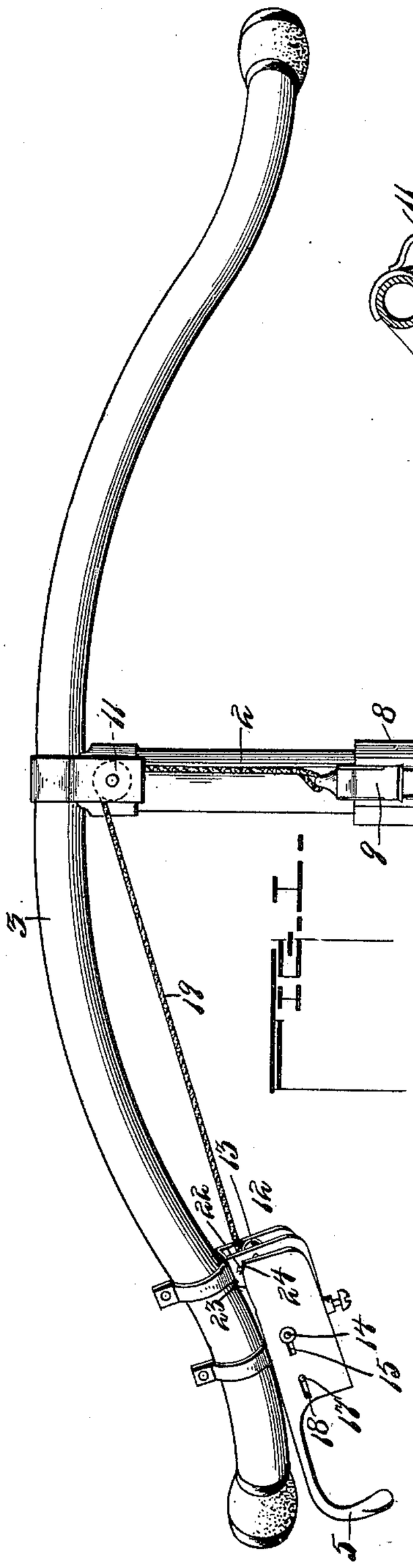
No. 627,314. Patented June 20, 1899.

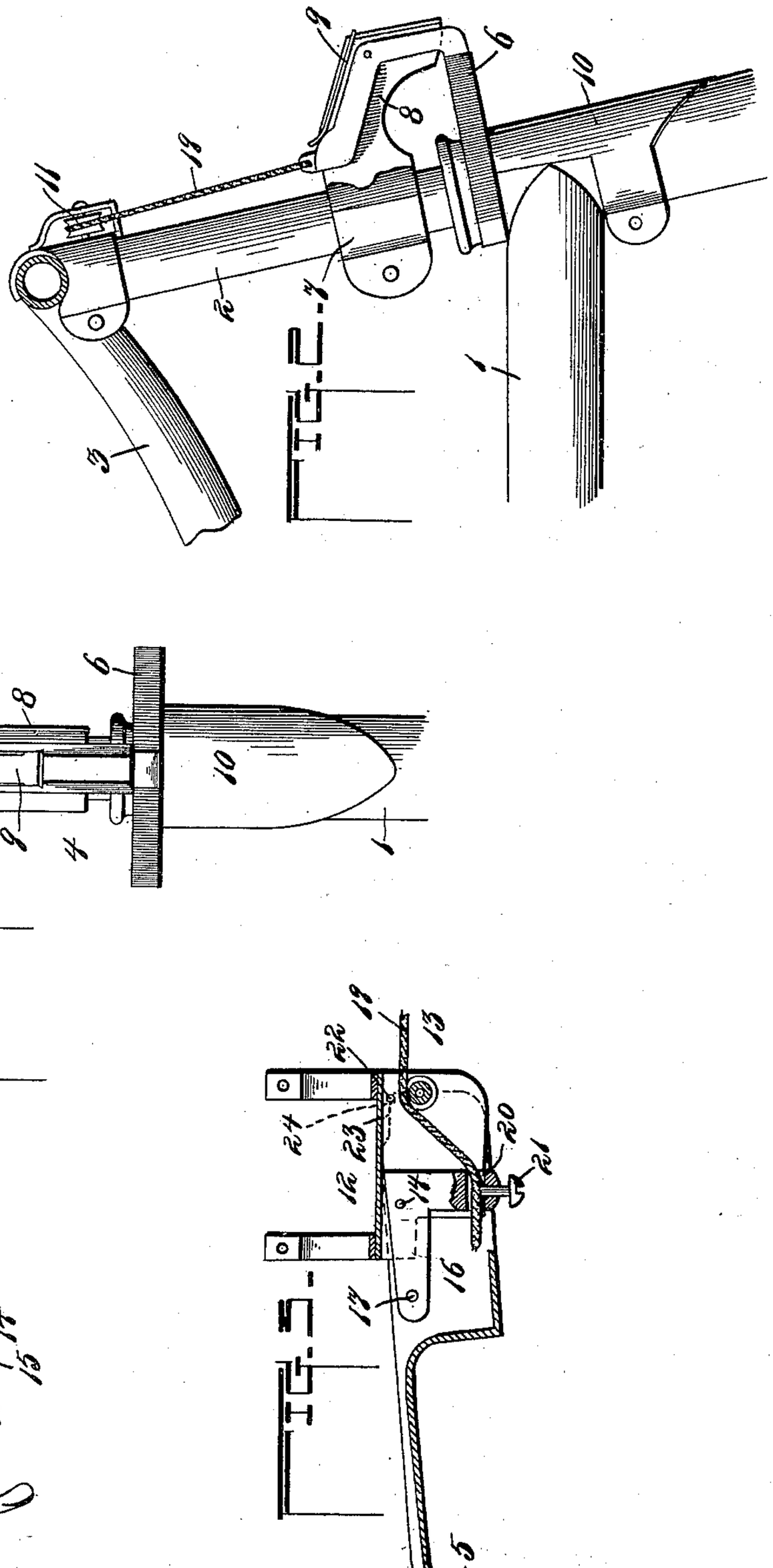
A. E. VEON.

BICYCLE FASTENER.

(Application filed Oct. 27, 1896.)

(No Model.)





WITNESSES

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BICYCLE-FASTENER.

SPECIFICATION forming part of Letters Patent No. 627,314, dated June 20, 1899.

Application filed October 27, 1896. Serial No. 610,195. (No model.)

To all whom it may concern:

Be it known that I, ANDREW E. VEON, a citizen of the United States, residing at Brainerd, in the county of Crow Wing and State of Minnesota, 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 appertains to make and use the same.

This invention has reference to a novel construction in attachments for bicycles, the object being to provide a device which can be operated to hold the steering-wheel rigid with relation to the frame of a bicycle or to release the same.

The invention consists in the features of construction hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 represents a front elevation of a portion of a bicycle-frame provided with these attachments; and Fig. 2 represents a side elevation, partly in vertical section. Fig. 3 is a vertical sectional view of the operating-lever and accompanying devices in detail.

In accordance with the principle involved by this invention a clutch is situated between the steering-post and the frame of a bicycle to be operated by suitable devices upon one of the handle-bars, so that these parts may be rigidly clutched together to hold the front or supporting wheel rigid with relation to the remaining portion of the bicycle. It will be understood, of course, that devices for this purpose can be variously arranged; but it is found preferable to employ the construction hereinafter described, although it will be understood that except in the claims for the specific construction I do not wish to be limited to the details herein shown.

In said drawings, 1 indicates a portion of the frame of a bicycle, and 2 the steering-post extending therethrough and provided at its upper end with the handle-bars 3. The clutch 4 consists of two members, one of which is mounted upon the frame of the machine, while the other is mounted upon the steering-post. These members are operated by means of the operating-handle 5 upon the handle-bar 3, this operating-handle 5 being arranged so that it can be quickly grasped by the hand to apply the clutch and is readily released by opening the hand, while at the same time the said operating-handle can be locked in its closed position. As a preferred construction of said clutch the frame is provided with an annular clutch member 6, extending laterally therefrom, while upon the steering-post the clutch member 7 is situated, and consists of a pivoted finger having one end situated to engage the periphery of the circular clutch member 6 and carried by a support 8. A spring 9 is fastened to said support and serves to hold the clutch-finger out of engagement with the circular finger 6. The said support 8 is carried by a clamping-sleeve 7, which as a further improvement takes the place of the clamping-sleeve usually employed to hold the upper part of the supporting-post rigid with the lower part and by means of which the elevation of the handle-bars is regulated. To the upper end of the supporting-post is secured a guide-pulley 11, while upon one of the handle-bars 3 is a block 12, suitably clamped thereto and provided also with a guide-pulley 13. The operating-handle 5 is pivoted to said block by means of a pivot 14 upon said block passing through slots 15 in said operating-handle. Pivoted also to said block and conveniently upon pivot 14 is a bell-crank lever 16, one end of which is provided with lateral lugs 17, situated also within slots 18 in said operating-lever. A cable or strand 19 is fastened at one end to the clutch-finger 7, passing around the guide-pulley 11, then over the guide-pulley 13, and is adjustably secured at its end to the other end of said bell-crank lever 16. A convenient manner of fastening the said cable to the bell-crank lever consists of an opening 20 in said lever and a screw 21. To hold said operating-lever in a locked position,

as well as to hold it open against accidental closing, the projections 22 on said block are employed, which are situated to engage the stop-faces upon the operating-lever, a notch 23 being arranged to receive the projections 22 when the clutch is open, while extending from said notch is a cam-face 24, which engages the projections 22 and serves to hold the operating-lever closed after it is moved vertically by means of the slotted connection between it and the block. The slotted connection between the bell-crank lever and operating-lever permits said bell-crank lever to be swung on its pivot to throw the clutch into operative position, while at the same time it may be moved to lock the parts in position.

It will be seen from the foregoing description that a device of this kind can be placed upon a bicycle of ordinary construction without interfering with the other parts thereof except in so far that the clamping-sleeve 10 takes the place of the ordinary sleeve on a bicycle, while it will be understood that if this construction were not present this clamping-sleeve could be fastened to any part of the steering-post adjacent to the clutch member upon the frame.

With a device of this kind it will be noticed that when it is desired to ride without paying special attention to the guiding of the machine the clutch can be thrown into operation, thereby holding the steering-wheel rigid and relieving the rider of the usual strict attention to the steering of the machine. A small obstruction will not turn the wheel out of its course, as often happens, so that the rider can turn to enjoy his company or the surrounding scenery without the continual strain of the nerves or muscles to keep the bicycle in its direct path.

The attachment is light and can be readily attached to a bicycle without interfering or changing the ordinary construction or manner of using in the ordinary way, while it forms a valuable aid in many instances.

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

1. A device of the class described comprising in combination the clutch member carried upon the frame, a second clutch member carried by the steering-post, an actuating-cord connected at one end to one of said clutch members, and means connected with the other end of the cord and adapted to be actuated to hold it either taut or loosened.

2. A device of the class described comprising in combination a clutch member carried by the frame, a second clutch member carried by the steering-post, an actuating cord or cable connected at one end with one of said clutch members, and the means connected with its other end for holding it either taut or loosened, said means consisting of a member carried by the handle-bar, and a second member arranged in connection with said first member, and connected with the cord, said second member being adapted to be locked in restrained position to hold the cord taut.

3. A device of the class described, comprising in combination a clutch member carried by the frame, a second clutch member carried by the steering-post, an actuating cord or cable connected at one end with one of said clutch members, means connected with the other end of said cord, consisting of a member carried by the frame, a second member arranged in connection with said first member and connected with the cord, and means carried by said members for locking said second member in a restrained position to hold the cord taut.

4. A device of the class described comprising in combination a clutch member carried by the frame, a second clutch member carried by the steering-post, an actuating cord or cable connected at one end with one of said clutch members, the means connected with the other end of said cord, consisting of a member carried by the bicycle-frame, a second member arranged in connection with said first member, and means carried by one member engaging with the other to lock said members into position holding the cord taut.

5. A device of the class described, comprising in combination the clutch member carried by the frame, the second clutch member pivotally supported upon the steering-post, the block carried by the handle-bar, the cable or strand connected at one end with one of the clutch members and secured at its other end in a clamp pivotally supported in the block, and the lever connected with said block and said clamp and adapted to be operated to lock said clamp in a position holding said cable taut and interlocking the clutch members.

6. The combination with the head-tube of the frame of a bicycle having a clutch member, of a steering-post inserted in said tube, a clamping-sleeve to clamp the two sections of the post provided with a supporting-bracket extension, a clutch member pivoted thereto and adapted to engage the clutch member of the frame, a spring to normally urge the pivoted clutch member to release position, a handle-bar secured to the steering-tube, a block secured to the handle-bar, a lever pivoted to said block and provided with stop-faces to engage projections on said block, a bell-crank lever pivoted upon the same pivot connection as the handle and provided with a projection operating in the slot in said handle, a cord or other suitable flexible connection between the pivoted clutch member and bell-crank lever, and means for securing said connection to the bell-crank lever, substantially as described.

7. The combination with a frame of a bicycle having a clutch member, of a steering-

post provided with a clutch member, a spring for supporting said clutch members, a block secured to the handle-bar of the machine, a bell-crank lever pivoted to said block, a cable or strand connected with said bell-crank lever and with a clutch member upon the steering-post, an operating-lever having a pivoted and slotted connection with said block and with the bell-crank lever and provided with stop-faces, and projections upon said block to engage said stop-faces.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

ANDREW E. VEON.

Witnesses:
I. U. WHITE,
JOE. R. WESTFALL.