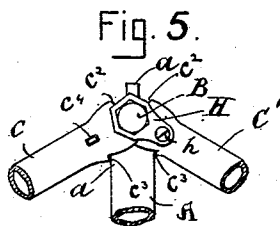
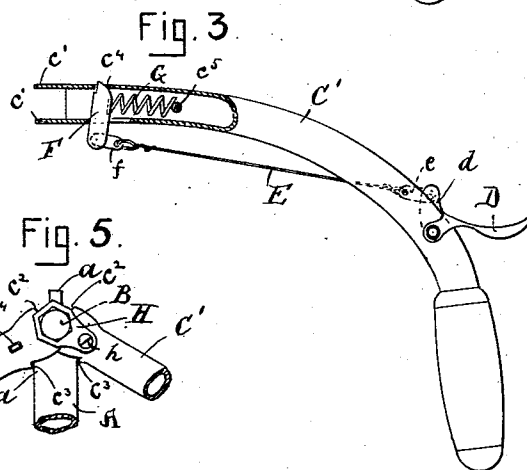
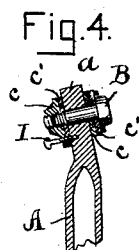
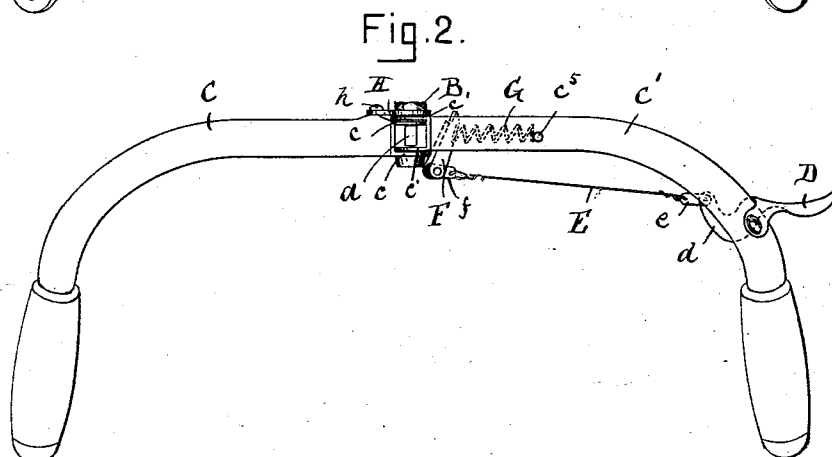
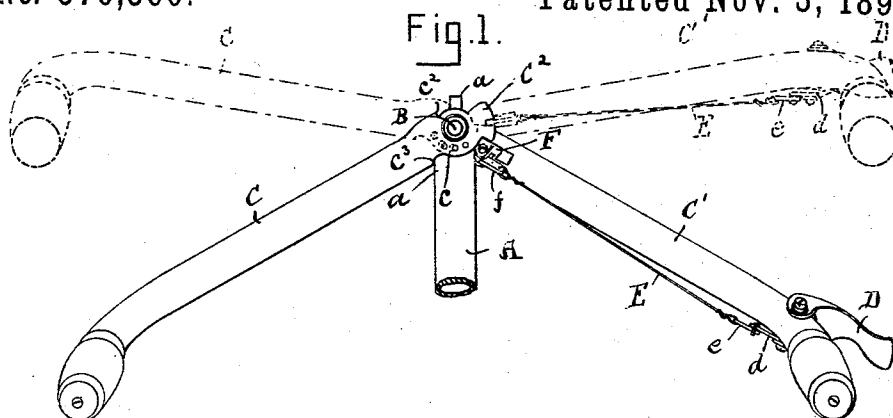


(No Model.)

T. H. McQUOWN.
HANDLE BAR FOR BICYCLES.

No. 570,560.

Patented Nov. 3, 1896.



Witnesses.

Wm. G. Herwin.
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Inventor.

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UNITED STATES PATENT OFFICE.

THOMAS H. McQUOWN, OF SOMERVILLE, MASSACHUSETTS.

HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 570,560, dated November 3, 1896.

Application filed October 24, 1895. Serial No. 566,697. (No model.)

To all whom it may concern:

Be it known that I, THOMAS H. McQUOWN, a citizen of the United States, residing at Somerville, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Handle-Bars for Bicycles, of which the following, taken in connection with the accompanying drawings, is a specification.

The object of my invention is to construct handle-bars for bicycles so that they can be readily adjusted by the rider and locked in the desired position, according to the road over which he is traveling, that is to say, when he is traveling on a level road, then the handle-bars can be locked in a raised position; but should he desire to climb a hill he can readily lower and lock said handle-bars, so as to throw his weight forward.

The invention consists of handle-bars made in two sections pivoted and operated as hereinafter described.

Referring to the accompanying drawings, Figure 1 represents an inner view of a sectional handle-bar, steering-post, and locking device embodying my invention, showing the sections of the handle-bars in the lowered position in full lines and in the raised position in dotted lines. Fig. 2 is a plan or top view of said sectional handle-bar and locking device in the lowered position. Fig. 3 is a view of one of the sections of the handle-bar, partly in section. Fig. 4 is a vertical section taken through line *xx* of Fig. 2 and showing the two sections locked by means of a thumb-screw. Fig. 5 is a view showing how the bolt or fulcrum of the two sections of the handle is prevented from working loose.

A represents the steering-post or shank held therein, the upper end of which is flattened, as shown at *a*, and through which a hole is formed to receive a bolt B, that forms the fulcrum of the two sections C C' of the handle-bar. Each of these sections is formed at its inner end with ears *c c'*, that embrace one another and the upper end *a* of the steering-post A, the bolt B passing through said ears forms a fulcrum upon which said sections turn. These sections C C' are formed with projections *c² c³*, that form stops to regulate the extreme upward or downward movement of said sections C C', and one of said

sections is also formed with a projecting plate C², the upper and lower edges of which form bearing-surfaces for a locking-piece, as hereinafter described.

To one of the handle-sections C' is fulcrumed a trigger D, that can be operated by the finger of the rider, said trigger having on the lower end an arm *d*, to which is pivoted a link *e*, to the outer end of which is attached a wire, chain, or rope E, the other end of which is attached to a link *f*, fulcrumed to a locking-bar F. This locking-bar passes through a slot in said handle-section C', and its outer end projects through and has a bearing against the side of a small slot *c⁴*. The locking-bar F is pressed toward the steering-post by a spiral spring G, inserted in the section or arm C', said spring having a bearing against a pin *c⁵*, inserted through said arm, the other end of said spring fitting into a recess formed in the said locking-bar F, so as to hold it in place, as shown in Fig. 3.

When the handle-bars are in the lowered position, as shown in full lines, the stop *c³* is in contact with the shank, which prevents any further downward movement, and any upward movement of the handle-bars is prevented by the locking-bar F coming under the bottom of the projecting plate C². Thus the said handle-bar sections are held rigidly, and when the handle-bar sections are in the raised position, as shown in dotted lines, then the upper edge of the plate C² comes into contact with the upper end of the shank and the locking-bar F passes over the upper edge of the plate C² and holds said handle-bar sections. Thus the handle-bar sections can be adjusted in a low or high position and be held perfectly rigid, as one of the stops *c² c³* is in contact with the shank. Consequently said handle-bars cannot move in that direction and the locking-bar prevents any movement in the opposite direction.

The bolt B is held so that it cannot work loose by means of a small spanner H, fitting over its head, the outer end of said spanner being held to one of the handle-sections by a screw *h*. The ears *c c'* on the inner side of the steering-post are preferably formed with three holes that register with one another and also with a screw-threaded hole in the steering-post or shank, so that by adjusting

the sections C C' to the required position and inserting a thumb-screw I therein (see Fig. 4) said sections will be held rigidly in place. This method of locking is only applicable
5 when it is not desired to change the position of the handles when riding.

In operation, supposing the handle-bar section to be in the lowered position, as shown in full lines in Fig. 1, and the rider desires
10 to raise the handles, he then passes his finger over the trigger D and draws upon same, which causes the outer end of the arm d to be drawn away from the steering-post or shank and draws upon the wire rope or chain E,
15 thus drawing the locking-bar F from under the projection C² of the section C. Thus the sections are released and can be raised so that the said locking-bar will pass over the top of said projection C². Of course should
20 the handle-bar sections be in the raised position and it is desired to lower same, all that has to be done is to draw upon the trigger, thus withdrawing the locking-bar, when the
25 handle-section can be pressed down and again locked in the lowered position by releasing the trigger. Thus it will be seen that the rider has full control of the handles of the machine, and can adjust them up or down according
30 to the road he is traveling or as he may desire without stopping the machine.

When the machine is to be run upon a race-course or other place where the ground is level or substantially on a certain inclination, the handle-bar section can be ad-
35 justed and held by means of the set-screw I passing through the holes in the ears and into the steering-post or shank, as above described.

What I claim is--

1. In a bicycle a handle-bar made in two sections fulcrumed upon a bolt passing through the head or shank of the post, one of said sections having stops to abut against the shank and at its outer end a projecting plate in combination with a locking-bar operated from
45 a trigger on one of said handle-bar sections substantially as set forth.

2. In a bicycle a handle-bar made in two sections fulcrumed upon a bolt passing through the head or shank of the post, the upper end
50 of which extends up beyond said handle-bars, one section of said handle-bars having stops on one side of the post and a projecting plate on the other side of said post in combination with a locking-bolt, adapted to fit over or
55 under the said projecting plate, and means for operating said bolt without removing the hand from the handle substantially as set forth.

3. In a handle-bar the combination of the
60 post the handle-bar made in two sections pivotally mounted upon a bolt passing through the head or shank of the post at right angles to said handle-bar sections and post one of
65 said sections having a projection on one end thereof and a locking-bar in the other handle-bar section free to pass over or under said projection to hold the handle-bar sections in place substantially as set forth.

In testimony whereof I have signed my
70 name to this specification, in the presence of two subscribing witnesses, on this 10th day of August, A. D. 1895.

THOMAS H. McQUOWN.

Witnesses:

CHAS. STEERE,
EDWIN PLANTA.