(No Model.)

E. J. BAKER.

BICYCLE LOCK.

No. 589,491. Patented Sept. 7, 1897.

Fig. 1,

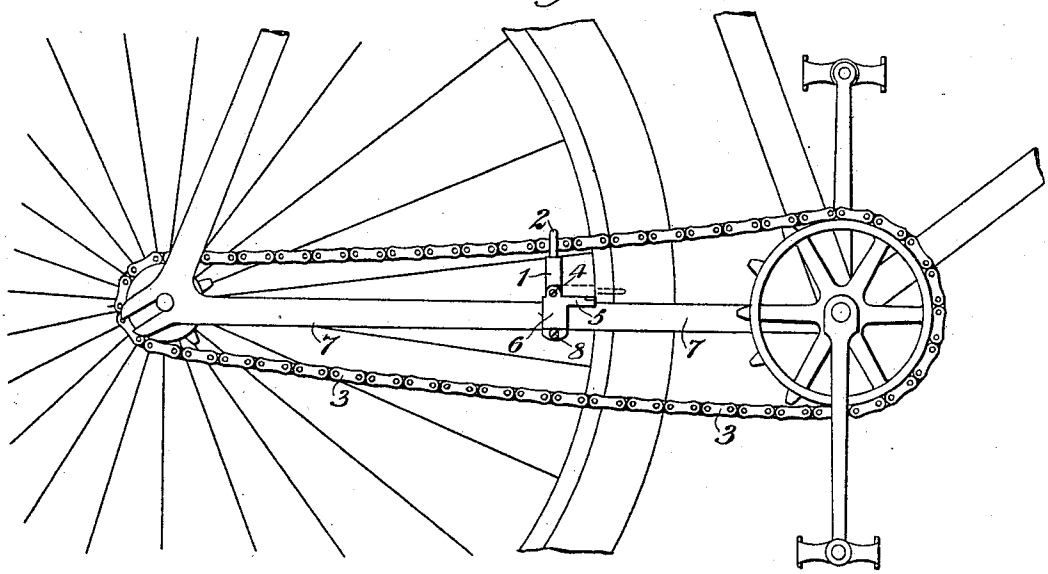


Fig. 2,

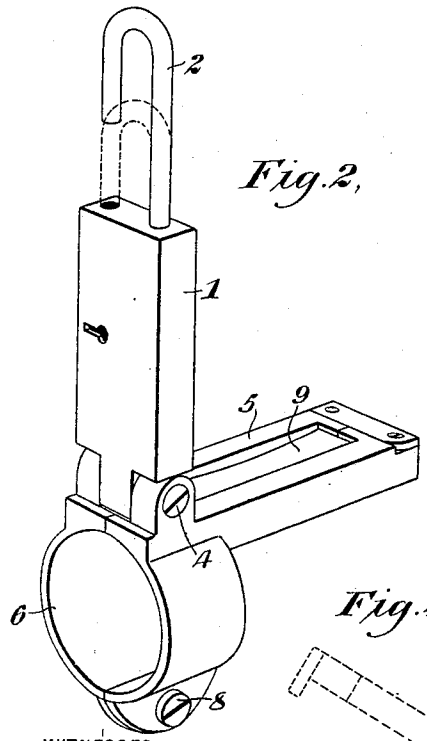


Fig. 3,

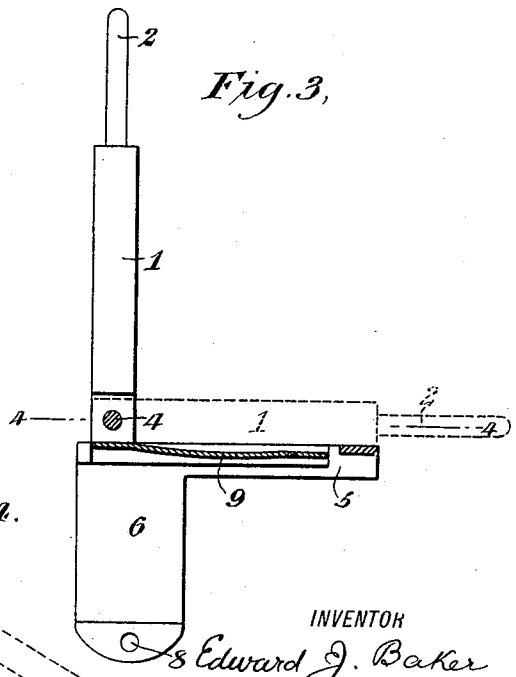
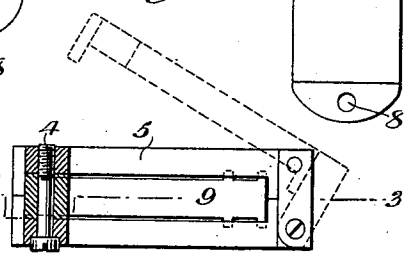


Fig. 4.



WITNESSES:

Edward Thorpe.

Wm. H. Shaw

INVENTOR

Edward J. Baker

BY

Murphy & Whitcraft

ATTORNEYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

EDWARD J. BAKER, OF HACKENSACK, NEW JERSEY.

BICYCLE-LOCK.

SPECIFICATION forming part of Letters Patent No. 589,491, dated September 7, 1897.

Application filed June 18, 1896. Serial No. 596,017. (No model.)

To all whom it may concern:

Be it known that I, EDWARD J. BAKER, a citizen of the United States, and a resident of Hackensack, Bergen county, New Jersey, have made certain new and useful Improvements in Cycle-Locks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

The object of my invention is to provide a conveniently-operated cycle-lock, simple in construction, but light and strong, which can be readily attached to and carried by the cycle, which when not in use will not interfere with the operation or detract from the appearance of the wheel, and by which the wheel may be readily locked irrespective of the angular position of the cranks.

To this end it consists in the combination and arrangement of parts and details hereinafter described, and specifically pointed out in the claims.

In the accompanying drawings, Figure 1 represents a portion of a bicycle, showing the lock secured thereto. Fig. 2 is a perspective view of the lock. Fig. 3 is a side elevation thereof, partly in section, on the line 3 3, Fig. 4; and Fig. 4 is a plan view, partly in section, on the line 4 4, Fig. 3, showing the construction of the base which supports the lock.

Similar figures of reference are used to indicate like parts in all the views.

The lock, as shown, comprises a padlock 1, provided with a sliding shackle 2 of suitable shape and size to enter the space between the side plates of one of the links of the sprocket-chain 3. The lock 1 is supplied with the usual mechanism for securing the shackle in position, preferably a spring-catch, arranged to be released by a key. The lock 1 is hinged or pivoted, as at 4, to the base 5, so that when not in use it can be folded down flat against the same, as shown in dotted lines in Figs. 1 and 3. The base 5 is provided with a clamp 6, arranged to encircle the lower horizontal tube 7 of the bicycle-frame and to be clamped firmly thereto by the set-screw 8. At one end of the base 5 is secured the flat spring 9, the free end of which bears against the lower portion of the lock 1, so as to hold the same firmly in its lowered position. (Shown in dotted lines in Fig. 3.) It serves also to retain it in its elevated position, as shown in full lines, and prevents rattling. The sides of the base 5 are pivotally secured to each other, so that the opposite sides of the clamp 6 may be swung apart, as shown in dotted lines in Fig. 4, to permit its being readily placed upon the bicycle-frame. The pivot 4 is preferably screw-threaded, as shown in Fig. 4, and after the base is clamped to the machine the lock is secured thereto by screwing in the pivot, and, if desired, the inner end of the pivot may then be upset by a stroke of a hammer, so that the lock cannot be removed without filing away the upset portion of the pivot.

The operation of my improved device will now be apparent. The clamp 6 is opened as above described, and the base 5 is firmly secured to the lower tube 7 of the bicycle, as stated, being securely fastened thereto by the set-screw 8. The lock is then secured to the base by screwing in the pivot 4, and, if desired, the pivot is upset to prevent its removal. When it is desired to lock the bicycle, the shackle 2 is released and is inserted in one of the links of the sprocket-chain. The shackle is then pressed into place, closing with a spring-snap. The bicycle is then firmly locked, it being impossible to rotate the cranks, as the chain is firmly held in place.

When it is desired to unlock the wheel, the shackle 2 is released by a key and removed from the link. The shackle is then closed again and the lock folded down upon the base 5, as shown by dotted lines in Fig. 3.

My improved lock may be secured to the cycle so as to become practically a part of the structure, and when not in use may be folded down upon the side bar and so as to be entirely out of the way of the rider and hardly noticeable.

Once attached to the wheel, the lock will always be in place when wanted and cannot be left behind or lost. The carrying of the lock in the pocket when the wheel is in use is also obviated.

Various modifications in detail may be made in my improved lock without departing from the spirit of my invention.

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

1. A fastening device for cycles comprising a base, provided with a clamp arranged to be rigidly secured to one of the lower tubes of the frame of the machine, a lock pivoted to said base, a spring or detent engaging with said lock to hold the lock in operative and inoperative position and a shackle forming part of the lock and arranged to enter between the side plates of a link of the sprocket-chain, substantially as shown and described.

2. A fastening device for cycles comprising a base formed of two pivotally-connected members, a two-part clamp arranged to be secured to one of the lower tubes of the machine-frame, one of said parts being carried by each of said members, and a lock pivoted to said base having a shackle arranged to enter between the side plates of a link of the sprocket-chain, substantially as shown and described.

EDWARD J. BAKER.

Witnesses:
CHAS. COLEMAN MILLER,
S. G. METCALF.