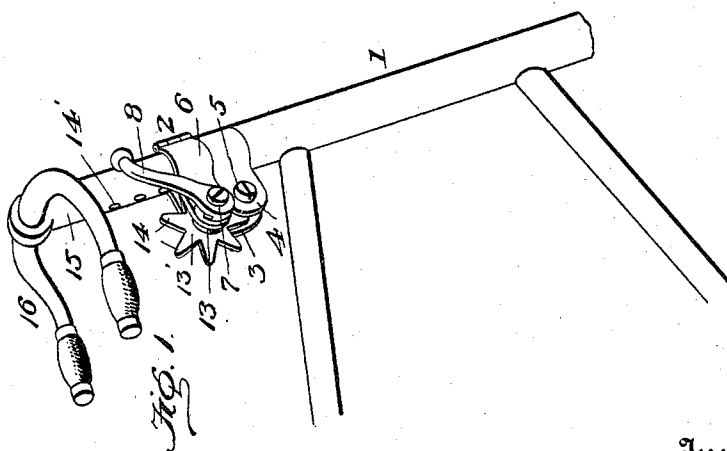
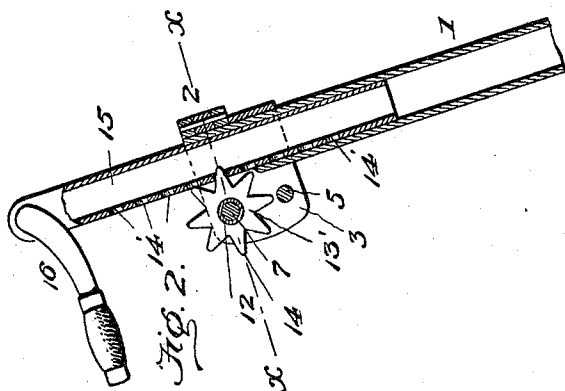
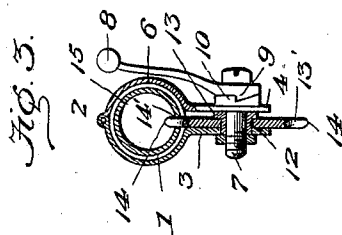


(No Model)

E. M. WINFREY.
ADJUSTABLE HANDLE BAR FOR BICYCLES.

No. 585,495.

Patented June 29, 1897.



Witnesses
Wm. C. Ashbee
J. A. Wilson

Inventor
Edgar M. Winfrey
By *H. C. Wilson*
Attorney

UNITED STATES PATENT OFFICE.

EDGAR M. WINFREY, OF WICHITA FALLS, TEXAS, ASSIGNOR OF ONE-THIRD
TO A. D. ANDERSON, OF SAME PLACE.

ADJUSTABLE HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 585,495, dated June 29, 1897.

Application filed February 27, 1897. Serial No. 625,380. (No model.)

To all whom it may concern:

Be it known that I, EDGAR M. WINFREY, a citizen of the United States, residing at Wichita Falls, in the county of Wichita and State of Texas, have invented certain new and useful Improvements in Adjustable Handle-Bars for Bicycles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has relation to improvements in adjustable handle-bars for bicycles; and the object is to provide a handle-bar that can be raised or lowered to suit the varying requirements of the rider without the use of a wrench or other tool and without dismounting or even stopping the machine.

To these ends the novelty consists in the construction, combination, and arrangement of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

Figure 1 is a perspective view of my improved adjustable handle-bar. Fig. 2 is a vertical section of the same, and Fig. 3 is a transverse section on the line *xx* of Fig. 2.

1 represents the usual tubular steering-post, to the upper end of which is secured a clamp 2, which is provided with integral ears 3 and 4, through which a bolt 5 passes to secure the same in place on the post.

6 represents a hinged ear on the clamp 2, and a bolt 7 passes through this hinged ear and the upper portion of the fixed ear 3, and on this bolt is mounted a hand-lever 8, the hub of which is formed with a plane face contiguous to the head of the bolt 7 and with a cam-face 9 opposite a reversely-formed cam 10 on the contiguous face of the hinged ear 6, and by moving this lever 8 forward or backward the distance between the hinged ear 6 and the fixed ear 3 can be increased or diminished at will.

12 represents a sleeve formed with a collar 13 on one end and having its opposite end secured in the fixed ear 3.

13 represents a spur-wheel journaled on the sleeve 12, and its teeth 14 project into a series

of orifices 14' in the stem 15 of the handle-bar 16. These teeth snugly fit the orifices in the stem and prevent any lateral movement of the stem in the steering-post, while at the same time they offer no impediment to the vertical movement of the stem in the steering-post.

In order to adjust the handle-bar, it is only necessary to loosen the hand-lever 8, raise or lower the handle-bar, as desired, and tighten the lever again, which causes the hinged ear 6 to clamp or bind the stem 15 rigidly in the steering-post. This operation is practically performed in an instant and requires no other implement than the hand, and the adjustment can be accomplished by the rider while the machine is in motion, which is a very important factor to riders in contests of skill and endurance.

Although I have specifically described the construction and relative arrangement of the several elements of my invention, I do not desire to be confined to the same, as such changes or modifications may be made as clearly fall within the scope of my invention without departing from the spirit thereof.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

The tubular steering-post provided with a clamp having a fixed and a hinged ear, the latter formed with a cam-face, a sleeve secured in the fixed ear, a spur-wheel journaled on said sleeve, a bolt passing through both ears and a hand-lever mounted on said bolt, and formed with a cam-faced hub contiguous to the cam-face on the hinged ear, in combination with the handle-bar stem provided with a series of orifices adapted to engage the teeth of the spur-wheel, as and for the purpose set forth.

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

EDGAR M. WINFREY.

Witnesses:

W. M. MCGREGOR,
F. M. FREY.