

(No Model.)

W. PEARSON.
CHAIN ADJUSTING DEVICE.

No. 582,945.

Patented May 18, 1897.

Fig.1.



Fig.2.

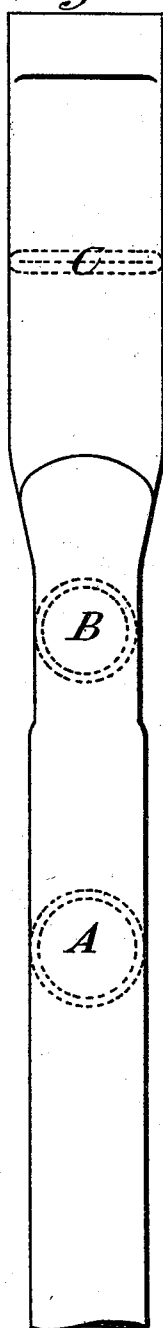


Fig.3.

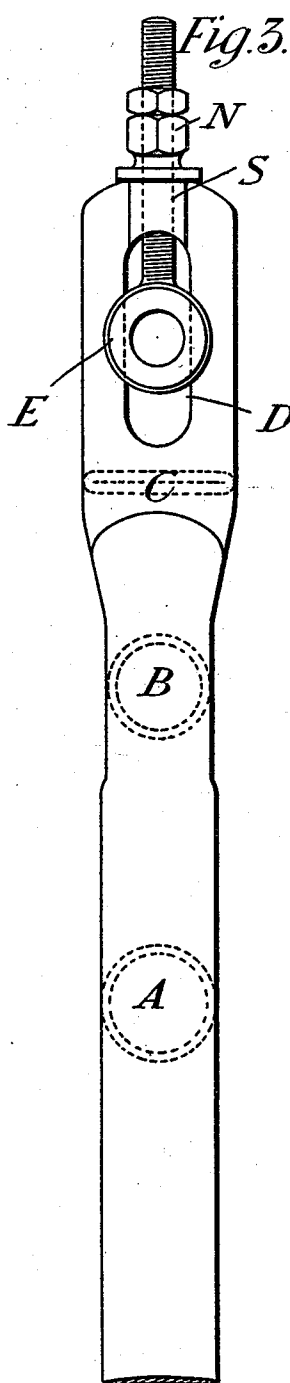
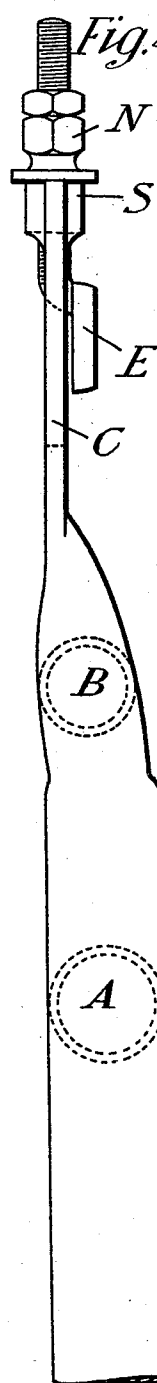


Fig.4.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM PEARSON, OF BIRMINGHAM, ENGLAND.

CHAIN-ADJUSTING DEVICE.

SPECIFICATION forming part of Letters Patent No. 582,945, dated May 18, 1897.

Application filed November 25, 1896. Serial No. 613,408. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM PEARSON, a citizen of England, residing at 189 Vauxhall Road, Birmingham, in the county of Warwick, England, have invented a certain new and useful Chain-Adjusting Device, of which the following is a specification.

The driving-wheel of a bicycle runs on a stationary axle which is held in eyes of the framing, made adjustable for the purpose of tightening the driving-chain.

This invention relates to the construction and fitting of these adjustable eyes and the parts of the frame-tubes in which they are fitted, as will be described, referring to the accompanying drawings.

Figure 1 is a front view of part of one of the tubes which connect the pedal-axle to the axle of the driving-wheel in the front stage of the operation upon it, its end part being reduced a little in diameter. Fig. 2 shows the tube with part flattened. Fig. 3 shows the flattened part slotted and its end adapted to receive the tightening-screw. Fig. 4 is a side view.

As shown in Fig. 1, the first stage of the operation is to reduce part of the tube which has generally the section A to a section B of smaller diameter, so that when the tube is flattened, as shown in Fig. 2, to have a sec-

tion C, the width of the flattened part shall not too much exceed the diameter of the tube before its reduction. The end of the flattened part is closed, a slot D is cut in the flattened part, and the part S beyond the slot is swelled out, so as to form a hole to admit the screwed stem of the eye E, holding the axle on which the driving-wheel revolves. By means of the nut N the eye E is moved so as to draw back the axle, and thus tighten the driving-chain, which passes partly around the sprocket-wheel attached to the driving-wheel.

Having thus described the nature of this invention and the best means I know of carrying the same into practical effect, I claim—

A chain-adjuster comprising a tube having at one end a flattened portion provided with a longitudinal slot, the flattened portion at the end of the slot being swelled out or drawn apart to receive an adjusting device contained within it.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 5th day of November, A. D. 1896.

WILLIAM PEARSON.

Witnesses:

ALBERT NEMEY,
THOS. DAVIS.