

(No Model.)

H. W. HOEFT.
BICYCLE HANDLE.

No. 579,925.

Patented Mar. 30, 1897.

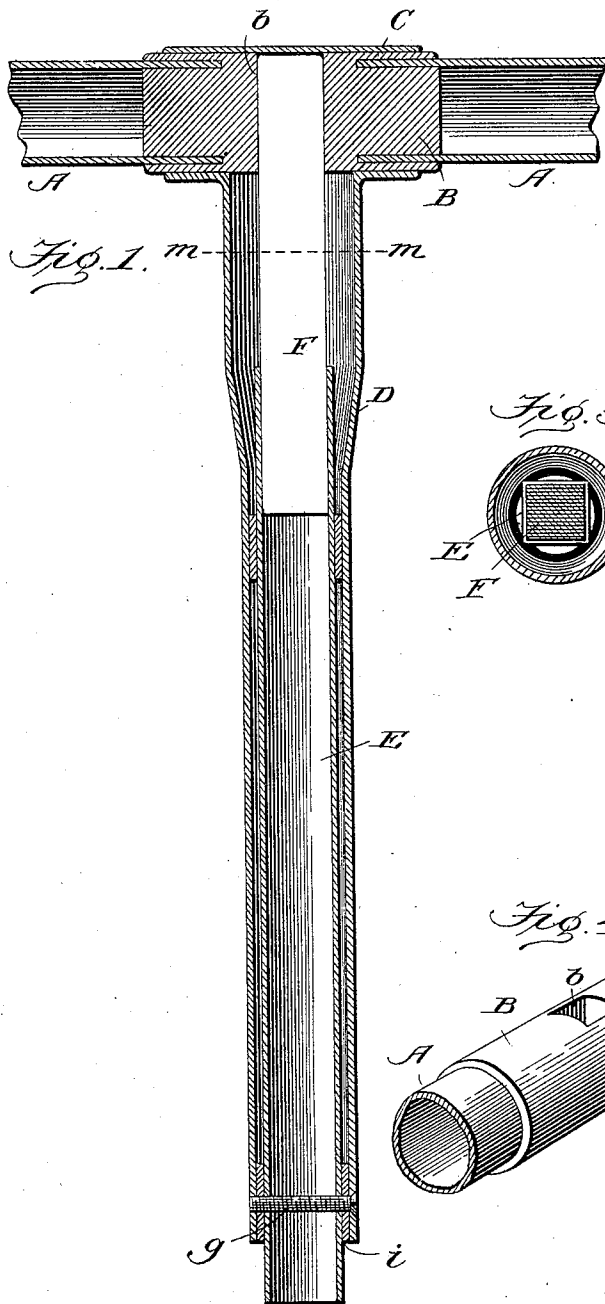


Fig. 1. *m-m*

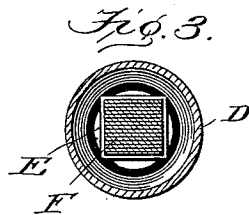


Fig. 3.

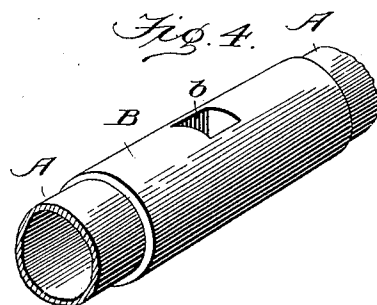


Fig. 4.

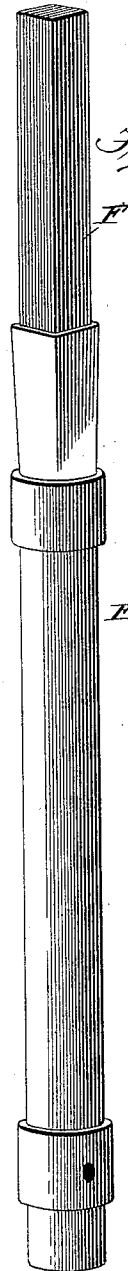


Fig. 2.

WITNESSES:

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HERMAN WILLIAM HOEFT, OF LA CROSSE, WISCONSIN, ASSIGNOR OF
ONE-HALF TO WALTER J. BOYCOTT, OF SAME PLACE.

BICYCLE-HANDLE.

SPECIFICATION forming part of Letters Patent No. 579,925, dated March 30, 1897.

Application filed May 23, 1896. Serial No. 592,790. (No model.)

To all whom it may concern:

Be it known that I, HERMAN WILLIAM HOEFT, of La Crosse, county of La Crosse, and State of Wisconsin, have invented an Improved Bicycle-Handle, of which the following is a specification.

This invention relates to improvements in bicycles; and the object thereof is to lessen the jolting or vibration communicated to the hands of the rider through the steering-head when the machine is travelling over rough ground.

A further object of the invention is to provide means for reversing the handle-bar in a simple and efficient manner.

With these objects in view the invention consists of the details of construction and arrangement which will more fully appear hereinafter.

In the accompanying drawings, which form a part of this application, Figure 1 is a sectional view of a handle-bar constructed in accordance with my invention. Fig. 2 is a detail perspective view of the interior steering-head, showing the leaf-springs. Fig. 3 is a cross-section on the line *m m*. Fig. 4 is a detail of the handle-bar, showing the square hole therein.

Like letters of reference indicate corresponding parts in the several views.

Referring to the drawings, A represents the handle-bar proper. The said handle-bar A is cut in two in the middle and the ends inserted in a solid center piece B. Through the center of the said piece B is a square hole *b*. Then surrounding this is the sleeve C, the said sleeve fitting closely about the center piece B, but at the same time allowing motion. The said sleeve C is integrally attached to the upper section of the steering-rod D.

The upper section D is hollow for the inser-

tion of the interior steering-rod E, which is cylindrical for part of its length and terminates at its upper end in a square leaf-spring F, said spring fitting in the square hole *b*, situated in the center piece B. The tension of the said leaf-spring can be regulated either by their thickness or number.

g represents a screw which fastens the inner steering-rod containing the leaf-spring to the outer hollow steering-rod D. A hole *i* is placed in the bottom of the said bar B, so that the same can be readily pulled out when needed.

It will be readily seen from the foregoing description that the jarring vibration caused by rough riding will be obviated to a great extent by the leaf-spring.

The reversing of the handle-bar is accomplished by withdrawing the leaf-spring, removing the sleeves C, and turning over the handle-bar as desired.

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

In a bicycle the combination of the handle-bars joined together by a center piece, said center piece having a square hole situated therein, a sleeve C surrounding said center piece, a handle-bar stem formed integral with said sleeve C, a socket-piece secured to the handle-bar stem, a leaf-spring F situated at the upper end of the said handle-bar stem, and fitting into the said square hole *b*, substantially as set forth and described.

In testimony whereof I affix my signature in the presence of two witnesses.

HERMAN WILLIAM HOEFT.

Witnesses:

JOHN J. ESCH,

WALTER C. WINTER.