

No. 662,553.

Patented Nov. 27, 1900.

W. G. TASSELL.
BICYCLE BRAKE.

(Application filed Oct. 30, 1899.)

(No Model.)

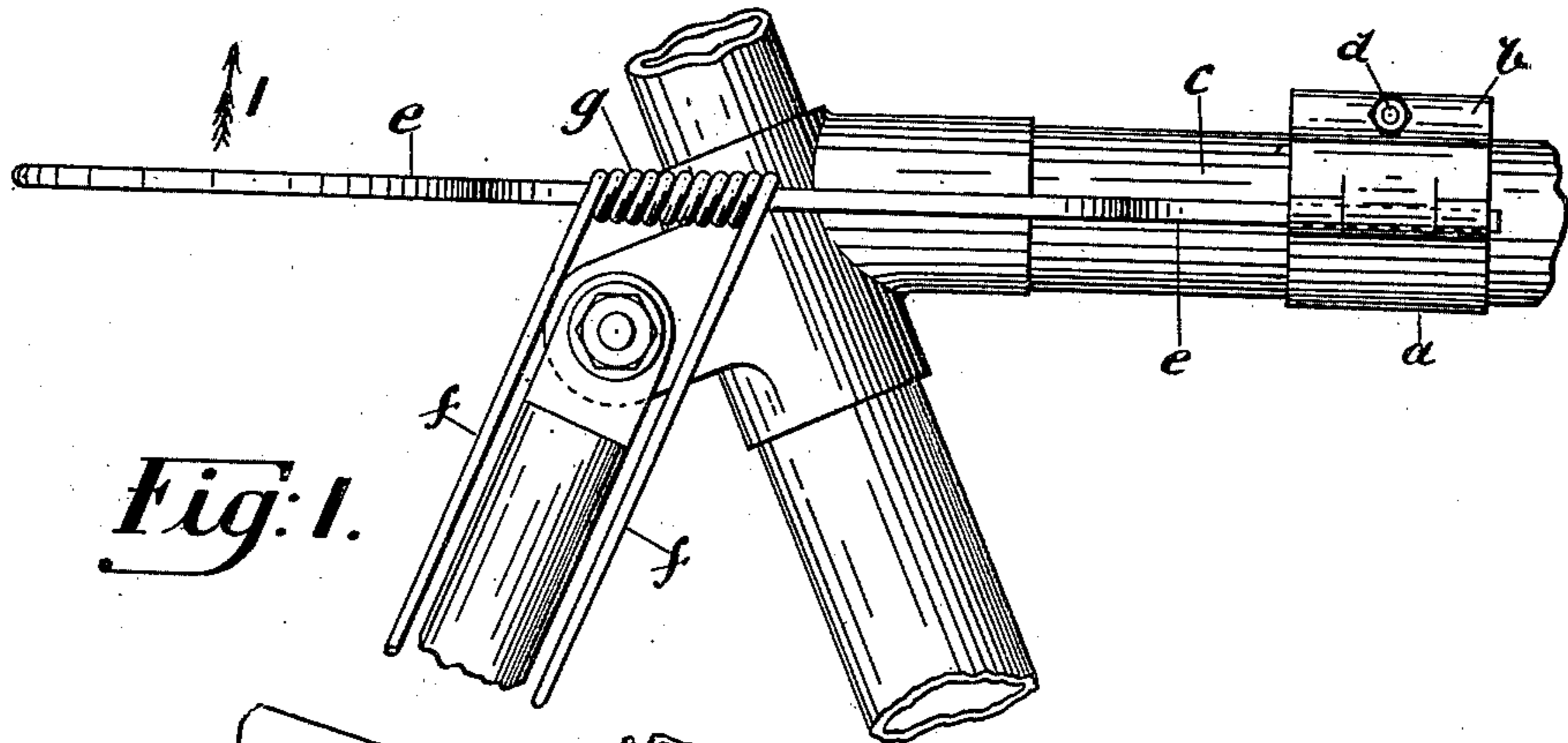


Fig: 1.

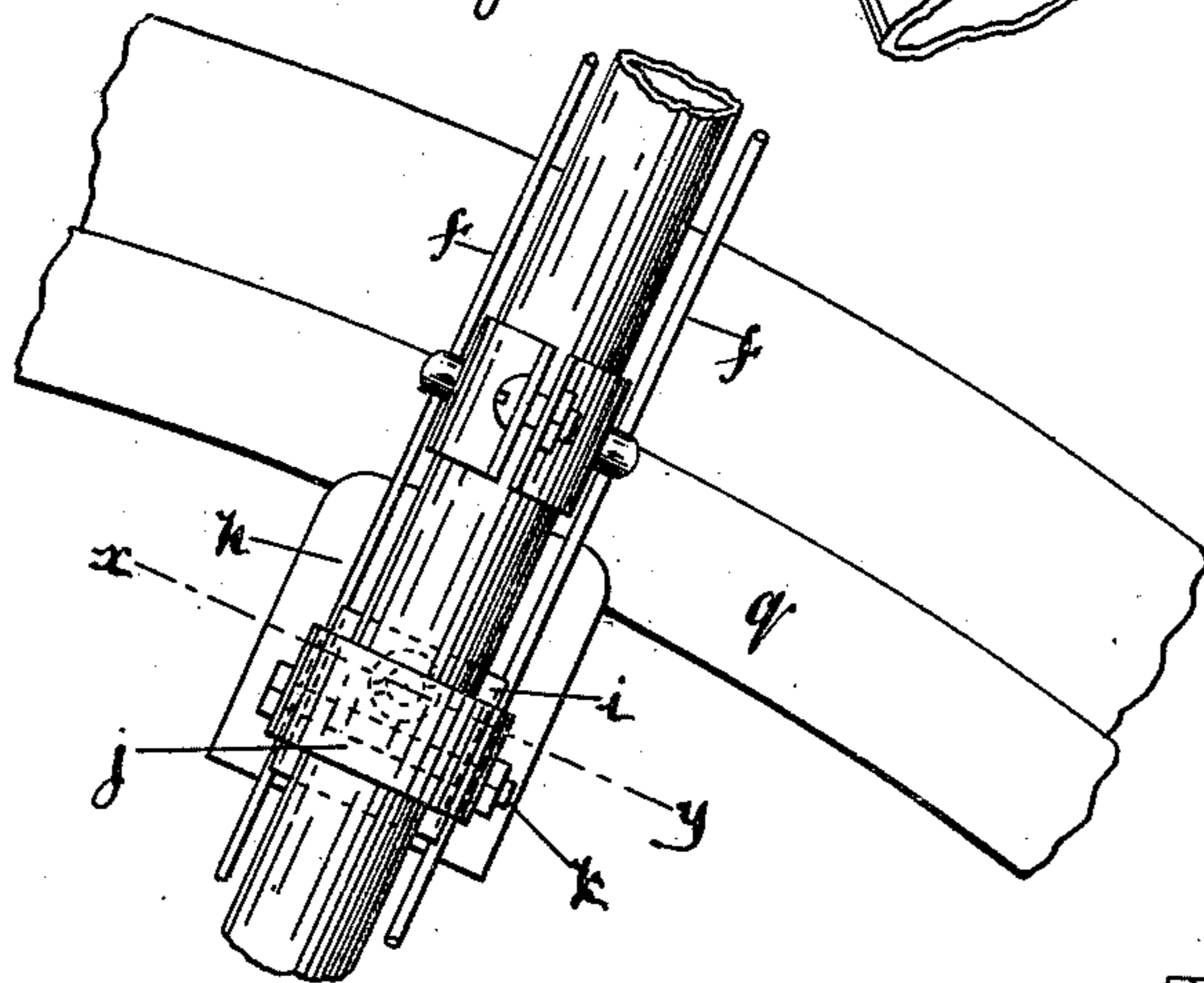


Fig: 2.

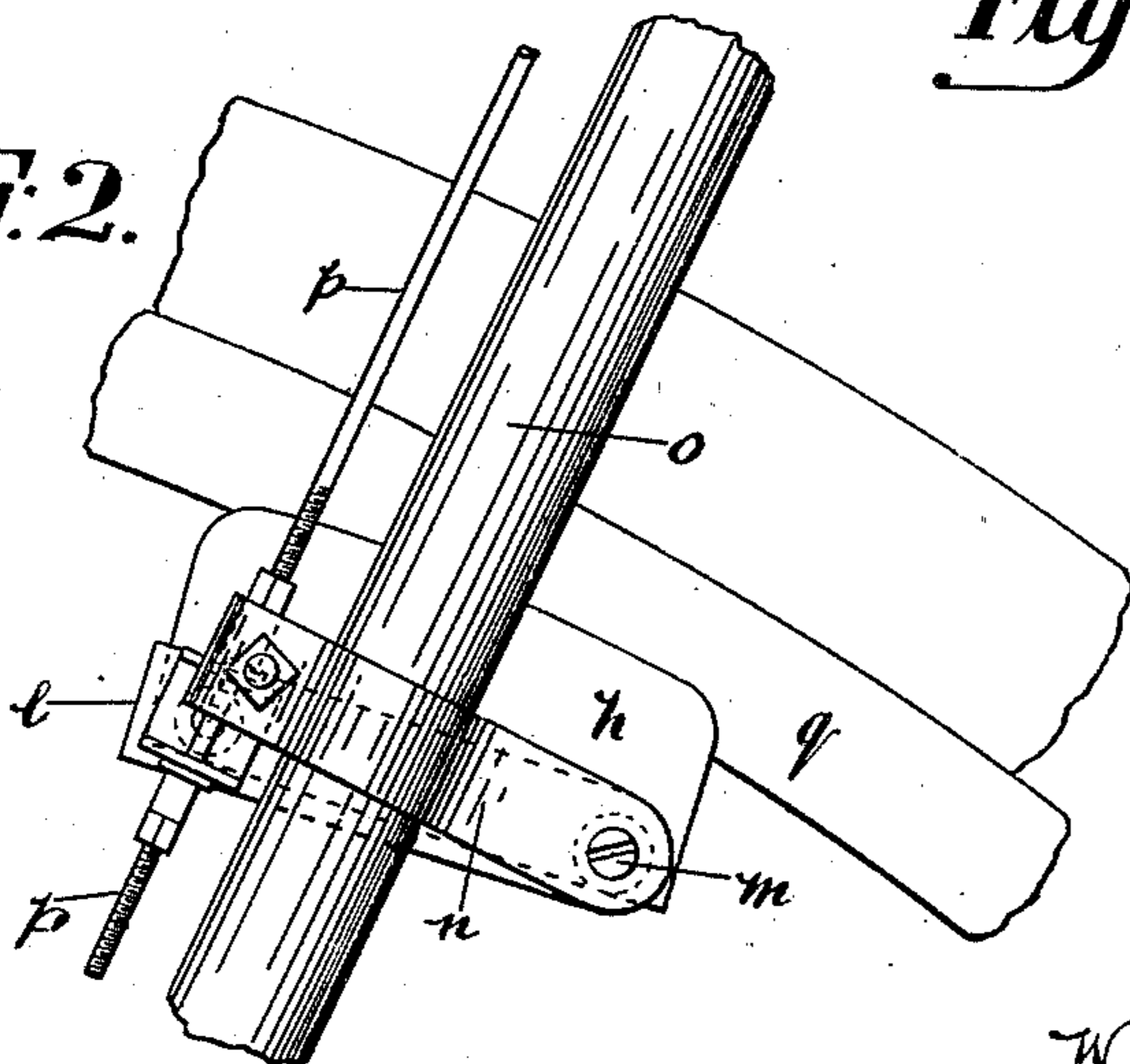
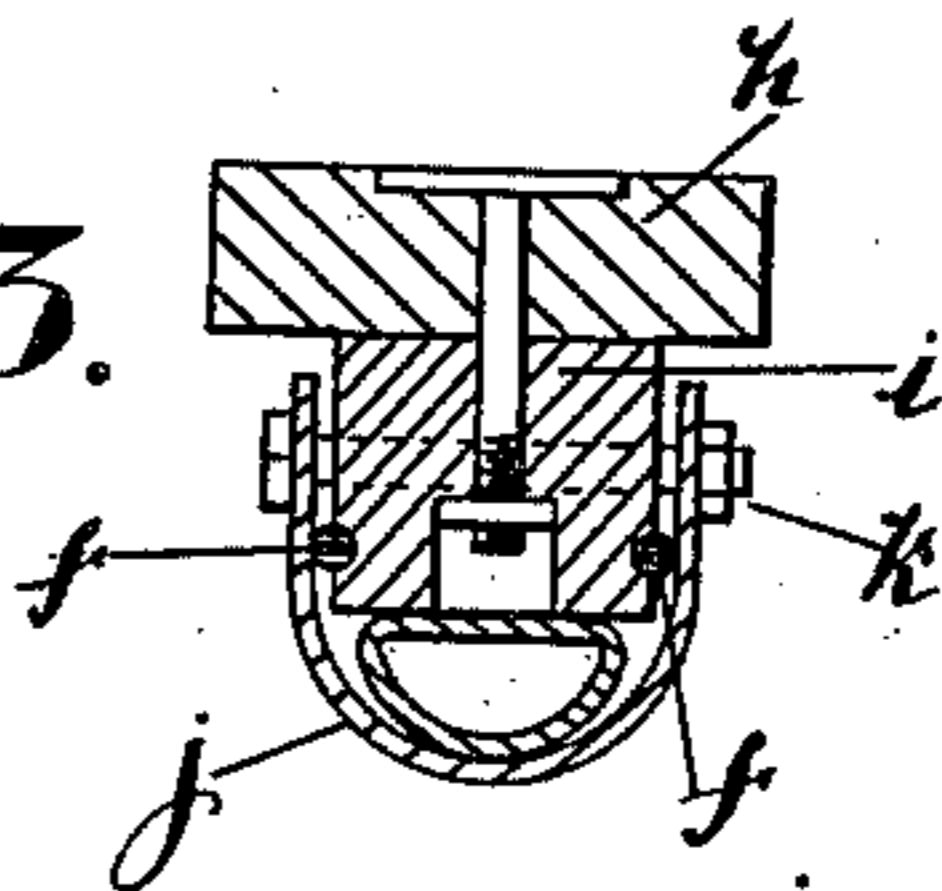


Fig: 3.



Witnesses:-
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His Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM GRIFFITHS TASSELL, OF LONDON, ENGLAND.

BICYCLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 662,553, dated November 27, 1900.

Application filed October 30, 1899. Serial No. 735,232. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM GRIFFITHS TASSELL, a subject of the Queen of Great Britain, and a resident of Woolwich, London, England, have invented certain new and useful Improvements in Brakes for Velocipedes, (for which I have applied for a patent in Great Britain, No. 11,872, dated June 7, 1899,) of which the following is a full, clear, and exact specification.

This invention consists of improvements in or relating to brakes for velocipedes.

In carrying out my invention I provide a spring-piece or grip which is attached to a suitable part of the frame of the machine, so that the grip may be readily operated at or about the rear of the saddle. I provide two braking-surfaces which engage upon either side of the rim of the rear or driving wheel and which are provided with suitable bearings for the purpose of sliding or moving upon the forks carrying this rear or driving wheel. These braking-surfaces are connected through the medium of a rod or rods to the spring-piece or grip aforesaid. When it is required to apply the brake, the spring-piece or grip aforesaid is operated by the hand of the rider, so as to bring the braking surfaces or blocks into contact with the rim of the wheel and so retard the motion of the machine. I find that by this arrangement I can provide a light brake which I can arrange so as not to be obtrusively visible, as many riders object to the ordinary lever-brake operating upon the tire of the front wheel.

For purposes of illustration I will now refer to the annexed drawings, in which—

Figure 1 is a side elevation showing my invention applied to the rear wheel of a bicycle; Fig. 2, a side elevation of a modified arrangement; Fig. 3, a section through line X Y in Fig. 1.

a is a collar or clip having curved ends *b* attached to the tube *c* through the medium of the set-screw *d*. This collar or clip *a* carries the spring-rod *e*, bent as shown, and upon which the rods or bars *f*, formed of wire or other suitable material, are carried at *g*. The ends of these rods or bars are adjustably attached to the braking-surface *h* through the medium of the block *i*, guide *j*, and securing bolt or screw *k*. This block *i* and guide *j*

slide upon the frame-bar *l*. The braking-surface may be formed of any suitable material, such as leather, this being attached to the block *i* in any convenient manner.

Referring to Fig. 2 in this case, the braking-surface *h* is carried upon the support, pivotally connected at *m* to the clip *n*, secured around the tube or rear fork *o* of the machine. The rod or bar *p* is adjustably connected to the support, carrying the braking-surfaces *h*, as shown, and also to the spring-rod *e*. It will be seen that by moving the spring-rod *e* in the direction of the arrow 1 the brake-surface *h* may be applied to the rim *q* of the wheel. The particular function of the spring-rod is that it maintains, owing to its elasticity, the braking-surface from contact with the rim of the wheel until applied by the hand of the rider, and when released will again withdraw the surface from contact.

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

1. In brakes for velocipedes of the class herein described, in combination, a block or holder carrying the braking-surface, rods adjustably attached to said block, a spring bar or rod bent to the required shape and to which said connecting-rods are attached, a clip carrying the ends of said bent rod or bar, said block being attached to a clip or band adapted to slide upon the bearing or tube, substantially as described and illustrated herein and for the purpose set forth.

2. In brakes for wheels of the class herein described, a spring rod or bar attached to the frame of the machine, a rod attached to the spring rod or bar aforesaid and carrying a braking-surface adjustably attached thereto, a collar or clip pivotally carrying the braking-surface, said collar or clip being secured to a suitable part of the frame of the machine, substantially as described and illustrated herein and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 12th day of August, 1899.

WILLIAM GRIFFITHS TASSELL.

Witnesses:

WILLIAM JOHN WEEKS,
CHARLES H. BRIGGS.