

N<sup>o</sup> 23,863



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Complete Specification Left, 30th Sept., 1901—Accepted, 30th Nov., 1901

PROVISIONAL SPECIFICATION.

**“An Improved Rim Brake for Velocipedes.”**

I, HUGH COOPER, of 109 Bradshawgate, Bolton, in the County of Lancaster, Cycle Manufacturer, do hereby declare the nature of this invention to be as follows:—

This invention has for its object the construction of an improved rim brake  
5 of simple form which is primarily intended for use with safety bicycles.

My improved brake consists of two curved levers which are provided at their lower ends with clips for holding the leather or other substance that acts on the rim and are pivotted to clamps carried by the arms or branches of the wheel fork. The upper ends of these levers are prolonged. The prolonged end of  
10 one lever is attached to the means for operating the brake. The prolonged end of the other lever may be attached to the spring for returning the parts of the brake to their normal or inoperative positions, but any other arrangement of spring for effecting this object may be used. A screwed bolt and nut or a stud carried by the one lever works in a slot in the other lever and serves as the  
15 means for connecting the two curved levers, but any other suitable device can be used in lieu of this arrangement.

I prefer to employ as the means for operating the brake a chain one end of which is attached to the prolonged end of one of the levers while the other end is attached to a clip carried by the handle bar. The chain is provided with an  
20 intermediate ring, cross bar or the like placed in a suitable position to be pulled by the rider. In lieu of the chain I may employ a leather strap or any other suitable device such as links or wires connected to the prolonged end of the lever and to the ordinary brake lever pivotted to the handle bar.

My improved brake may be applied to either the front or rear wheel of the  
25 safety bicycle.

Dated this 27th day of December 1900.

C. F. ENNIS,  
31, Haselrigge Road, Clapham, London, S.W.,  
Agent for Applicant.

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COMPLETE SPECIFICATION.

**“An Improved Rim Brake for Velocipedes.”**

I, HUGH COOPER, of 109 Bradshawgate, Bolton, in the County of Lancaster, Cycle Manufacturer, do hereby declare the nature of this invention and in what  
35 in and by the following statement:—

This invention has for its object the construction of an improved rim brake of simple form which is primarily intended for use with safety bicycles.

[Price 8d.]



*Cooper's Improved Rim Brake for Velocipedes.*

The accompanying sheet of drawings illustrates my invention. In these drawings similar letters of reference indicate corresponding parts.

Fig. 1 is an elevation showing the parts of my improved brake in their normal or inoperative positions. Fig. 2 is a corresponding view of the parts of the brake in their operative positions. Fig. 3 is a section showing a detail. 5

My improved brake consists of two curved levers A, A<sup>1</sup>, which are provided at their lower ends with clips B, B<sup>1</sup> for holding the leather or other substance that acts on the rim and are pivotted to clamps C, C<sup>1</sup>, carried by the arms or branches D, D<sup>1</sup>, of the wheel fork. The upper ends of the levers A, A<sup>1</sup>, are prolonged. The prolonged end of one lever A is attached to the means for operating the brake. The prolonged end of the other lever may be attached to the spring E for returning the parts of the brake to their normal or inoperative positions, the lower end of the spring E being attached to one of the clamps C<sup>1</sup>. Any other arrangement of spring for effecting this object may be used. A screwed bolt and nut F or a stud carried by the one lever A works in a slot G in the other lever A<sup>1</sup> and serves as the means for connecting the two levers. I prefer as shown in the detail view; Fig. 3, to mount a roller H on the bolt F, as this facilitates the working of the brake. 10 15

I prefer to employ as the means for operating the brake a chain I one end of which is attached to the prolonged end of one of the levers whilst the other end is attached to a clip carried by the handle bar. The chain is provided with an intermediate ring, cross-bar or the like placed in a suitable position to be pulled by the rider. This arrangement of chain is well known and needs no illustration. In lieu of the chain I may employ a leather strap or any other suitable device such as links or wires connected to the prolonged end of the lever and to the ordinary brake lever pivotted to the handle bar. 20 25

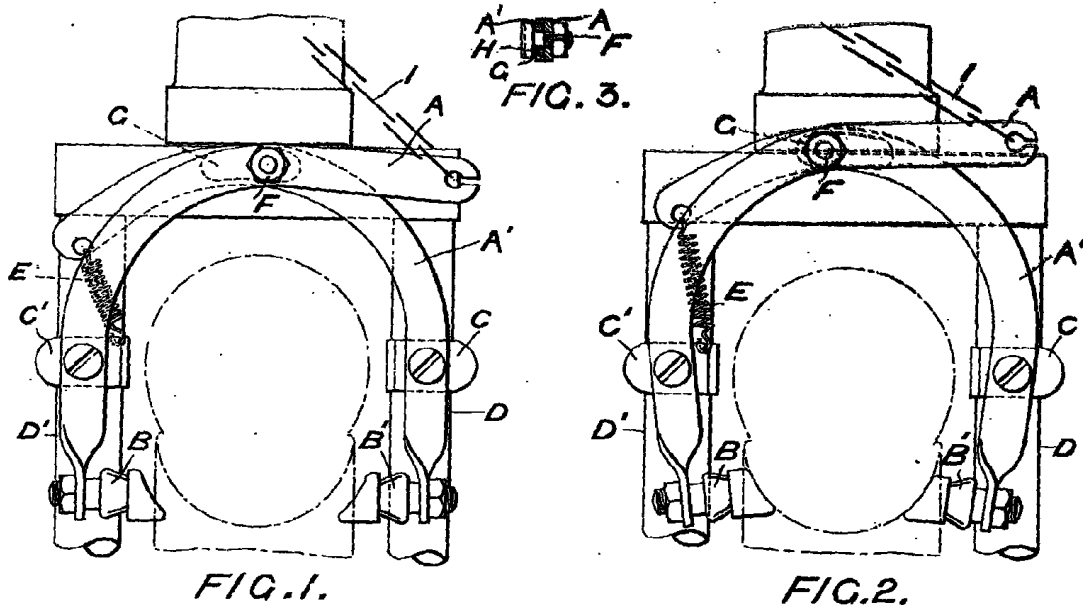
My improved brake may be applied to either the front or rear wheel of a safety bicycle.

Having now particularly described and ascertained the nature of my said invention, and in what manner the same is to be performed I declare that what I claim is:— 30

In a rim brake for velocipedes the combination of two curved levers provided at their lower ends with clips for holding the substance that acts on the rim and pivotted to clamps carried by the wheel fork, said levers being connected to one another by means of a screwed bolt and nut on the one lever engaging in a slot formed in the other lever, means for actuating the end of one of the levers and a spring for returning the parts of the brake to their normal or inoperative positions, substantially as described herein and illustrated by the accompanying drawings. 35

Dated this Twenty-eighth day of September 1901. 40

C. F. ENNIS,  
31, Haselrigge Road, Clapham, London, S.W.,  
Registered Patent Agent.



[This Drawing is a reproduction of the Original on a reduced scale.]

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