

(No Model.)

F. C. ROCKWELL.
HANDLE BAR FOR BICYCLES.

No. 599,359.

Patented Feb. 22, 1898.

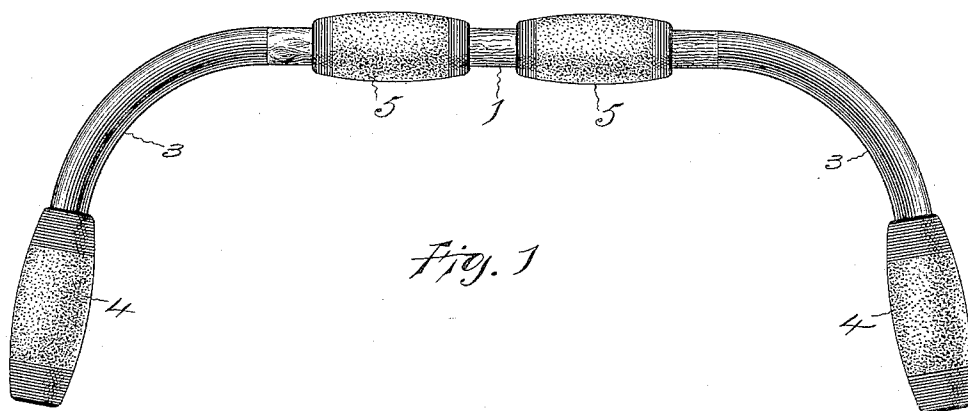


Fig. 2

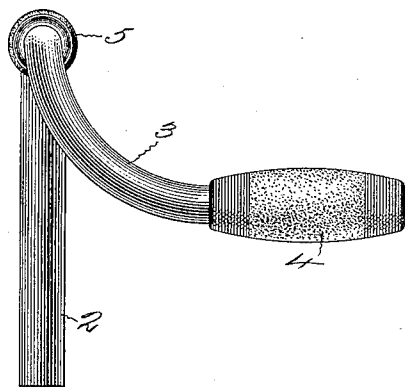
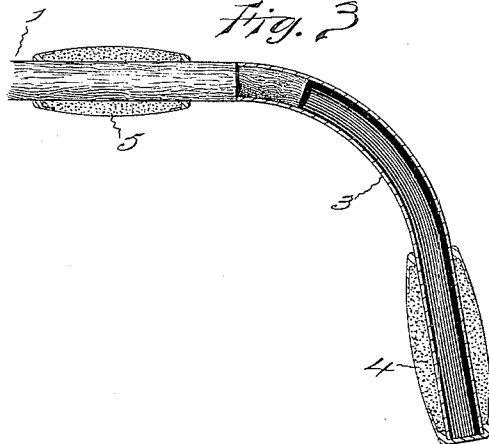


Fig. 3



Witnesses:

E. J. Hyde.

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UNITED STATES PATENT OFFICE.

FREDERICK C. ROCKWELL, OF HARTFORD, CONNECTICUT.

HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 599,359, dated February 22, 1898.

Application filed July 20, 1896. Serial No. 599,307. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK C. ROCKWELL, a citizen of the United States, residing at Hartford, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Handle-Bars for Bicycles, of which the following is a specification.

The invention relates to those handle-bars for bicycles and similar machines which are made up of both wood and metal.

The object of the invention is to provide a handle-bar of this class which is simple and inexpensive to manufacture, which is strong, durable, and light in weight, and which is attractive in appearance and comfortable in use.

To this end the invention resides in a handle-bar having one section formed of wood and other sections formed of metal with suitable grips located at desirable points, whereby the resulting bar has the benefit of the strength and rigidity of metal where curved and the lightness and elasticity of wood where there is less strain than at the curves, as more particularly hereinafter described, and pointed out in the claim.

Referring to the accompanying drawings, Figure 1 is a plan view of a handle-bar embodying the invention. Fig. 2 is a side elevation of the same; and Fig. 3 is a central section of one side of the bar, illustrating the construction.

The body of the bar shown is formed in three sections, the straight middle section and the curved outer sections. The middle section 1 is formed of a piece of such material as hickory or a similar strong and elastic wood. This section may be formed in one or two parts, as desired, and it is preferably circular in cross-section. The shank 2, by means of which the bar is attached to the steering-head of the machine, is connected with the middle of this section. The outer sections 3 are formed of metallic tubes and are preferably curved downward and rearward to give to the bar the artistic shape that is much desired. These outer sections are connected with the middle section by any common means.

The outer ends of the curved tubular sections of the bar are usually straight for a short distance, and on these straight ends

that project almost directly rearward are placed the ordinary grips 4. These grips are formed of broken particles of cork and shellac molded and pressed to shape under heat and provided with the usual tips and ferrules. On the straight section each side of the middle are placed supplementary grips 5. These supplementary grips may be formed of broken particles of cork and shellac molded and pressed to shape under heat and provided with the usual ferrules similar to the end grips.

The wooden section of the bar is light and has some elasticity and it is easily formed to shape and cut to the desired length. The metal is rigid and firm and is not quite as yielding as the wood. A bar formed in this manner is lighter than an all-metal bar and is more elastic than an all-metal bar, and yet it does not spring as much as an all-wood bar of the same size. The bar is strong, for the curved sections are of metal and do not have the tendency to check, split, crack, or warp out of shape when subjected to weather and wear, as do the steamed and bent pieces of wood of an all-wood bar. This construction permits the ready application of the supplementary grips, for such grips can easily be formed to final shape and located in place on the straight wooden section before the curved metallic sections are united thereto, and this construction also permits the width of the handle-bar or distance between the ordinary grips to be regulated for varying sizes of riders and according to their tastes, for the straight wooden sections can be made longer than necessary and quickly cut off to the right length for the proper application of the curved sections. In this manner the bars may be provided with the grips any desired distance apart. The supplementary grips protect the wood of the middle section, which, while straight and therefore not liable to check, is more or less exposed to accidental blows if supplementary grips like these are not used.

The supplementary grips can be located anywhere desired on the middle section, so that the hands of the rider may be changed from the ordinary grips to the supplementary grips as desired when riding to rest the muscles, and these supplementary grips can be made of the same material and in the same

manner as the ordinary grips. The resulting bar formed in this manner is attractive in appearance, both when removed from a machine and also when applied to a machine and in use. It has the requisite strength and can be given the desired elasticity and provided with the most convenient and comfortable forms of grips.

I claim as my invention—

10 As an improved article of manufacture, a handle-bar for bicycles having a straight mid-

dle section composed of wood and curved outer sections composed of metallic tubing, with means for connecting the ends of the middle wooden section and the inner ends of the curved outer sections, and grips for the hands located at the extremities of the outer sections of the bar, substantially as specified. 15

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Witnesses:

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