

(No Model.)

R. C. FAY.
ADJUSTABLE HANDLE BAR FOR BICYCLES.

No. 528,629.

Patented Nov. 6, 1894.

FIG. 1

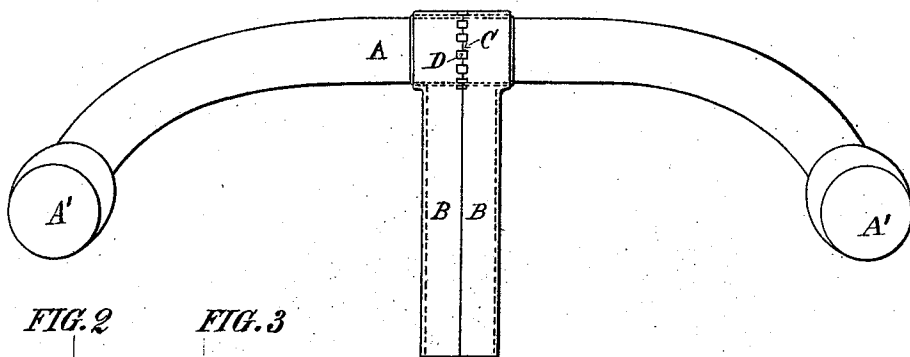


FIG. 2

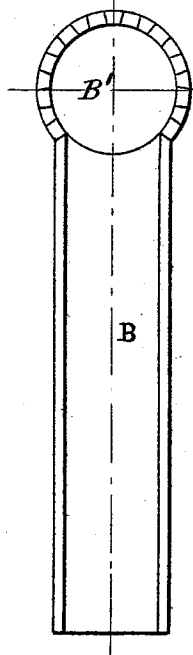


FIG. 3

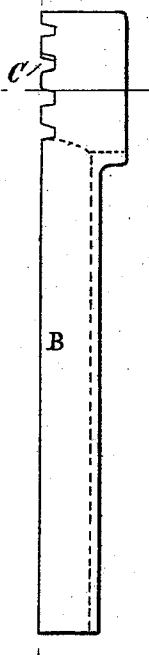


FIG. 4

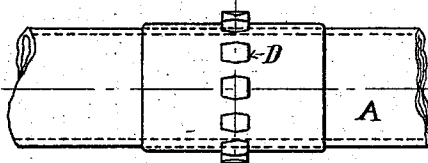


FIG. 5

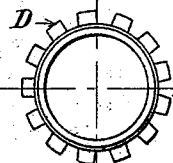
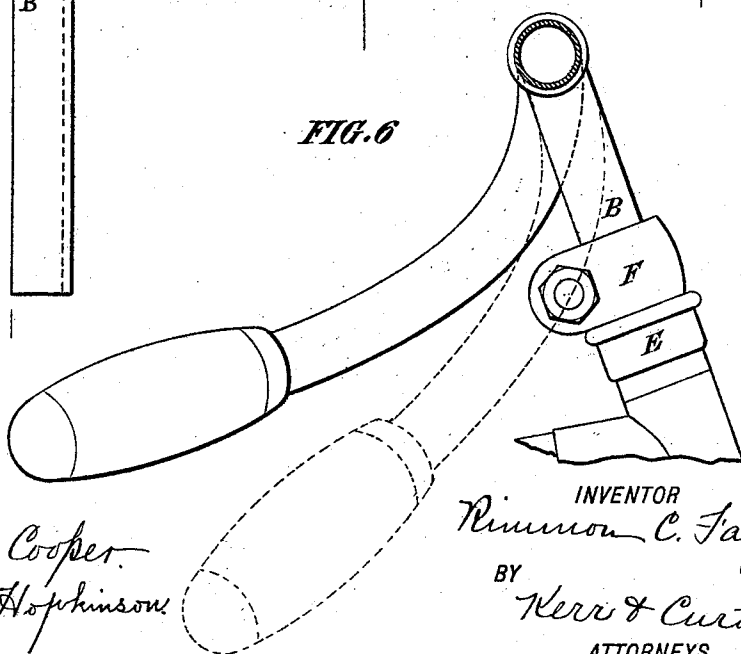


FIG. 6



WITNESSES:

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ADJUSTABLE HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 528,629, dated November 6, 1894.

Application filed April 14, 1894. Serial No. 507,512. (No model.)

To all whom it may concern:

Be it known that I, RIMMON C. FAY, a citizen of the United States, residing at Ilion, in the county of Herkimer and State of New York, have invented a new and useful Improvement in Adjustable Handle-Bars for Bicycles, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in the handle bars of bicycles, which are so arranged that the angle of the handle bar with reference to the head may be altered with ease and quickness by user.

In order that others skilled in the art may use my device, I will describe it by reference to the accompanying drawings, in which—

Figure 1 is a rear view of my improved handle bar with the adjusting bar in place upon it. Fig. 2 is a side view of half of the adjusting bar. Fig. 3 is an edge view of Fig. 2. Fig. 4 is a plan view of that portion of the handle bar upon which the adjusting bar fits. Fig. 5 is a cross-section of the handle bar at the same point. Fig. 6 is a side view of the upper part of the front fork, one handle being cut away, the dotted lines showing the handle bar fixed in the second position by means of my improved adjusting bar.

Similar letters refer to similar parts in the several figures.

The adjusting bar is made in two separate halves, B, B, the plane of division running lengthwise. The upper end of each half is formed with a transverse sleeve designed to fit over the handle bar A, and at its inner edge is provided with teeth or projections C. When these halves are in position their lower parts form a shank which fits into and is vertically adjustable in the head of the front fork E, being fastened therein by a clamp F or other device, in the customary manner. The thickness of the handle bar is increased at the middle by a collar G shrunk or otherwise fastened thereon to secure a snug fit of the collar and an easy movement of the sleeve B' on and off the same.

In order to prevent any rotary movement or other displacement of the handle bar within the sleeve, I provide upon the surface of the handle bar at its middle, tenons, or other projections D, of any suitable shape, with which the teeth or projections C of the adjustable bar engage, thereby forming a clutch. These projections D are preferably formed on the collar G which may be cast with them.

To illustrate the method of using my device: Suppose it is desired to change the position of the handle bar from that shown by the continuous lines in Fig. 6, to that shown by the dotted lines, it is only necessary to separate or spread the halves of the adjusting bar B far enough to disengage the indentation C therein from the projection D upon the handle bar, then to turn the handle bar until it makes the required angle with the line of the front fork. Then the halves of the sleeve of the adjusting bar may again be fitted into the thicker central portion of the handle bar, the indentations of the adjusting bar engaging with the projections upon the handle bar as before. The adjusting bar is moved laterally along the handle bar in engaging and disengaging the projections thereon.

I do not limit myself to any particular form of projection upon the surface of the handle bar, for it is obvious that any device, such for instance as any projection in one member of the combination engaging a counterpart in the other, or any key securing the two members together would serve the same purpose of enabling them to be easily adjusted to different angles or positions.

This form of adjusting handle bar has great merits. It enables the rider to change at will the height of the handles for more rapid or more leisurely riding by a simple device which is in no danger of getting out of order. It adds no weight to the machine, is easily and cheaply made, and is durable and practical. The construction described enables the handle bar to be both vertically and rotatably

adjusted at will, with ease, quickness and certainty.

I claim as my invention—

5 The combination of a handle bar for a bicycle, with a laterally movable adjusting bar which is divided lengthwise, each part of the adjusting bar having a sleeve which fits on the handle bar and engages with a pro-

jection or projections thereon; substantially as and for the purposes described. 10

In testimony whereof I have hereunto set my hand this 10th day of April, 1894.

RIMMON C. FAY.

Witnesses:

F. N. QUAIFE,

LEWIS C. MOTT.