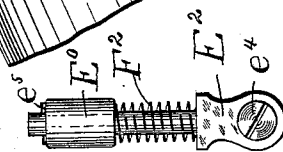
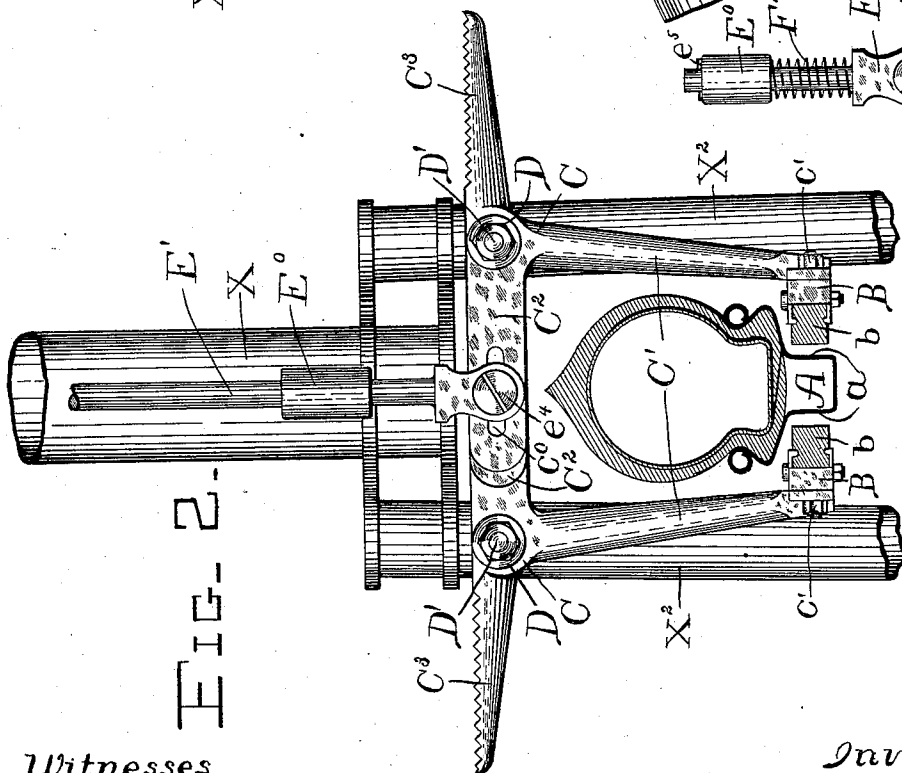
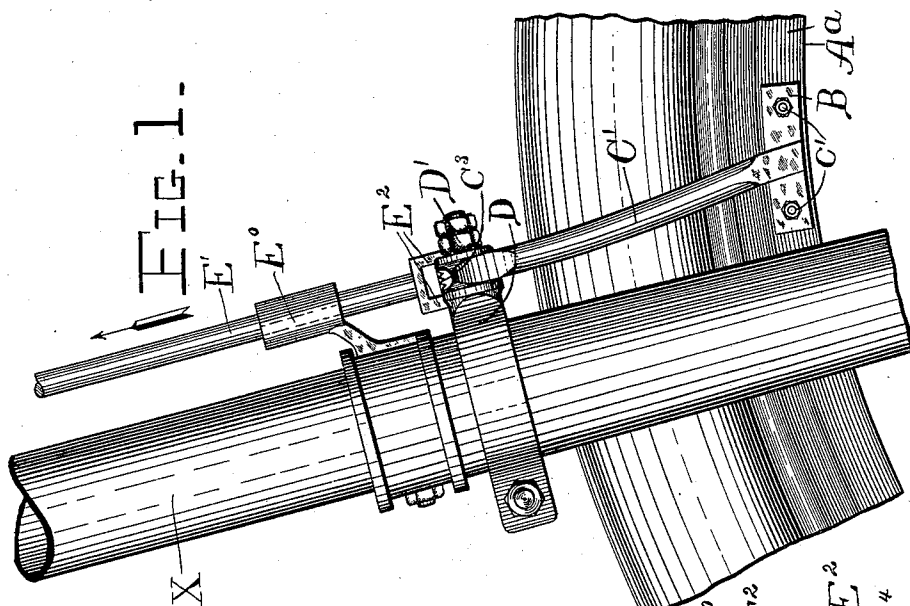


(No Model.)

I. WEISÉ.
BICYCLE BRAKE.

No. 585,067.

Patented June 22, 1897.



Witnesses

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UNITED STATES PATENT OFFICE.

IGNATZ WEISÉ, OF PASSAU, GERMANY.

BICYCLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 585,067, dated June 22, 1897.

Application filed December 24, 1896. Serial No. 616,924. (No model.)

To all whom it may concern:

Be it known that I, IGNATZ WEISÉ, a subject of the King of Bavaria, residing at Passau, Germany, have invented certain new and useful Improvements in Bicycle-Brakes; 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.

My invention relates to improvements in bicycle-brakes; and it consists in the novel devices hereinafter described and claimed.

My invention will be understood by reference to the accompanying drawings, wherein the same parts are indicated by the same letters throughout the several views.

Figure 1 represents a side elevation of my brake as applied to a bicycle. Fig. 2 represents a front elevation of the same, and Fig. 3 is a detail view showing a short brake-rod held extended by a spring for use with my brake when used as a foot-brake simply.

For the purposes of my invention the felly of the wheel is made to bulge inwardly, as at A, and the sides *a a* of this bulging portion are formed in approximately parallel planes, as seen in Fig. 2.

The brake proper consists of a pair of double bell-crank levers C C, pivoted, by means of studs D' D', to a pair of collars D D, clamped upon the steering-forks X² X², near the steering-head X. The pendent arms C' C' of these double bell-crank levers C C carry brake-shoes B B, secured thereto by means of bolts *c'*, and these brake-shoes B B carry friction-blocks *b b*, of rubber or other suitable material. The brackets D D, to which the double bell-crank levers C C are pivoted, should be clamped upon the forks in such a position that when the brake-shoes are brought together they will bear upon the opposite faces *a a* of the flanges of bulge A of the rim.

The levers C C have upper arms C² C² and C³ C³, the former of which extend toward each other in an approximately horizontal position and overlap, as shown most clearly in Fig. 2, and are provided with coincident longitudinal slots *c⁰ c⁰*, adapted to receive a bolt *e⁴*, carried by the forked end E² of the brake-rod E', which brake-rod E' passes through a guide-sleeve E⁰, carried upon a bracket mounted

upon the front fork of the bicycle, as shown most clearly in Fig. 1.

The brake is operated by the brake-rod being drawn upward instead of being projected downward, as is ordinarily the case.

The double bell-crank levers C C have the outwardly-extending horizontal arms C³ C³ thereon provided with foot-rests, as shown in Fig. 2, by means of which the brake may be operated by the foot or feet of the rider.

If desired, the brake may be operated by the foot or feet only, in which case the brake-rod E' might be cut off slightly above the guide-sleeve E⁰ and have a pin or key *e⁵* passing therethrough just above said sleeve and a coil-spring F² surrounding the said rod between the sleeve E⁰ and the forked end E² of the rod, the said coil-spring serving to hold the brake normally out of engagement with the wheel. This modification is shown in Fig. 3, and it is obvious that the coil-spring shown in this figure may be used with the form of brake-operating rod shown in Figs. 1 and 2, as desired.

The operation of my brake either by hand or by foot is obvious and does not need explanation.

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

1. In a brake for bicycles, the combination with a pair of collars adapted to be clamped upon the steering-forks; a pair of angle-levers pivoted to said collars, each having a depending arm thereon carrying a brake-shoe, and a pair of oppositely-disposed horizontal arms through which the said depending arm is operated, the inwardly-extending arm of each angle-lever overlapping the corresponding arm on the other angle-lever, and the two being provided with coincident slots therein, and the outwardly-extending arm of each angle-lever forming a foot-rest; of a vertically-movable rod mounted upon the steering-head and passing through suitable guides thereon, and having a forked lower end adapted to fit over the said slotted arms; and a bolt passing through the forked end of said rod and the slots in said slotted arms, substantially as described.

2. In a brake for bicycles, the combination with a pair of double bell-crank levers piv-

oted to the steering-forks, and each having a depending arm carrying a brake-shoe at its free end, and a pair of oppositely-disposed horizontal arms, one of said horizontal arms
5 on each bell-crank lever extending inwardly and overlapping the corresponding arm on the other lever, and the two being provided with coincident longitudinal slots therein, and the outwardly-extending arm of each
10 bell-crank lever forming a foot-rest; of a vertically-movable rod mounted upon the steering-head and passing through a guide thereon and having a forked lower end adapted to fit

over the said slotted arms on said bell-crank levers; a coil-spring interposed between said 15 guide and the forked end of said rod; and a bolt passing through the said forked end of said rod and the slots in said slotted arms, substantially as described.

In testimony whereof I have signed my 20 name to this specification in the presence of two subscribing witnesses.

IGNATZ WEISE.

Witnesses:

PAUL MÜLLER,
JULIUS MUTH.