No. 651,591. Patented June 12, 1900.

A. H. BRINTNELL.

HANDLE BAR FOR BICYCLES.

(Application filed Aug. 11, 1899.)

(No Model.)

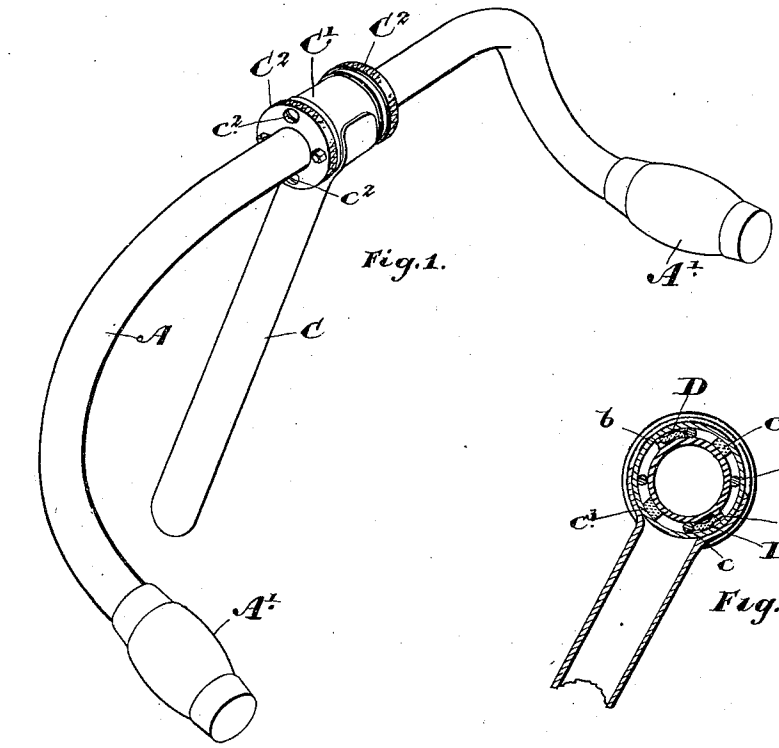


Fig. 1.

Fig. 3.

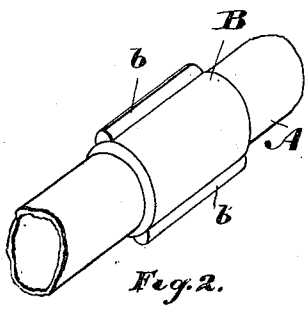


Fig. 2.

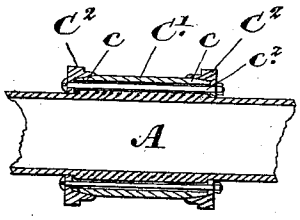


Fig. 4.

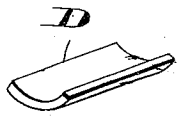


Fig. 5.

Witnesses.

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UNITED STATES PATENT OFFICE.

ARCHIBALD H. BRINTNELL, OF TORONTO, CANADA.

HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 651,591, dated June 12, 1900.

Application filed August 11, 1899. Serial No. 726,920. (No model.)

To all whom it may concern:

Be it known that I, ARCHIBALD H. BRINTNELL, electrician, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Handle-Bars for Bicycles, of which the following is a specification.

My invention relates to improvements in handle-bars for bicycles; and the object of the invention is to produce a simple device whereby the handle-bars may be attached to the top of the front standard in such a manner that the concussion on the standard due to riding over rough ground may be minimized and the hands of the rider thereby relieved; and it consists, essentially, of a standard having the upper end or top of a hollow T-shaped form, through which extend the handle-bars, both ends of the top being provided with suitable caps and the handle-bar being provided centrally with an annular enlargement having longitudinal ribs, the caps being connected together preferably by rods, and suitable arc-shaped rubber springs being provided to extend between one or more of the rods and the ribs on the annular enlargement of the handle-bars, so as to form a cushion or spring connection between the standard and the handle-bar, as hereinafter more particularly explained.

Figure 1 is a perspective view of my improved handle-bar and standard-top. Fig. 2 is an enlarged detail of the central portion of the handle-bar, showing the annular enlargement and longitudinal ribs. Fig. 3 is a vertical section through the standard and center of the handle-bar. Fig. 4 is a longitudinal section. Fig. 5 is a detail of one of the arc-shaped rubber cushions.

In the drawings like letters of reference indicate corresponding parts in each figure.

It is well known to riders of wheels that where the roads are at all rough the hands of the rider frequently become numb through the excessive concussion extending to the ends of the handle-bars, and in some instances indeed this numbness results in a cramp. It is with the object of relieving this serious objection to the present connection of the handle-bars that my invention is particularly designed.

A is the handle-bar proper, and A′ the handles.

B is an annular enlargement brazed or otherwise secured to the center of the handle-bar and provided with longitudinal ribs *b b*, diametrically situated.

C is the standard, provided with the T-shaped hollow top C′, extending crosswise of the standard. The ends of the hollow top C′, which is substantially cylindrical in form, are tapered at *c c*, as indicated, and are provided with ring-caps c^2 c^2, which abut the end of the annular enlargement B. Suitable rods or bolts c^2 connect the caps, such rods extending through the annular space between the annular enlargement B of the handle-bar and the interior of the cylindrical top C′.

c^3 are arc-shaped pieces of leather designed to maintain the handle-bar in a central position in the cylindrical top C′.

D represents arc-shaped rubbers or springs which extend longitudinally outside the annular enlargement B of the handle-bar, between the longitudinal ribs *b* and the rods c^2. It will be noticed on reference to Figs. 1 and 3 that the downward pressure of the hands upon the handle-bar will exert a pressure upon the flexible rubber arc-shaped springs D and a cushion will thereby be formed, which I find in practice relieves the most unpleasant feeling and cramp in the hand which has heretofore been so generally experienced.

It will be seen from the construction of my device that it is extremely simple and cheap and does not interfere with varying the angle of the handle-bar, as the caps may be removed and the handle-bar A turned so that the ribs *b* are in different positions in relation to the rods, the arc-shaped rubber springs being placed in the desired position between the rods, as hereinbefore explained.

What I claim as my invention is—

1. In a handle-bar for bicycles, the combination with the handle-bar having projections in the center thereof, of a standard having a hollow top and projections connected internally to the top and a cushion spring or springs extending between the projection on the handle-bar and the projections in the interior of the top as and for the purpose specified.

2. The combination with the handle-bar provided with a central annular enlargement having longitudinal ribs or projections, of the standard provided with a hollow cylindrical top, the end ring-caps for the top through which the handle-bar extends, the rods connecting the caps, and an arc-shaped rubber spring extending between two of the rods and two of the longitudinal ribs as and for the purpose specified.

ARCHIBALD H. BRINTNELL.

Witnesses:
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C. MCD. COLEMAN.