(No Model.)

T. B. JEFFERY.

BICYCLE.

No. 333,128. Patented Dec. 29, 1885.

Fig. 1.

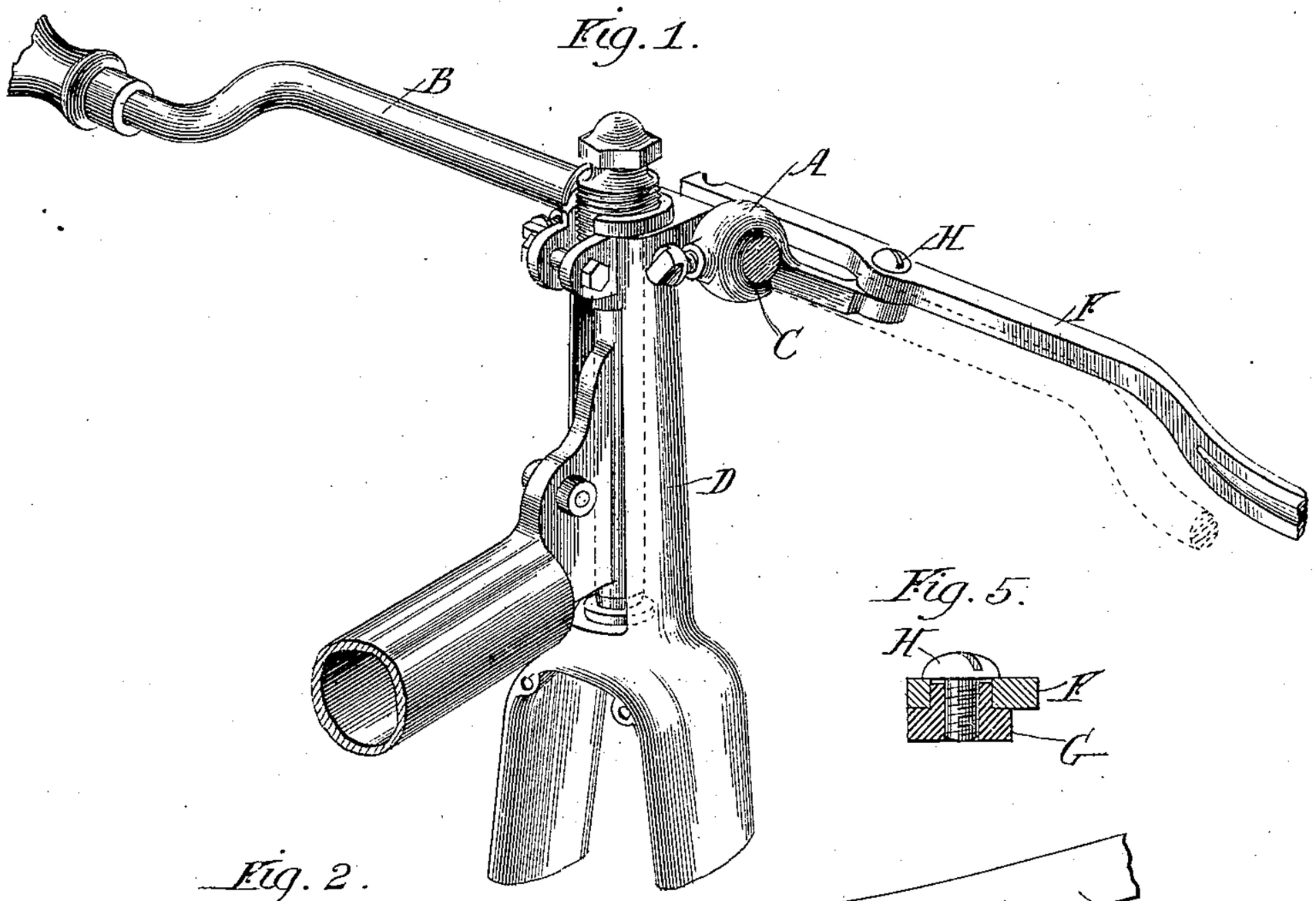


Fig. 5.

Fig. 2.

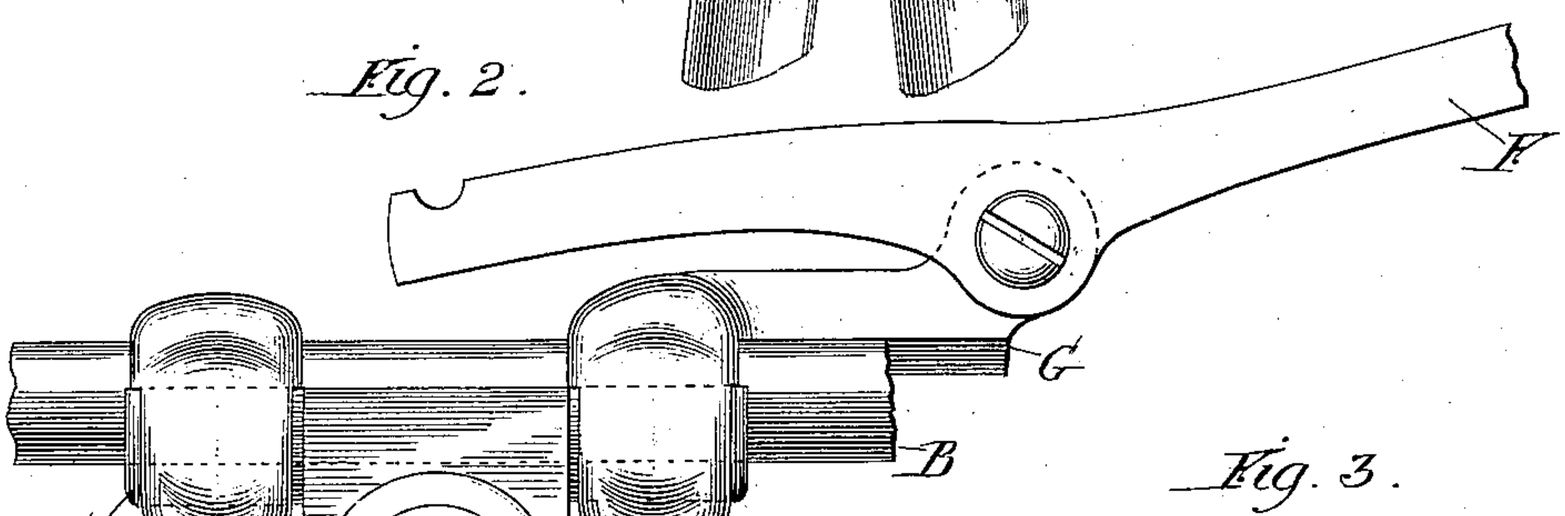


Fig. 3.

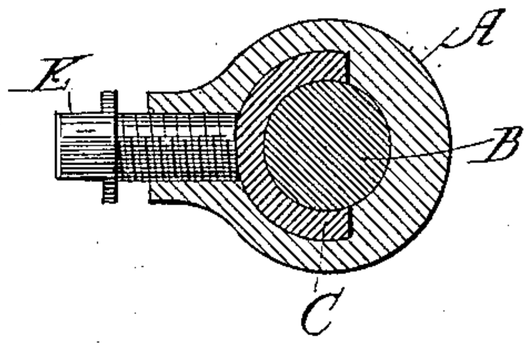
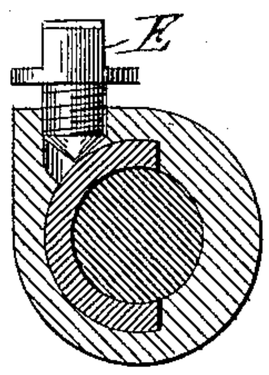


Fig. 4.



Witnesses:
Frank L. Blanchard
Chas. S. Kuros.

Inventor:
Thos B. Jeffery

UNITED STATES PATENT OFFICE.

THOMAS B. JEFFERY, OF RAVENSWOOD, ILLINOIS.

BICYCLE.

SPECIFICATION forming part of Letters Patent No. 333,128, dated December 29, 1885.

Application filed August 14, 1885. Serial No. 174,392. (No model.)

To all whom it may concern:

Be it known that I, THOMAS B. JEFFERY, a citizen of the United States, residing at Ravenswood, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Bicycles, of which the following is a specification.

My invention relates to improvements in the manner of fastening the handle-bar and brake-lever to the head of the machine.

The object of my invention is to provide a simple secure means of attaching the parts without impairing the strength of the handle-bar, and constructed so as to be readily detached when required.

The invention consists, mainly, in employing loops or rings that are placed on the handle-bar and on projecting lugs that are formed on the head to receive them, and in providing suitable means for clamping the same.

In the accompanying drawings, Figure 1 is a general view of the entire invention; Fig. 2, a horizontal view; Figs. 3 and 4, sections showing the handle-bar, lug-clamping screw, and ring or loop. Fig. 5 is a section of the brake-lever connection.

Similar letters refer to like parts in the different views.

The head D of the bicycle is constructed of the ordinary pattern, having lugs or ears C projecting laterally on each side of the same. These lugs do not encircle the handle-bar B, as most lugs do, but have their front portion removed, as shown at C in the sections Figs. 3 and 4, the handle-bar being laid in a groove or channel formed in the two lugs on each side of the head and in the metal uniting them. Around the bar and each lug is placed the clamp, ring, or loop A, consisting of a band or eye of metal large enough to encircle them, and its inner front portion should be made to conform to the handle B, or contain a piece that does conform or impinge against it. Behind the handle-bar, and impinging against the lug, is the clamping-screw E, arranged to bind the lug closely to the bar. Two ways are shown, Figs. 3 and 4. There is, however, no essential difference in the two methods of clamping, and the clamping-screw may be placed in front of the bar with good effect. Extending outward laterally from one of the clamps A is the brake-lug G, Fig. 2, forming an integral part of the clamp or directly connected thereto. This extension is the support at the proper distance from its end for the brake-lever F.

To form a pivot on which the lever moves, a boss or hub is formed either on the brake-lug or the brake-lever, as shown in the section Fig. 5, strongly secured to or integral with the piece it is on. This forms a secure fulcrum for the lever. To hold the brake-lever to the lug, a screw, H, is provided, fitted into the boss, and by its head, which is larger than the boss, the piece surrounding the boss is retained in place while free to turn as desired with little chance for disarrangement.

The boss may be formed on the brake-lever instead of the lug, for there is no essential difference in the two methods.

What I claim is—

1. The bicycle-head having its lugs grooved and conforming to the handle bar, in combination with the loops embracing both, and provided with an impinging or contacting screw, substantially as described, for the purpose set forth.

2. The combination of the loop or eye, handle-bar, projecting open lugs, and a clamp independent of either, but securing all, substantially as and for the purpose described.

3. The loop A, secured to the lug C, having a lateral extension, G, secured to the brake-lever, substantially as set forth and described.

THOS. B. JEFFERY.

Witnesses:

M. BOWBUR,

CHAS. S. NUROS.