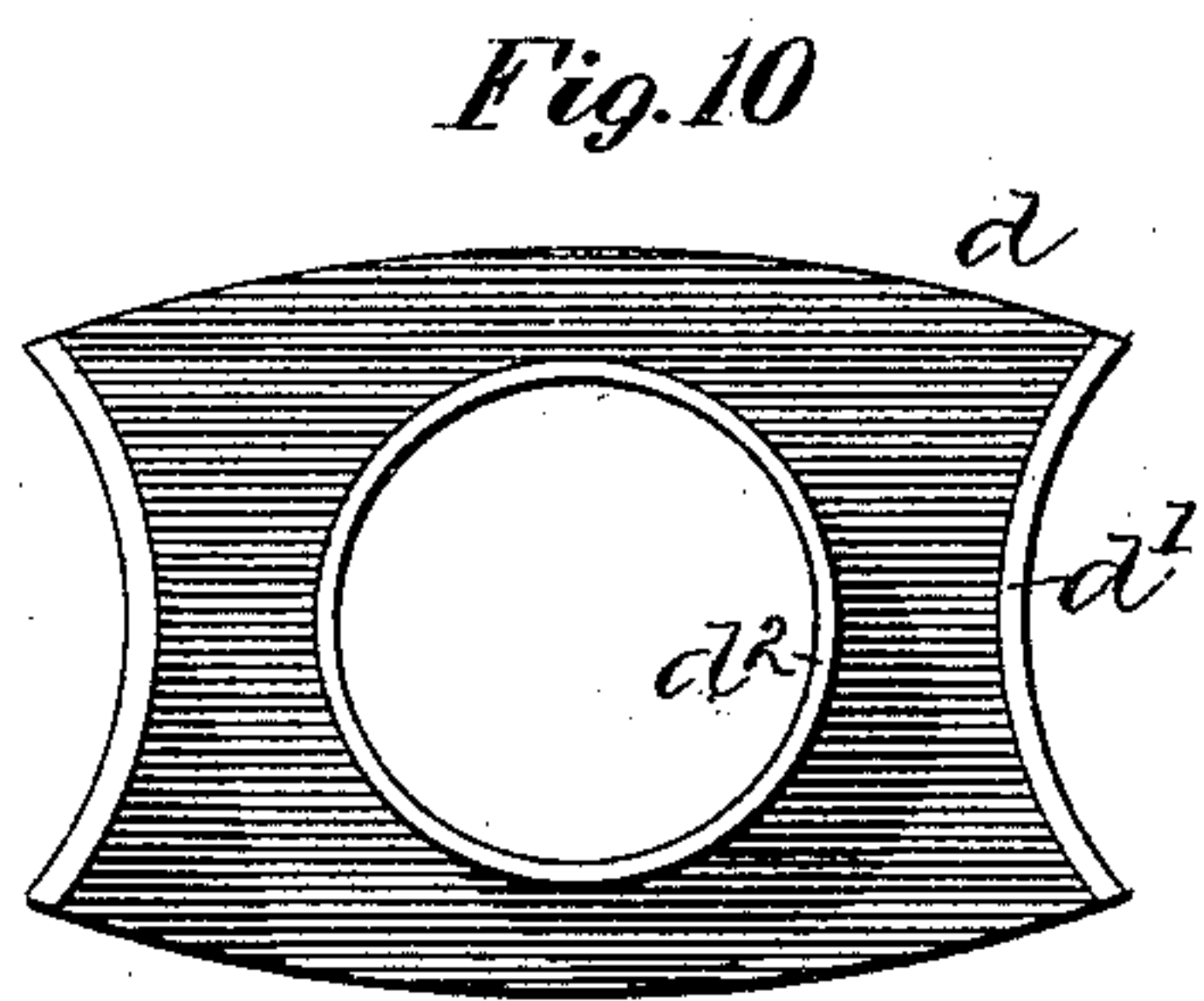
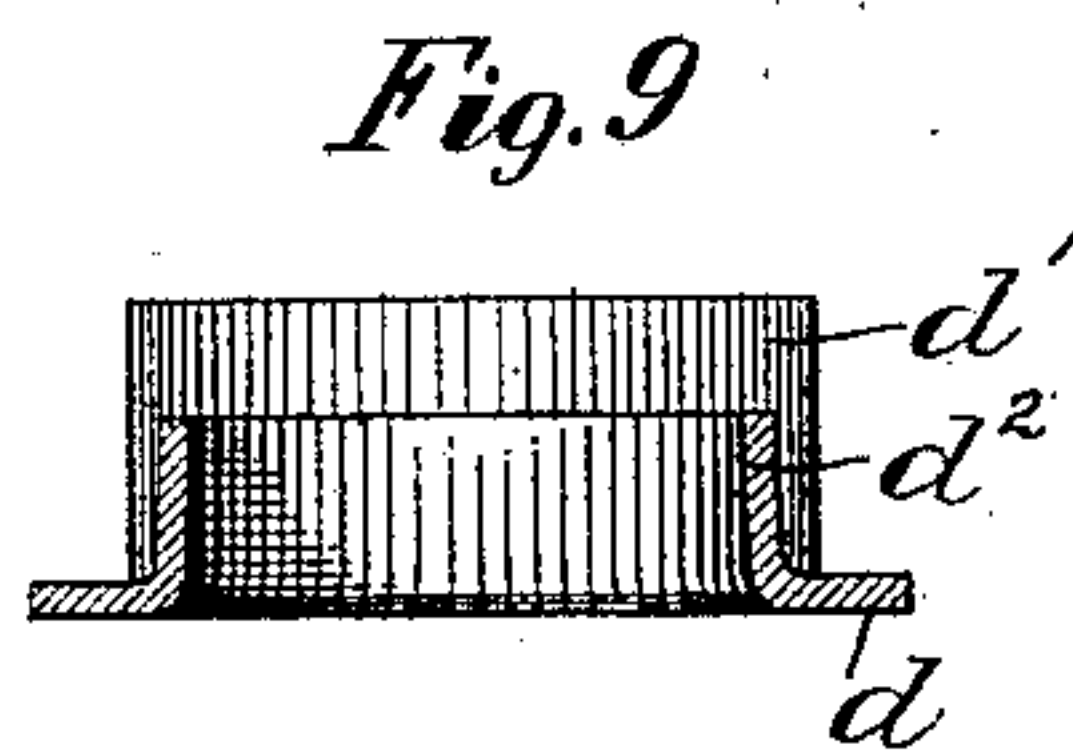
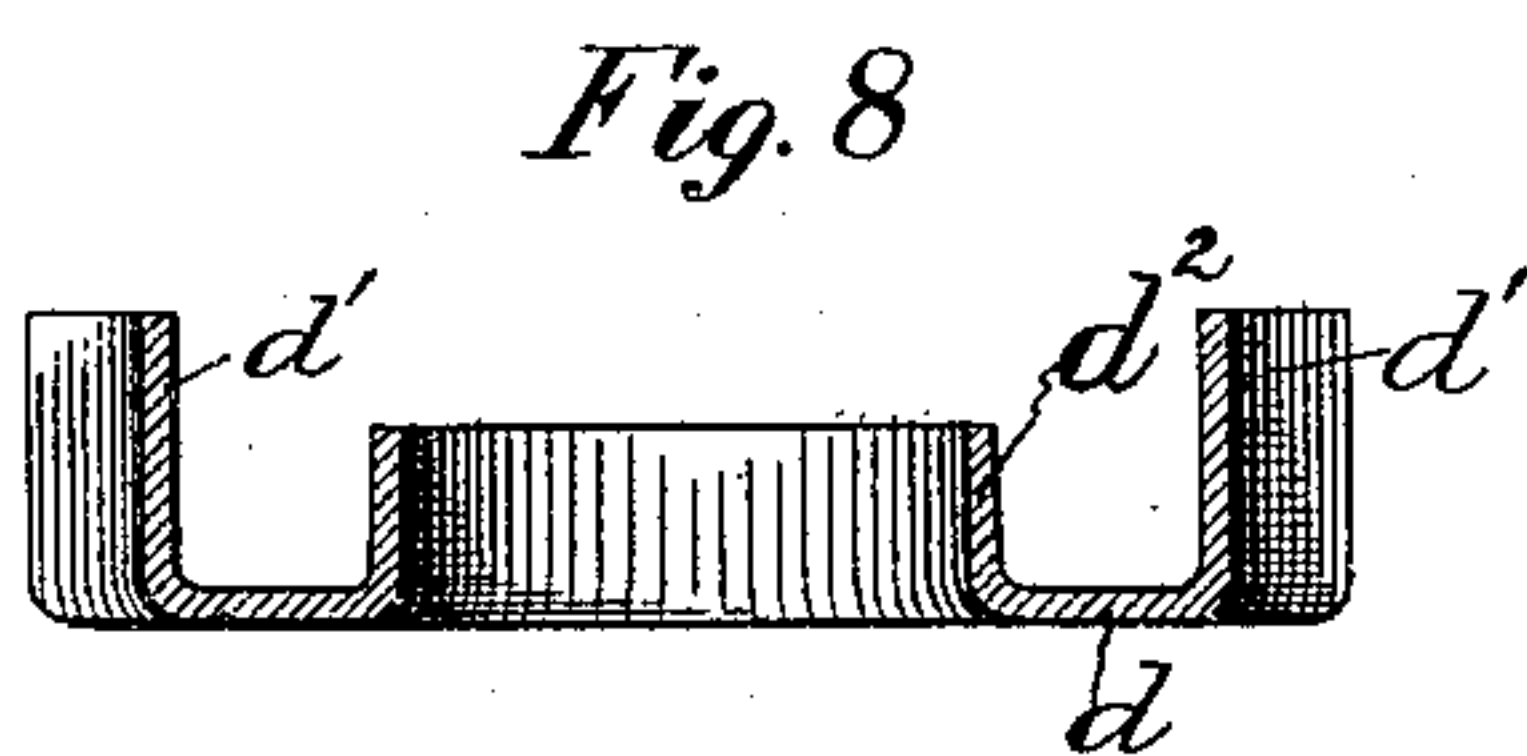
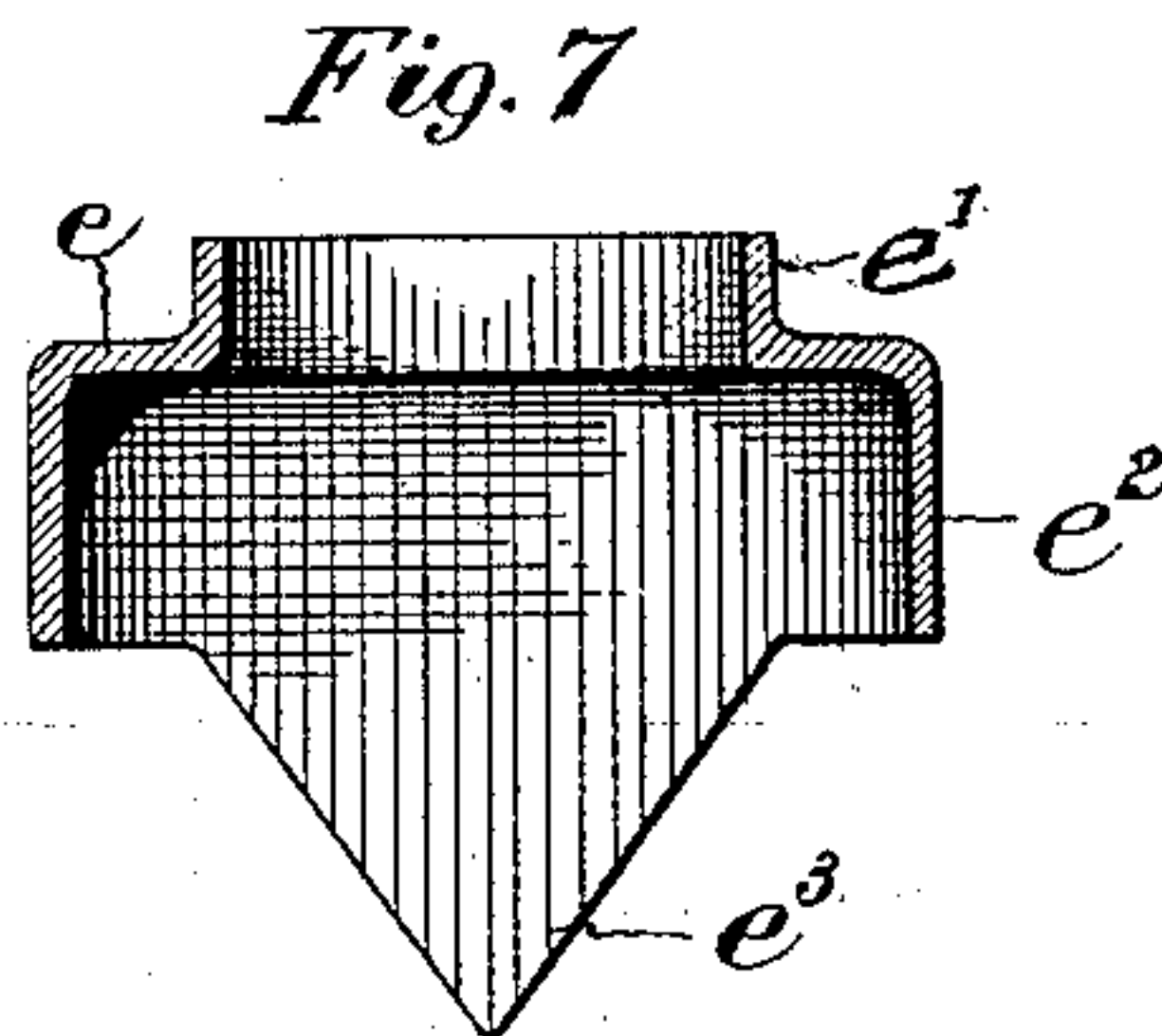
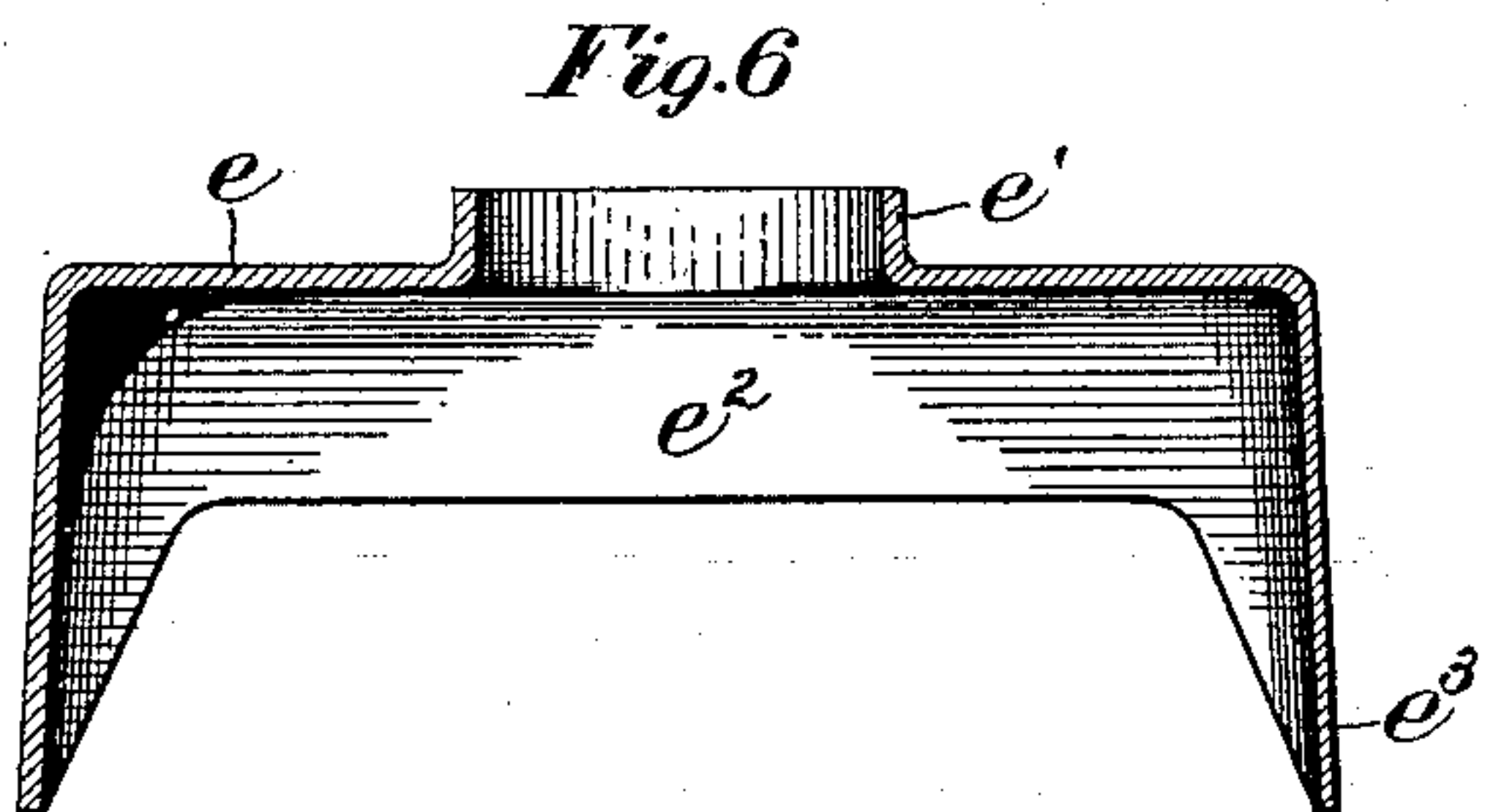
Patented May 2, 1899.

F. A. COOK.  
VELOCIPEDE FORK CROWN.

(Application filed Nov. 22, 1897.)

(No Model.)

2 Sheets—Sheet 2.



*Witnesses:*  
*William N. Barker.*  
*Arthur B. Jenkins.*

*Inventor:*  
*Frank A. Cook.*  
*By Chas. L. Burdett,*  
*Attorney.*



# UNITED STATES PATENT OFFICE.

FRANK A. COOK, OF EAST HARTFORD, CONNECTICUT.

## VELOCIPEDE FORK-CROWN.

SPECIFICATION forming part of Letters Patent No. 624,182, dated May 2, 1899.

Application filed November 22, 1897. Serial No. 659,387. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK A. COOK, a citizen of the United States, and a resident of East Hartford, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Velocipede Fork-Crowns, of which the following is a full, clear, and exact description, whereby any one skilled in the art can make and use the same.

The object of my invention is to provide a fork-crown for use in the construction of the steering-wheel fork of a velocipede or bicycle which shall have certain features of strength and adaptability to the building up of the crown.

To this end my invention consists in the details of the several parts making up the fork-crown as a whole and the combination of the parts, as hereinafter described, and more particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a top or plan view of a fork-crown embodying my invention. Fig. 2 is a view in vertical central section through the fork-crown on plane denoted by the dotted line *x x*. Fig. 3 is a view in vertical central section of the fork-crown on plane denoted by the dotted line *y y*. Fig. 4 is a detail view, in side elevation, of the completed fork-crown. Fig. 5 is a detail view, in front elevation, of the same. Fig. 6 is a detail view, in lengthwise section, through the hood. Fig. 7 is a detail view in cross-section through the same. Fig. 8 is a detail view, in lengthwise section, through the body part. Fig. 9 is a detail view in cross-section through the same. Fig. 10 is a detail top view of the same. Fig. 11 shows the thimble in central section and in plan view. Fig. 12 is a view of the blank from which the plug is formed, and Fig. 13 shows in side and end view the plug.

The fork-crown in which my improvement is embodied is of the kind known as a "built-up" or "skeleton" crown, and in the accompanying drawings the letters *a b* denote the forks, usually made of tubes, and in the open upper ends of each of these fork-tubes I may insert a plug *c*, which is a cup-shaped piece drawn to shape somewhat in the well-known manner of making a cartridge-shell, although this plug is not necessary to the construction. These plugs when used are tightly fitted into the upper ends of the fork-tubes and form a

reinforce, being secured in place by the final brazing of the parts together.

The fork-crown is made up of a central body part *d* and a hood *e*. The former is made of sheet metal, with the outer flange *d'* of a height and shape adapting it to fit against the outer surface of the inner side of the upper end of the fork-tube, which is usually oval in cross-section, and the flange *d''*, also turned up from the floor of this body part, is of cylindrical outline, adapted to fit closely upon the lower end of the steering-head tube *f*. The hood has a central circular opening for the passage of this steering-head tube *f* and a flange *e'* upturned a short distance from the top as a means of securing a firmer contact between this hood and the steering-head tube *f*. The hood as a whole is cup-shaped, with the flange or side part *e''* extending completely about the body part *d* of the hood, and also surrounding the upper ends of the fork-tubes *a* and *b*. At the sides this flange has extensions *e'''*, which project downward along the outsides of the fork-tubes, as shown in Figs. 4 and 5 of the drawings, and serve as a brace to give additional strength at these points. A thimble or spacer *g* may be used in the cavity or recess between the hood and the wall of the body part, the walls being somewhat of conical form to closely embrace the flange *d''* on the body part, and also near its upper end the steering-head tube *f*. The space left between the inner surface of this thimble *g* and the outer surface of this steering-head tube *f* is filled with spelter in the brazing operation, and the several separate component parts of this fork-head, the steering-head tube, and the upper ends of the fork-tube are secured together by the brazing, which extends into the spaces where indicated by the heavy black outline, as shown in Figs. 2 and 3 of the drawings.

I claim as my invention—

1. In combination with a steering-head tube, the fork-tubes, a sectional fork-crown made up of sheet metal comprising a floor-section secured to the steering-head tube, a hood having a peripheral flange inclosing the floor-section and fork ends and with extensions along the outer sides of the fork ends, the capped reinforce in each fork-tube end, and a cylindrical thimble surrounding the steering-head

tube and the central flange on the floor-section, all substantially as described.

2. In combination with a steering-head tube and fork-tubes, a sectional fork-crown comprising a floor-section secured to the steering-head tube, a hood having a peripheral flange inclosing the floor-section and fork ends, and

a cylindrical thimble surrounding the steering-head tube and central flange on the floor-section, all substantially as described.

FRANK A. COOK.

Witnesses:

C. L. BURDETT,  
FELTON PARKER.