

No. 627,187.

Patented June 20, 1899.

C. P. HALL.
BICYCLE.

(Application filed Oct. 16, 1895. Renewed Nov. 18, 1898.)

(No Model.)

Fig. 2.

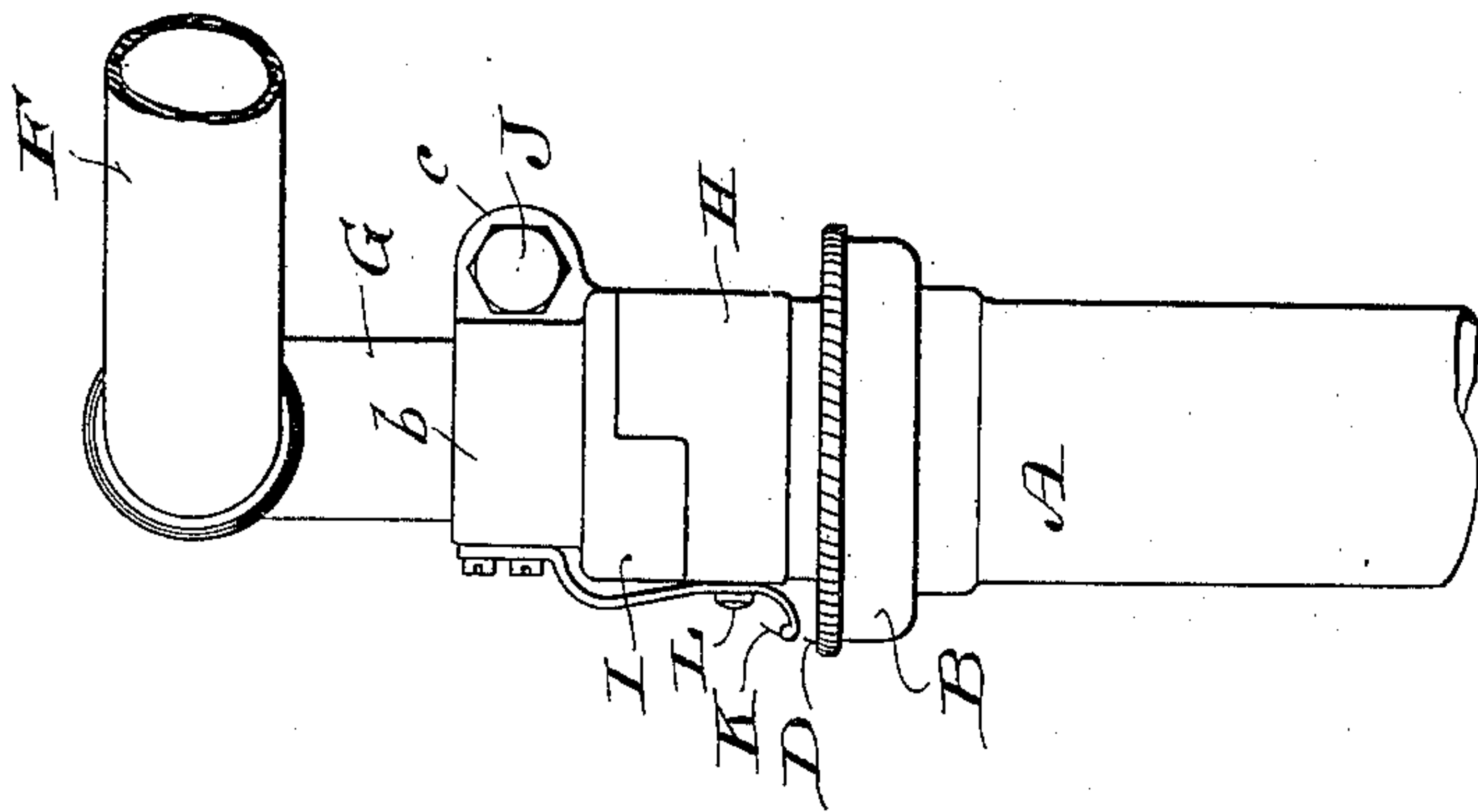


Fig. 3.

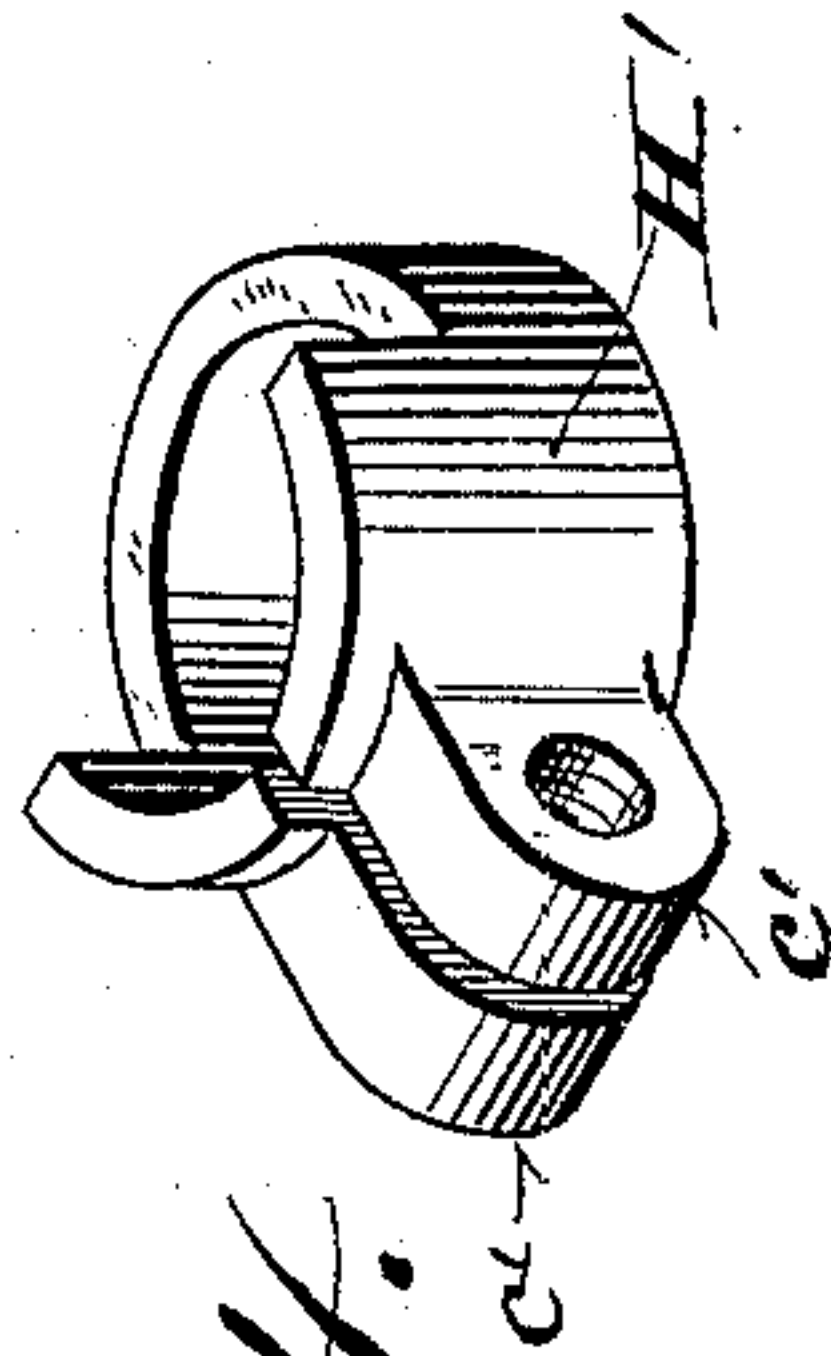
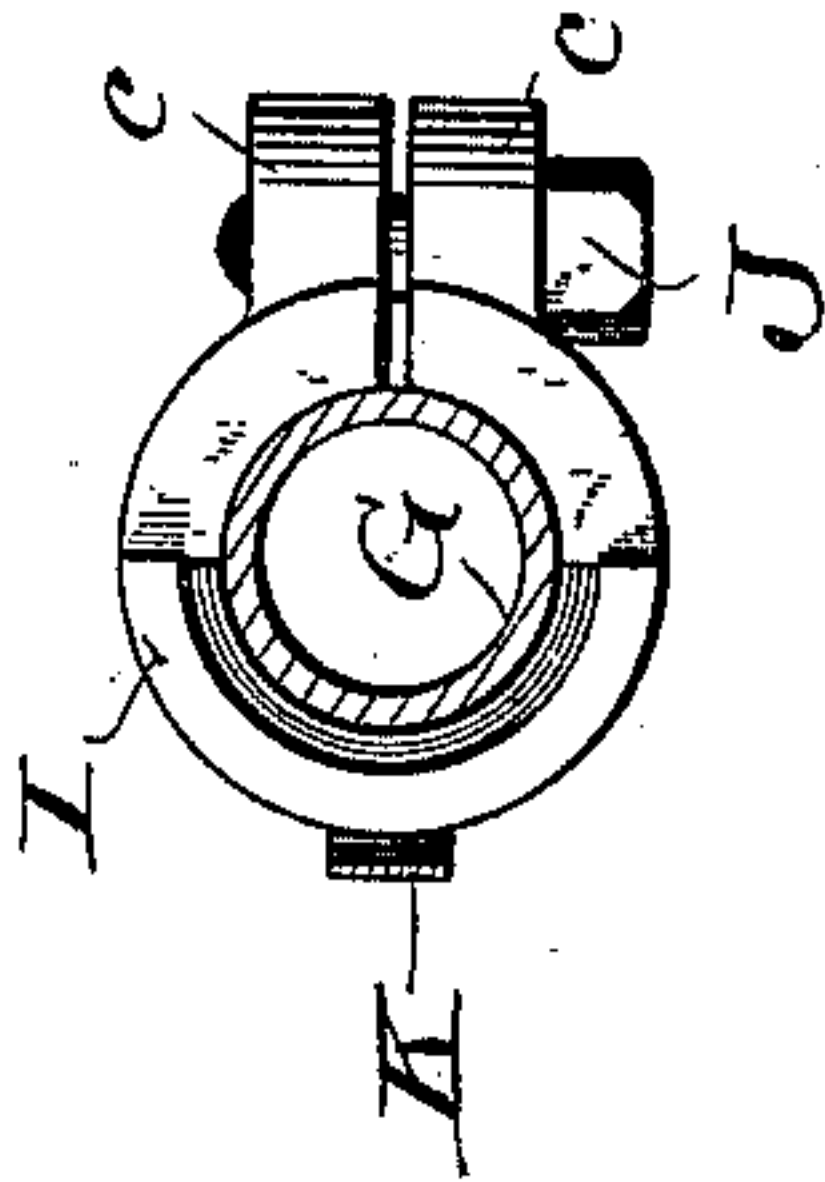
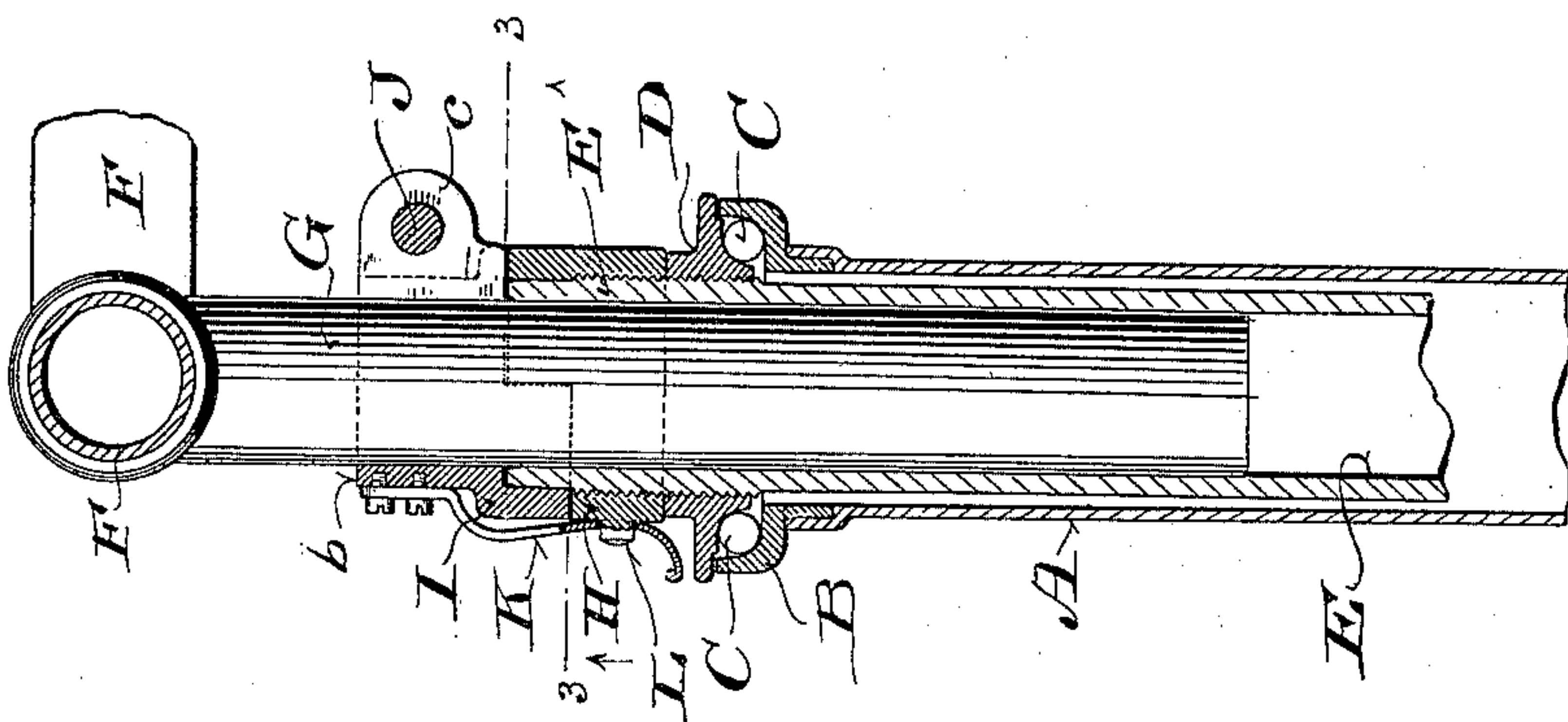


Fig. 4.

Fig. 1.



WITNESSES

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CLIFFORD P. HALL, OF RACINE, WISCONSIN, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO CHARLES H. SEAMAN AND LESLIE M. ROBERTS, OF MILWAUKEE, WISCONSIN.

BICYCLE.

SPECIFICATION forming part of Letters Patent No. 627,187, dated June 20, 1899.

Application filed October 16, 1895. Renewed November 18, 1898. Serial No. 696,824. (No model.)

To all whom it may concern:

Be it known that I, CLIFFORD P. HALL, a citizen of the United States, and a resident of Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Bicycles; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention has for its object to provide for the ready removal of the handle-bar from a bicycle in order to prevent unauthorized riding of the same; and said invention consists in certain peculiarities of construction and combination of parts hereinafter set forth with reference to the accompanying drawings and subsequently claimed.

In the drawings, Figure 1 is a vertical central sectional view representing an application of one form of my invention; Fig. 2, a side elevation illustrating the relative arrangement of certain of the parts shown in the preceding figure; Fig. 3, a section taken on line 3 3 of Fig. 1, and Fig. 4 a perspective view of another form of the lower clutch-section.

Referring by letter to the drawings, A represents the steering-head of a bicycle; B, the upper ball-race on said head; C, the balls in the race; D, the upper bearing-cone in screw-thread engagement with a tubular front or steering fork shank E, that extends up through the aforesaid head, and F a handle-bar having its shank G engageable with the fork-shank, this construction and arrangement of parts being common in the art to which my invention relates.

Run on the screw-threaded portion of the fork-shank E, above the bearing-cone D thereon, is the lower section of a clutch, and in the form shown in Fig. 1 this is a tapped section H and takes the place of the set-nut ordinarily employed to maintain the proper adjustment of said bearing-cone. Another clutch-section I, having a pinch-collar extension b, is slipped on the shank G of the handle-bar F and maintained in adjusted position longitudinally of said shank by means of a clamp bolt or screw J, engaging tapped

openings in parallel ears c, that extend laterally from said pinch-collar extension.

The clutch-sections are so arranged as to engage each other when the handle-bar is positioned for use, and, as herein shown, it is preferable to have one clutch-section provided with a spring-latch K, that engages with a keeper L, pertaining to the other of said sections; but any suitable locking mechanism may be employed. It is also to be understood that the contour or design of the clutch-sections may be varied from that herein shown without in any way departing from what I consider is my invention; and in place of using the just-described lower tapped section H of the clutch as a substitute for a set-nut (in addition to its function in the clutch) I may use the clutch-section H', (shown in Fig. 4,) which section is not tapped, but has a smooth bore, and which is provided with parallel ears c' c', extending laterally from the said clutch-section and having tapped openings therethrough for the reception of a clamp bolt or screw like the part J. (Shown best in Fig. 3.)

From the foregoing it will be seen that when the bicycle is not in use its handle-bar may be readily detached and taken away, so as to render the machine unfit for use, this being of especial advantage when said machine is left standing out of doors or elsewhere away from the owner or authorized rider.

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

1. In a bicycle, the combination of the tubular steering-fork shank, a clutch-section adjustable on said fork-shank longitudinally of the same to constitute a check for a similarly-adjustable bearing-cone, the handle-bar having its shank engageable with the aforesaid fork-shank, and another clutch-section adjustable on said handle-bar shank for engagement of the former clutch-section.

2. In a bicycle, the combination of the tubular steering-fork shank, a clutch-section adjustable on said fork-shank longitudinally of the same to constitute a check for a similarly-

adjustable bearing-cone, a keeper on the clutch-section, the handle-bar having its shank engageable with the aforesaid fork-shank, another clutch-section adjustable on
5 said handle-bar shank longitudinally thereof for engagement with the former clutch-section, and a spring-latch on the handle-bar clutch-section engageable with said keeper.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in 10 the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

CLIFFORD P. HALL.

Witnesses:

H. G. UNDERWOOD,

B. C. ROLOFF.