(No Model.)

W. LAMB.

ADJUSTABLE HANDLE FOR BICYCLES.

No. 505,273. Patented Sept. 19, 1893.

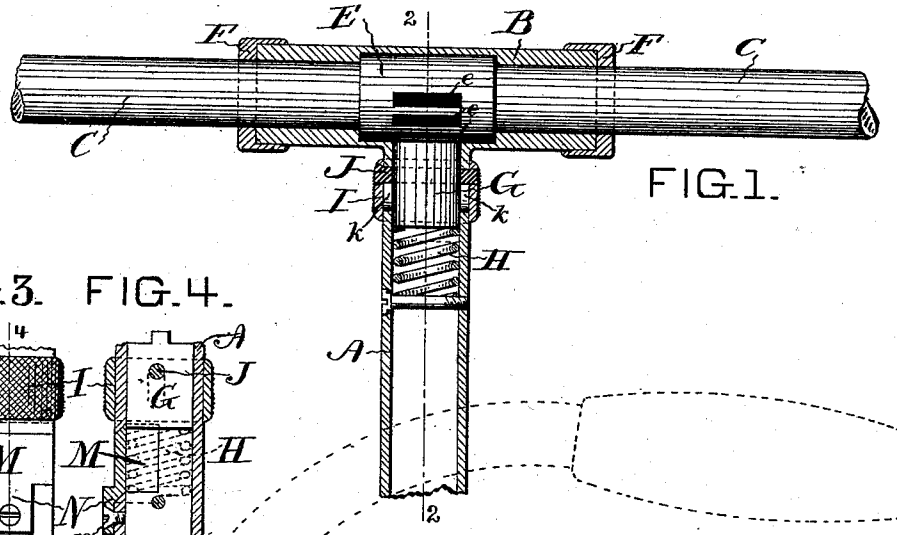

FIG. 1.

FIG. 3. FIG. 4.

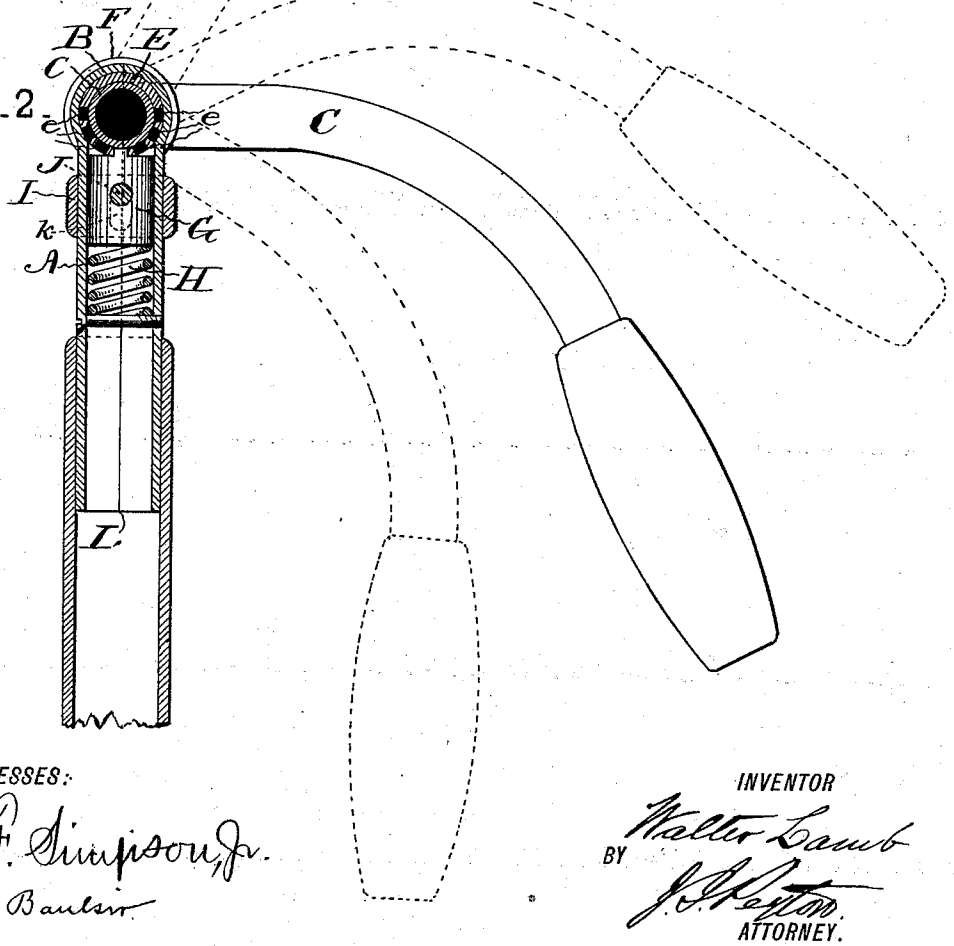

FIG. 2.

WITNESSES:

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ADJUSTABLE HANDLE FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 505,273, dated September 19, 1893.

Application filed May 27, 1893. Serial No. 475,770. (No model.)

To all whom it may concern:

Be it known that I, WALTER LAMB, a citizen of the United States, residing at Memphis, in the county of Shelby and State of Tennessee, have invented a certain new and useful Improvement in Adjustable Handles for Bicycles; and I do hereby 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 relates to a certain improvement, as hereinafter claimed, in bicycle handles of the class in which the handles may be adjusted to raise or lower them by riders without dismounting, to accommodate different riders, facilitate fast riding, and promote the ease and comfort of riders.

In the accompanying drawings, which show only features needed to illustrate a suitable embodiment of my invention, Figure 1 is a view partly in central vertical section and partly in elevation, portions of the handle bar and steering post being broken away. Fig. 2 is a view partly in elevation, and partly in section on the line 2 of Fig. 1, showing different adjustments of the handle bar, parts being slightly modified in construction. Fig. 3 shows in elevation a portion of the steering post and attachments thereof, with a modification; and Fig. 4 is a section on the line 4 of Fig. 3.

A tubular steering post A may be connected in any well known suitable way with the forks of the steering wheel of a bicycle, and at top is provided with a bearing B in which the handle bar C is fitted to rock.

In accordance with the construction shown in Fig. 1 the handle bar is made in two similar parts each to be provided with the usual handle at its curved extremity. The steering post and bearing B are split centrally and longitudinally, the split in the post extending downward for a suitable distance, say four inches, more or less; or if preferred, the post and bearing B at the top thereof may be made in two similar parts—that is to say the post may be split through for its entire length, and afterward suitably brazed or soldered together. The handle bar sections are embraced at their abutting inner ends by a detent sleeve E to which they are securely attached in suitable way as by brazing, and the handle bar and its rigidly attached detent sleeve having been adjusted in the opened split bearing sleeve B, this sleeve is closed upon the bar and securely brazed or soldered along the line of its split so as to snugly secure the handle bar in the steering post bearing while permitting it to rock vertically or turn therein. Flanged sleeves or collars F F securely attached to the handle bar and snugly embracing the bearing B, while not interfering with the rocking motion of the handle bar, strengthen the connection between the parts. It will be seen that the connection is such that no endwise movement of the handle bar in its bearing B of the steering post is possible.

The detent sleeve E firmly secured to the handle bar midway or about midway the length of the bearing is provided with any desired number of slots *e* (for which teeth may be substituted if desired) to be engaged by a suitable detent shown as formed by a bolt G adapted to fit snugly and slide in its bearing within the steering post. A spring H acts upon the detent bolt with a tendency to force it upward and to hold it engaged with the detent sleeve by way of the slots of this sleeve. The detent bolt may be retracted by means of a suitable slide, such as the milled sleeve I. This sliding sleeve is connected with the detent bolt G by means of a cross pin or bolt J rigid with the sleeve and passing through the detent bolt as well as through guide slots *k k* in the steering post.

In Fig. 2 the bearing B and top portion of the steering post are shown as formed together separately from the main portion of the steering post, the bearing and top portion of the post being split from end to end as indicated at L, and the top portion of the post firmly secured within the main portion thereof.

From the above description it will be seen that a strong connection is made between the steering post and the handle bar, while the handle bar may be rocked into any desired position, the detent bolt being retracted to permit the handle bar to rock, and that by means of the detent devices which are concealed and protected the handle bar may be firmly locked in its adjusted position.

To give ready access to the spring H and facilitate the replacement of a weak or broken

spring by a new one, the steering post as represented in Figs. 3 and 4 is provided with an opening extending half way around it through which a spring may be removed and inserted, which opening is provided with a suitable detachable cover or lid M, shown as beveled at top to engage with the opening in the post, and having a lug N at bottom by which to secure it in place by a screw *n*.

I claim as my invention—

1. The combination of the steering post terminating at top in the bearing rigid therewith, the handle bar rocking in said bearing and prevented from endwise movement therein, and the detent devices within the bearing and steering post for locking the handle bar in its adjusted position in the bearing, substantially as set forth.

2. The combination of the steering post terminating at top in the bearing rigid therewith, the handle bar rocking in said bearing and prevented from endwise movement therein, the detent sleeve secured to the handle bar in the bearing, the detent bolt in the steering post, the spring acting on said bolt, and the slide for actuating the bolt, substantially as set forth.

3. The combination of the steering post terminating at top in the bearing rigid therewith, the handle bar rocking in said bearing, the detent devices for locking the handle bar in its adjusted position in the bearing, and the flanged sleeves or collars of the handle bar embracing the bearing, substantially as set forth.

4. The combination of the steering post terminating at top in the bearing rigid therewith, and provided with the opening having a detachable cover, the handle bar rocking in said bearing, and the detent devices within the bearing and steering post for locking the handle bar in its adjusted position in the bearing, substantially as set forth.

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

WALTER LAMB.

Witnesses:
R. B. MALONE,
H. BEASDORF.