No. 679,086. Patented July 23, 1901.

L. L. LUCE.

BICYCLE HANDLE BAR.

(Application filed Nov. 26, 1900.)

(No Model.)

Fig. 1.

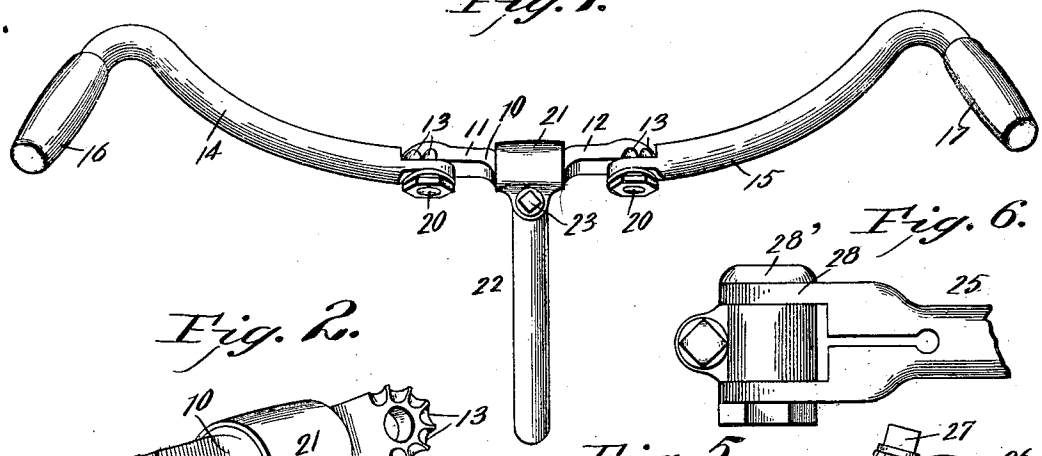


Fig. 6.

Fig. 2.

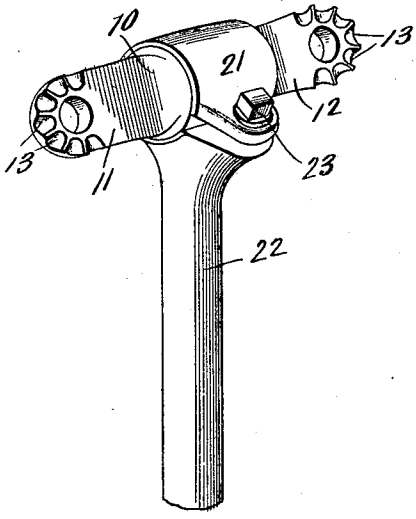


Fig. 5.

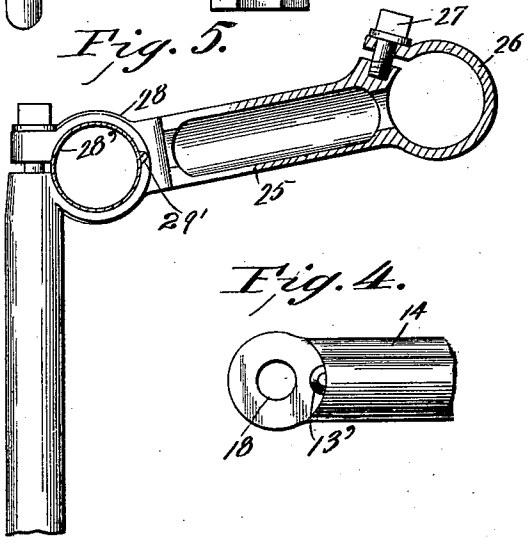
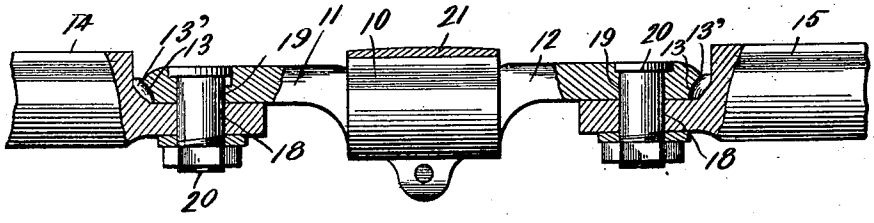


Fig. 4.

Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

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BICYCLE HANDLE-BAR.

SPECIFICATION forming part of Letters Patent No. 679,086, dated July 23, 1901.

Application filed November 26, 1900. Serial No. 37,824. (No model.)

To all whom it may concern:

Be it known that I, LOUIS LEONARD LUCE, a citizen of the United States, residing at Mount Vernon, in the county of Skagit and State of Washington, have invented a new and useful Bicycle Handle-Bar, of which the following is a specification.

This invention relates to handle-bars for bicycles; and it has for one object to provide a construction wherein the end portions will be adjustable to raise and lower the grips and wherein the handle-bar proper may be attached to the common form of post having the split ring at its top for clamping the handle-bar against rotation.

A further object of the invention is to provide a construction that may be attached to the usual handle-bar post and wherein the handle-bar will be held in advance of the post or may be held in the rear of the post and may be raised and lowered bodily or be rotated to raise and lower the grips only.

Further objects and advantages of the invention will be evident from the following description.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a perspective view showing the handle-bar attached directly to the upper end of the post through the medium of the split ring of the latter. Fig. 2 is a detail perspective view showing the central element of the handle-bar gripped in the split ring of the post. Fig. 3 is a sectional elevation looking down upon the handle-bar and showing the means for clamping the handle-bar sections to the central section. Fig. 4 is an elevation showing the halved end of one section of the handle-bar with the lug thereon. Fig. 5 is a view showing the post in elevation and showing in section an extension-link connected to the post. Fig. 6 is a plan view of the rear portion of the link.

Referring now to the drawings, the handle-bar proper in the present instance consists of a central section or member 10, the body portion of which is cylindrical, while the end portions thereof are halved, as shown at 11 and 12, and the extremities of these halved portions are rounded, as illustrated. The face of each extension that results from the halving process has its rounded portion provided with slots 13, which radiate from the center of the rounded ends, said slots being arc-shaped in cross-section and gradually increasing in depth from their inner ends to their outer ends, so as to interchangeably receive the lug 13′ upon the corresponding face of the halved end of a handle-bar member 14 or 15, respectively. These handle-bar members 14 and 15 may have any desired shape and carry the grips 16 and 17 at their outer ends, and their halved ends are centrally perforated, as at 18, to aline with the central perforations 19 of the halved ends of the central member 10 to receive clamping-bolts 20. The clamping-bolts are keyed into the member 10, as shown in Fig. 3, and when their nuts are turned up they act to draw the lugs 13′ into the corresponding recess 13, said lugs being substantially semiconical in form to snugly fit the slots, so that the closer the parts are drawn together by the clamping-bolts the tighter the wedges will wedge into the slots and the more securely will they hold the parts against pivotal movement upon the clamping-bolts. The lugs, it will be understood, are wedge-shaped. When the clamping-bolts are released, the handle-bar sections may be drawn away to disengage the lugs from the slots and permit of turning the handle-bar sections on the bolts pivotally.

It will thus be seen that instead of directly pivoting the handle-bar sections together they are individually pivoted upon a middle or central section. This central section, which is cylindrical in shape in its body portion, as above mentioned, is adapted to be slid endwise into the split ring 21 at the upper end of a handle-bar post 22 and to be clamped firmly against rotation therein through the medium of a clamping-bolt 23 after the usual manner of clamping the common form of integral handle-bar. Thus with the central section 10 this adjustable handle-bar may be applied to a common form of handle-bar post without requiring that said post be altered in any respect and without requiring an expensive and special post, as in the usual form of adjustable bar. To give this bar a bodily adjustment as well as pivotal in its two directions and at the same time to permit of it being supported beyond the head of the bicycle when desired,

an extension-link 25 is provided. This link 25 consists of a tubular body portion having a split ring 26 at one end, provided with a clamping-screw 27, similar in form and arrangement to the split ring and clamping-screw at the end of the handle-bar post. The opposite end of the body is bifurcated in a plane at right angles to the axis of the split ring 26, and at the end of each of the bifurcations thus formed is a ring 28, which aline and are separated by an interspace sufficient to receive the split ring at the upper end of a handle-bar post. A tubular bolt 28′ is passed through the alining rings 28 and the ring of the post and has a key 29′, which engages a recess in one of the rings 28 to prevent rotation of the bolt. The bolt has a head at one end and a clamping-nut at the opposite end, by means of which the two rings 28 are clamped securely against the ends of the split ring of the post and are displaced upon the bolt, so as to exert sufficient friction to prevent rotation of the parts with respect to each other.

It will be seen that the extension-link may be connected with the post instead of connecting the body portion 10 thereto and also that in this event the handle-bar portion 10 may be engaged with the split ring at the forward end of the link. If desired, of course, the post may be turned to its opposite position, so that the handle-bar will be supported in the rear of the head of the bicycle instead of in front of it; but in any event there is provided a structure which either with or without the extension-link may be connected with a common form of post.

What is claimed is—

1. The combination with a handle-bar post having a split terminal ring, of an extension-link removably connected to the post through the medium of the split ring, and a handle-bar including a central section removably connected to the link and end sections adjustably connected to the central section, said central section being adapted for connection with the split ring of the post interchangeably with the link.

2. The combination with a handle-bar post of an extension-link removably and pivotally connected with the post, and a handle-bar including a central section removably connected with the link and end sections pivotally connected with the central section, said central section being adapted for pivotal connection with the post interchangeably with the link.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

LOUIS LEONARD LUCE.

Witnesses:

CHAS. HARMON,

E. C. MILLIDE.