

(No Model.)

R. DAWES.

FASTENING FOR HANDLE BARS OF BICYCLES.

No. 587,938.

Patented Aug. 10, 1897.

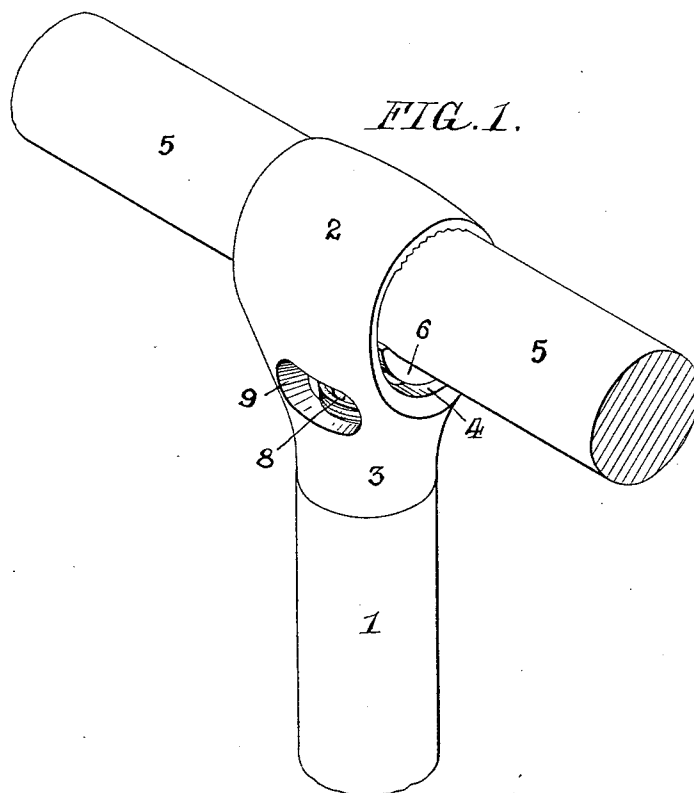
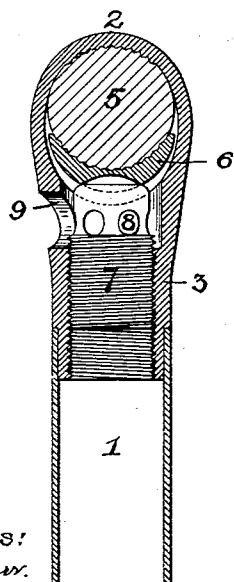


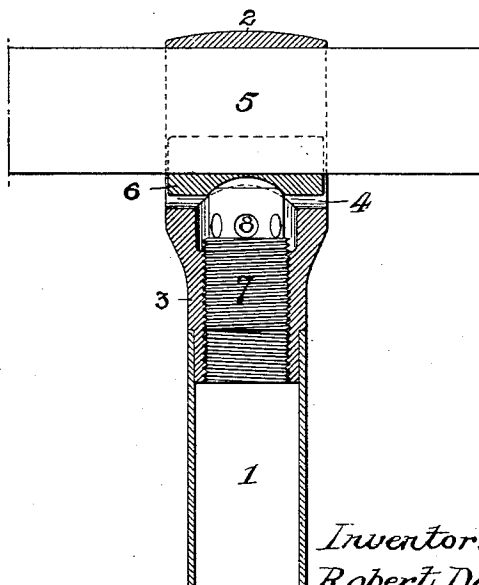
FIG. 2.



Witnesses:
Will. A. Barr.

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FIG. 3.



Inventor:
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by his Attorneys,
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UNITED STATES PATENT OFFICE,

ROBERT DAWES, OF PHILADELPHIA, PENNSYLVANIA.

FASTENING FOR HANDLE-BARS OF BICYCLES.

SPECIFICATION forming part of Letters Patent No. 587,938, dated August 10, 1897.

Application filed August 29, 1896. Serial No. 604,300. (No model.)

To all whom it may concern:

Be it known that I, ROBERT DAWES, a citizen of the United States, residing at Philadelphia, Pennsylvania, have invented certain
5 Improvements in Fastenings for Handle-Bars of Bicycles, of which the following is a specification.

The object of my invention is to provide a simple, neat, and compact device for securing the handle-bar to the handle-bar post of a bicycle, so as to permit of its rigid adjustment therein, and this object I attain in the manner hereinafter set forth, reference being had to the accompanying drawings, in which—

15 Figure 1 is a perspective view of sufficient of a handle-bar and handle-bar post of a bicycle to illustrate my present invention. Fig. 2 is a transverse section of the same, and Fig. 3 is a longitudinal section.

20 1 represents part of the hollow handle-bar post of a bicycle, which is adapted to be secured to the steering-head of a bicycle in the usual manner. At the upper end of this post is a head 2, terminating below in a stem 3, to
25 which the hollow post is secured, and having at its upper portion a vertically-elongated opening 4, which receives the handle-bar 5, the latter being pressed against the upper portion of the head by means of a shoe 6, which is of segmental form transversely, so
30 as to bear upon the lower portion of the handle-bar, as shown in Fig. 2.

The under side of the shoe is recessed for the reception of the upper end or stem of a set-screw 7, which is adapted to an internal thread in the neck 3 of the head 2, said stem having openings 8 for the reception of a tool whereby it may be turned in one direction or the other, said tool being inserted through a
40 slot 9, formed in the front or rear portion of the head 2, as shown in Figs. 1 and 2. When the set-screw is turned in one direction, therefore, it will be screwed down into the threaded stem of the head 2, so as to relieve the shoe
45 6 and the handle-bar 5 from pressure and permit such bar to be turned to any desired position in the head, in which new position it can be readily secured by turning the set-screw 7 in the reverse direction, so as to screw
50 it upward from the threaded stem of the head and cause it to bear firmly upon the shoe 6.

By reason of the recess formed in the under side of the shoe 6 the latter is retained in position both laterally and longitudinally owing to the engagement of the upper end of
55 the set-screw 7 with said recess.

I have shown my invention as used in connection with a solid wooden handle-bar, but it will be evident that it can be used in connection with hollow metal handle-bars as well.

The upper portion of the head 2 and the concaved face of the shoe 6 may, if desired, be toothed or roughened internally, as shown in Fig. 2, so as to insure a better hold of the same upon the handle-bar.

65 A handle-bar-securing device constructed in accordance with my invention is extremely compact and presents a very neat appearance, there being no externally-projecting parts to mar the symmetry of the steering-head post.

Although I prefer in all cases to use the shoe 6 because of the extended bearing upon the handle-bar which is thereby provided, this shoe may in some cases be dispensed with
75 and the upper end of the set-screw 7 permitted to bear directly upon the under side of the handle-bar.

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

80 1. The combination of the handle-bar with a steering-post head having a vertically-elongated opening therein and having in one side a slot communicating with said opening, and an internal set-screw adapted to a threaded
85 opening in the head below said slot and serving to confine the handle-bar to the head, said set-screw being accessible through the slot in the steering-post head, substantially as specified.

90 2. The combination of the handle-bar, with the steering-post head having a vertically-elongated opening therein, and a side slot communicating with said opening, a shoe adapted to slide on the under side of the handle-bar, and an internal set-screw bearing
95 upon said shoe and accessible through the slot in the side of the steering-post head, said set-screw being adapted to a threaded opening in the head below the slot therein, substantially as specified.

100 3. The combination of the handle-bar, with

the steering-post head having a vertically-
elongated opening therein, and a side slot
communicating with said opening, a shoe
adapted to bear on the under side of the han-
dle-bar and having a recess in its under side,
5 and an internal set-screw accessible through
the slot in the steering-post head and having
an upper end adapted to said recess in the
shoe, said set-screw being adapted to a thread-

ed opening in the head below the slot therein, 10
substantially as specified.

In testimony whereof I have signed my
name to this specification in the presence of
two subscribing witnesses.

ROBERT DAWES.

Witnesses:

MURRAY C. BOYER,
JOS. H. KLEIN.