

(No Model.)

L. B. GAYLOR.
CROWN FORGING FOR BICYCLES.

No. 561,987.

Patented June 16, 1896.

Fig. 1.

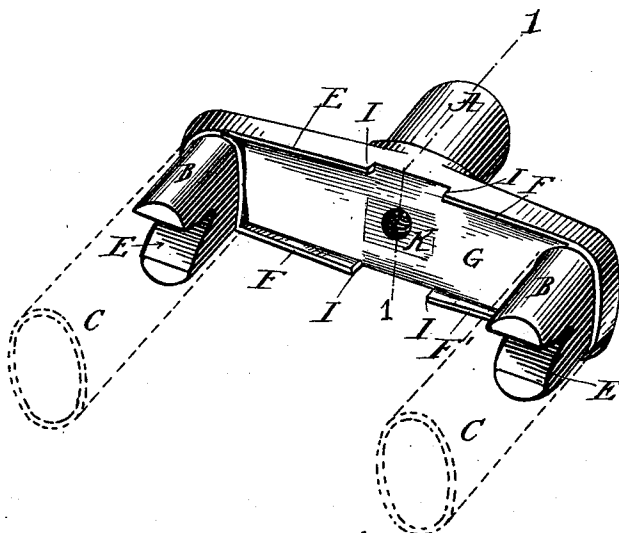
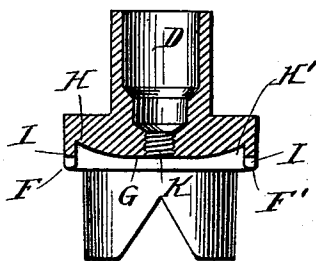


Fig. 2.



WITNESSES:

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LEONARD B. GAYLOR, OF ERIE, PENNSYLVANIA.

CROWN-FORGING FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 561,987, dated June 16, 1896.

Application filed December 30, 1895. Serial No. 573,753. (No model.)

To all whom it may concern:

Be it known that I, LEONARD B. GAYLOR, a citizen of the United States, and a resident of Erie, in the county of Erie and State of Pennsylvania, have invented a certain new and useful Improved Crown-Forging for Bicycles, of which the following is a specification.

My invention relates to the crown-forging for bicycle-forks; and it consists in the peculiar form of the parts and their correlation with each other, whereby the forging is given the requisite strength accompanied with unusual lightness; and also simple, inexpensive, and efficient means are provided for the support of the brake-bracket.

Referring to the drawings hereof, Figure 1 illustrates a perspective from the under side of the improved crown-forging. Fig. 2 illustrates a vertical cross-section on the line 1 1 of Fig. 1.

The forging is struck up in a drop-press or otherwise in a single solid piece having an upwardly-extending portion A, to which the steering-post is attached, and two downwardly-projecting parts B B, to which the side bars of the fork C C (shown in dotted lines) are attached. These parts are recessed, as shown, respectively, at D and E E, so as to lighten the forging as much as possible and yet preserve requisite strength.

On the under side of the forging and at each end thereof are formed downwardly-extending ribs or flanges F F', and the metal between them is given a downwardly-projecting convex form, the central portion G of it being in substantially the same plane as that of the flanges, thus reducing the weight of the forging by the removal of the metal through-

out its entire length in the spaces H and H', yet leaving the lateral flanges, which act as trusses and give all needful strength. The brake-bracket is supported in a very efficient manner by planing or filing a seat for it in the flanges F F', and on the central raised portion G, as shown, the shoulders I I support the brake-bracket against lateral movement, so that a single screw passing through it and entering the central part, as at K, will firmly hold it in position.

From the foregoing it will be seen that my improvement secures a strong, light, simple, one-piece crown-forging, and that by its peculiar construction I am enabled to attach the brake-bracket in a secure, simple, and inexpensive manner.

It will be obvious to those who are familiar with this art that modifications may be made in the details of construction without departing from the essentials of the invention. Therefore I do not limit myself to such details.

I claim—

A crown-forging, comprising a central projection for the steering-post, two lateral projections for the fork-bars, a rib or flange along each edge of the forging, and a seat for the brake-bracket, recessed into the ribs and on the metal between them, for the purposes set forth.

Signed at Erie, in the county of Erie and State of Pennsylvania, this 23d day of December, A. D. 1895.

LEONARD B. GAYLOR.

Witnesses:

H. G. HARVEY,
CLARK OLDS.