

(No Model.)

E. D. KING.
BICYCLE.

No. 520,826.

Patented June 5, 1894.

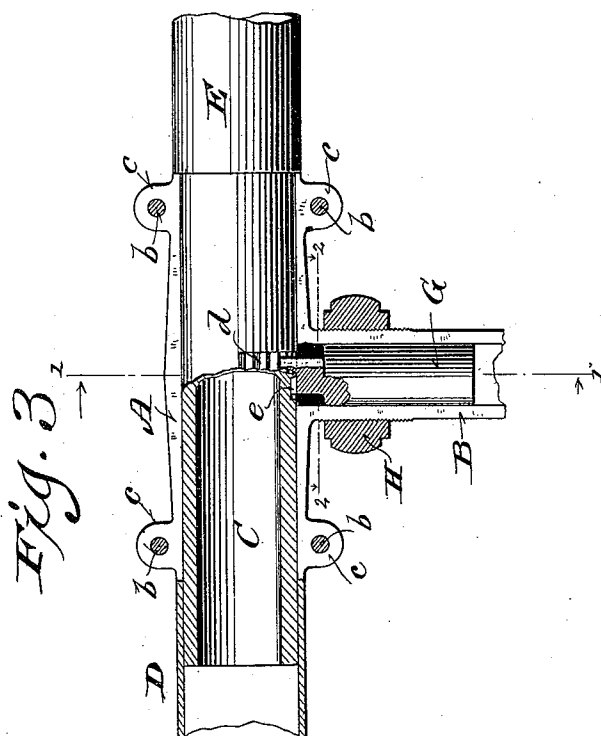
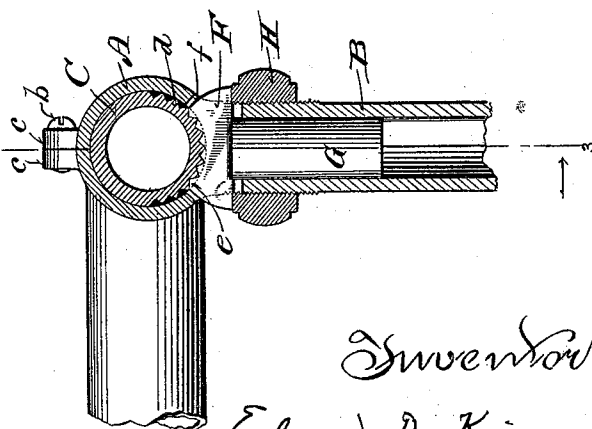


Fig. 1.



Witnesses
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UNITED STATES PATENT OFFICE.

EDWARD D. KING, OF MILWAUKEE, WISCONSIN.

BICYCLE.

SPECIFICATION forming part of Letters Patent No. 520,826, dated June 5, 1894

Application filed September 16, 1893. Serial No. 485,652. (No model.)

To all whom it may concern:

Be it known that I, EDWARD D. KING, a citizen of the United States, and a resident of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in Bicycles; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention has for its object to provide a bicycle handle bar of that class capable of being readily adjusted to raise or lower the extremities without change of elevation at the center, thus enabling a rider of the vehicle to vary his position thereon according to fancy, the character of his riding or the condition of the road or track upon which he travels, independent of an adjustment of the entire handle-bar in a vertical direction; and said invention consists in certain peculiarities of construction and combination of parts hereinafter described with reference to the accompanying drawings and subsequently claimed.

In the drawings: Figure 1 represents a sectional view, and illustrates the relative arrangement of parts embodied in my invention, the section being taken on line 1—1 of Fig. 3; Fig. 2, a horizontal section taken on line 2—2 of the succeeding figure, and Fig. 3, a rear elevation partly in section on line 3—3 of the first figure.

Referring by letter to the drawings A represents a tubular head provided with a shank B for connection with the steering-post of a safety bicycle, and to facilitate fitting the head to a handle-bar, I make the same and its shank in two sections, the amount of frictional contact between said head and the handle-bar being proportionate to the extent of the former in opposite directions from said shank. The sections of the tubular head are herein shown as united at four points by screws *b* engaging ears perforated and tapped ears *c* opposed to each other in pairs on opposite sides of said head adjacent to the extremities of the same. This arrangement of the connecting screws and ears serves to divide the strain on the head and prevent the same from springing at the ends.

The handle-bar is herein shown as preferably made from three tubular sections, and the tubular head is arranged on the central

section C flush with the inner ends of the other sections D, E, the latter being brazed or otherwise rigidly secured on the former. The central portion of the handle-bar, whether the latter be sectional or otherwise, is provided with a series of peripheral corrugations *d* and in mesh with these corrugations are others *e* formed in the concave face of a block F having a stem G that loosely fits in the bore of the shank B that depends from the tubular head A above specified, the block being of such length as to extend through suitable apertures at the juncture of said shank and head.

The shank B is provided with exterior screw-threads for a portion of its length adjacent to the apertures for the block F and engaging these threads is a nut H that is run up against said block to lock the latter in engagement with the handle-bar when the latter is rotarily adjusted to bring its extremities to the desired elevation.

While I have shown the corrugations in the handle-bar and block, I do not wish to be understood as limiting myself thereto, as it may be found possible to omit the same and obtain a lock of said handle bar in its adjusted position.

From the foregoing it will be seen that I provide a simple means for varying the elevation of the extremities of a bicycle handle-bar at the will of the rider without change in the elevation of the remainder of said bar, and it is also to be observed that there are no delicate parts liable to break or get out of order, and the adjustment is not only positive but as fine as may be desirable.

Having now described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A tubular head provided with a shank for connection with a bicycle steering-post, a handle-bar having its bearing in the head, a friction-block opposed to the handle-bar and provided with a stem that fits loose in the head-shank, and a nut operative on said shank against the block, substantially as set forth.

2. A tubular head provided with a shank for connection with a bicycle steering-post, a handle-bar having its bearing in the head and centrally provided with peripheral corrugations, a block having a concave corrugated face opposed to the corrugations in the han-

dle-bar and provided with a stem that fits loose in the head shank, and a nut operative on said head shank against the block, substantially as set forth.

- 5 3. A tubular head provided with a shank for connection with a bicycle steering-post, a handle-bar section rotarily adjustable in the head, other handle-bar sections fast on the extremities of the first flush with said head, a
10 friction block opposed to the handle bar and provided with a stem that fits loose in the

head-shank, and a nut operative on said shank against the block, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

EDWARD D. KING.

Witnesses:

N. E. OLIPHANT,
HENRY DANKERT.