

(No Model.)

T. V. HANDLOSER.
MILITARY BICYCLE.

No. 553,614.

Patented Jan. 28, 1896.

Fig. 1.

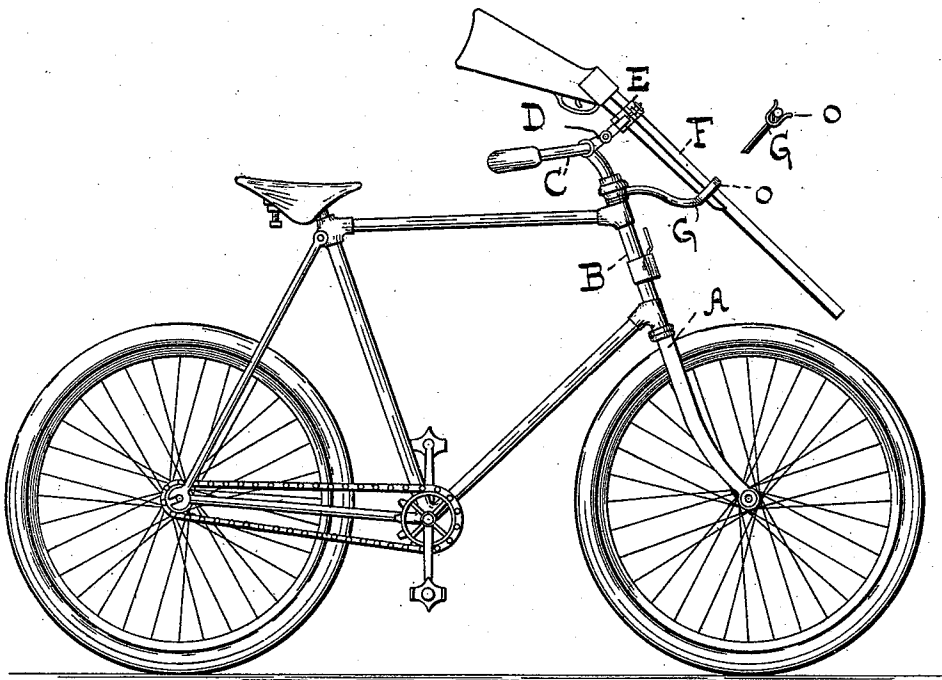
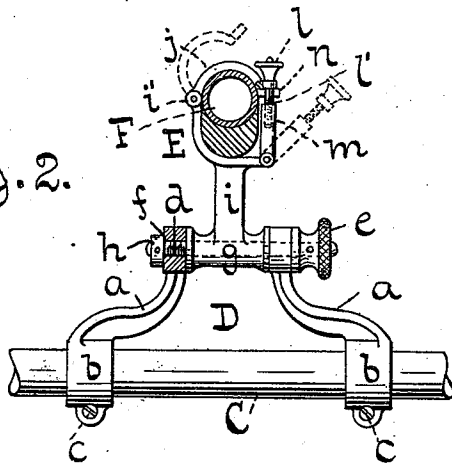


Fig. 2.



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MILITARY BICYCLE.

SPECIFICATION forming part of Letters Patent No. 553,614, dated January 28, 1896.

Application filed August 18, 1894. Serial No. 520,729. (No model.)

To all whom it may concern:

Be it known that I, THOMAS V. HANDLOSER, a citizen of the United States of America, and a resident of New York, in the county and State of New York, have invented certain new and useful Improvements in Military Bicycles, of which the following is a specification.

My invention has reference to improvements in bicycles and especially to a bicycle adapted for army use. It has for its objects, first, to provide means whereby a rifle or other weapon can be carried on the bicycle without interfering with the movements of the rider; secondly, to so place the firearm that it can be directed and discharged either while the rider is on or off the wheel and the firearm is attached thereto, and, thirdly, that the firearm can be quickly detached when necessary.

With these objects in view my invention consists essentially in the combination, with a bicycle, of a gun-support secured to the handle-bar and having a pivotal bearing for the attached firearm, permitting the same to be swung in a vertical plane, all of which is hereinafter more fully set forth with reference to the accompanying drawings, in which—

Figure 1 represents a side elevation of a bicycle containing my invention. Fig. 2 is a sectional front elevation, on an enlarged scale, of part of the same.

Similar letters of reference designate corresponding parts.

Referring to the drawings, the letter A designates the steering-fork mounted, as usual, in a tubular steering-head B, and C is the handle-bar.

To the handle-bar is attached a gun-support D containing a pivotal bearing for the attached rifle or other firearm. The support may be of any suitable construction. In the example illustrated, Fig. 2, I have shown the same to consist of two arms *a a* provided at their lower ends with split clamps *b b* encompassing the handle-bar C and held by screws or bolts *c c*, so that the plane of the support may be adjusted to suit the rider. In the upper ends of the arms is mounted a bolt *d* provided on one side with a head *e* and engaging with its opposite end a nut *f* formed in one of the arms. This bolt *d* forms a pivotal bearing for the attached rifle F. In prac-

tice I provide a clamp E for the rifle having on its lower end a hub *g* through which the bolt *d* passes. The angular position of the clamp E can be adjusted by loosening up the bolt, and consequently the gun can then be turned to any desired elevation. A collar *h* secured to the end of the bolt prevents the same from being unscrewed too far.

The clamp E may be of any usual construction, but in order to render the same readily operated to insert or remove the rifle I construct the same as follows: To the shank *i*, Fig. 2, is hinged at *i'* a strap *j* adapted to be engaged by the head or nut *l* of a bolt *l'*, engaging a thread in a hinged gate *m*. The strap is provided with a slot *n* into which the bolt passes, so that by loosening up said bolt the gate *m* can be swung downwardly and the rifle removed. Of course the head or nut *l* can be loose on the bolt *l'* and the bolt made fast in the gate.

The pivotal bearing for the rifle is arranged substantially in line with the longitudinal axis of the steering-fork A, and the rifle can be swung radially by the rider by turning the handle-bar, either while on the wheel, or when partially or entirely dismounted. The rifle can be turned in a vertical plane on its pivotal bearing to obtain the proper elevation. When riding, the gun is placed in the position shown in Fig. 1, where it may be supported by a rest G secured to the upper part of the steering-fork. The rest is preferably provided with springs-jaws *o* adapted to receive and clamp the rifle, so that it can be quickly thrown up to a position of action.

I do not wish to restrict myself to the particular construction of the several devices shown for attaching the gun to the bicycle, or to any particular form of firearm, since it is evident that these can be changed without departing from the spirit of my invention.

What I claim as new is—

1. The combination with a bicycle, of a gun support clamped to the central part of the handle-bar to turn in a horizontal plane therewith and a pivotal bearing on said support adapted for securing the gun thereto, and arranged to turn in a vertical plane, substantially as and for the purpose set forth.

2. The combination with a bicycle, of a gun support attached centrally to the handle-bar,

a pivotal bearing on said support arranged to turn in a vertical plane and provided with a clamp for the attachment of the gun, and a rest for the gun barrel secured to the steering-head, substantially as described.

3. The combination with a bicycle, of a gun support provided with two clamps adapted to straddle the steering-head, and to be secured centrally to the handle-bar, a pivot pin carried by said clamps, a clamp for the gun adapted to turn about said pivot pin in a ver-

tical plane, and a rest for the gun barrel secured to the steering-head, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 26th day of July, 1894.

THOS. V. HANDLOSER.

Witnesses:

RAPHAEL H. WOLFF,
J. H. FRANKFURTER.