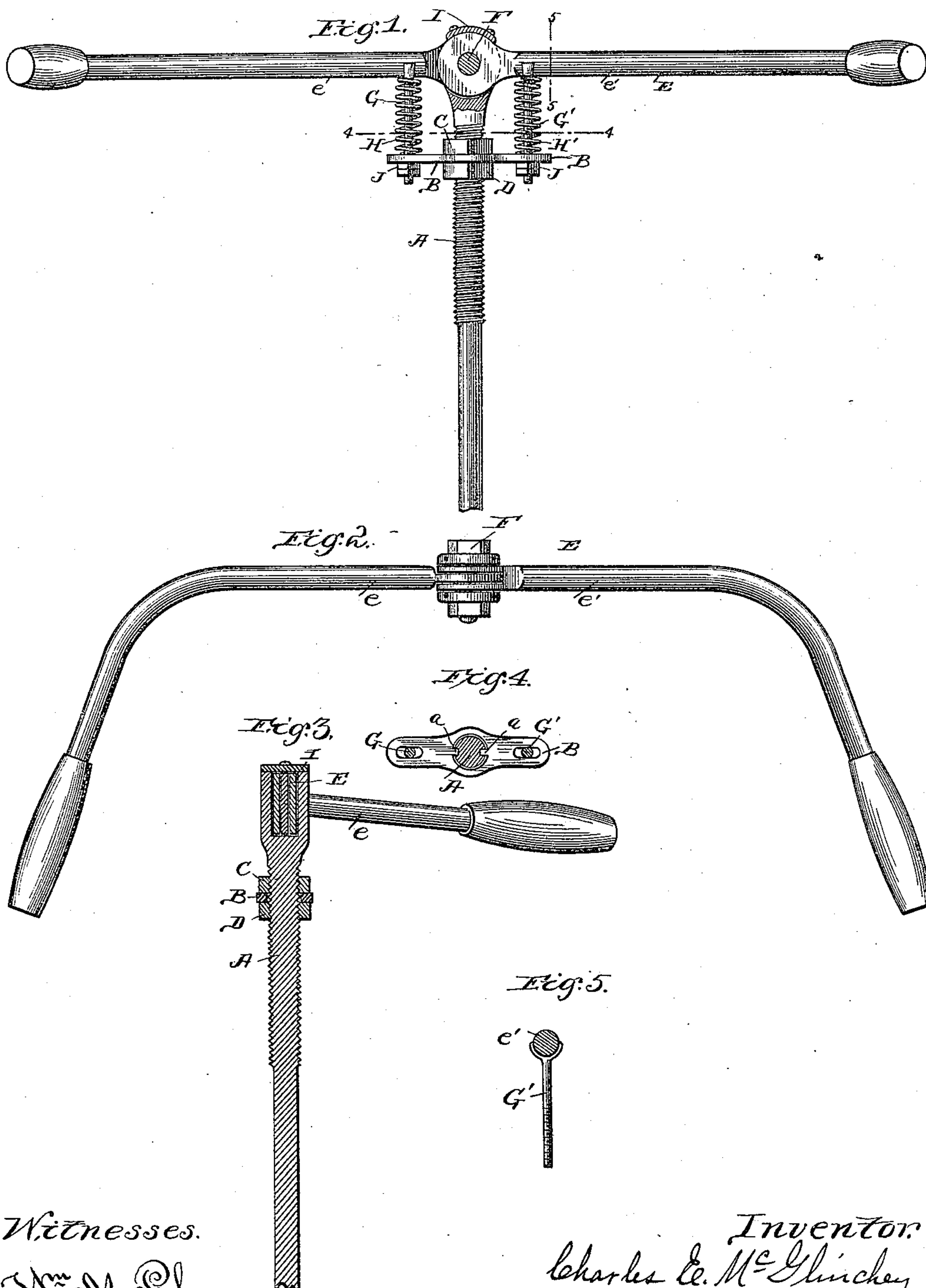


(No Model.)

C. E. McGLINCHEY.
HANDLE BAR FOR VELOCIPEDES.

No. 442,532.

Patented Dec. 9, 1890.



Witnesses.

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UNITED STATES PATENT OFFICE.

CHARLES E. McGLINCHEY, OF CHICAGO, ILLINOIS, ASSIGNOR OF TWO-THIRDS
TO CHARLES H. DUNHAM AND FRANK BRADY, BOTH OF SAME PLACE.

HANDLE-BAR FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 442,532, dated December 9, 1890.

Application filed July 2, 1890. Serial No. 357,491. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. McGLINCHEY, of Chicago, in the county of Cook and State of Illinois, have invented certain
5 new and useful Improvements in Handle-Bars for Velocipedes, of which the following is a specification.

The object of my invention is to diminish the vibration and jar communicated to the
10 hands of the rider by providing an elastic connection between the steering-post and the handle-bar, said connection being adjustable, so as to impart more or less tension to the
15 spring in order to adapt the same to the use of different riders.

In the accompanying drawings, Figure 1 is a rear view of the handle-bar and steering-post, a portion of the latter being broken
20 away to show the junction of the handle-bar therewith. Fig. 2 is a view from above of the handle-bar. Fig. 3 is a vertical section of the post and handle-bar. Fig. 4 is a horizontal section of the post, taken on line 4 4, Fig. 1. Fig. 5 is a cross-section of the han-
25 dle-bar at 5 5, Fig. 1.

A is the steering-post, which is forked at the top and has a screw-thread extending for some distance below the forked end. On one
30 or both sides of the post is formed a groove, (*vide* Fig. 4,) and a bracket B is fitted to the post A, a tongue *a* fitting in the groove thereof. The lower part of the post A is made plain, and of a smaller diameter than the
35 threaded portion, and is adapted to be inserted in the socket formed above the junction of the front forks in the usual manner. Upon each side of the bracket B are nuts C D, which are fitted to the threaded portion of the steering-post before mentioned.

40 The handle-bar E is formed of two pieces *e e'*, which are fitted to each other and to the forked end of the steering-post by a hinged joint, a pin or bolt F passing through the handle and through the steering-post ends
45 and forming a pivot upon which the handles may vibrate. Each part *e e'* of the handle-bar is provided with a stud G G', which projects downwardly to a slot in the bracket B, said stud being rigidly secured to the handle-
50 bar. A spring H H', surrounding each stud and resting upon the bracket B, supports the

portions *e e'*, respectively, of the handle-bar E. The studs G G' serve to keep both the springs H H' in place, and also to steady and
strengthen the connection between the han- 55 dle-bar and the steering-post. The inner ends of the parts *e e'* are flattened into large disk-surfaces, so as to secure broad bearing-surfaces, and thereby prevent wear and lost
60 motion between the handle-bar and the steering-post, and the use of the studs G G' serves to further this purpose also. The movement of the bracket B up or down on the steering-
post regulates the tension of the springs H H', and so the springs are adapted to the use 65 of heavy or light riders, it being desirable to have the springs barely sufficient to support the weight of the hands and arms of the rider. A cap I is affixed to the top of the steer-
70 ing-post, so as to cover over the joint and exclude dust as much as possible. The lower ends of the studs G G' are threaded, and nuts J J are screwed thereon beneath the bracket B, the upward movement of the han-
75 dle-bar being thus limited.

I am aware that elastic and pivotal connec-
80 tions between the handle-bar and the steering-post of a velocipede have heretofore been devised, and I do not claim such as my in-
vention; but

What I claim, and desire to secure by Let-
ters Patent, is—

1. The combination of the steering-post of a velocipede forked at its upper end, a han-
85 dle-bar made in two parts, the inner ends of which overlap and are fitted to the forked end of the steering-post, a pivot passing through said overlapping ends and the steer-
90 ing-post, a bracket secured to said steering-post and extending on each side below the handle-bar, and springs interposed between said bracket and the two parts of the handle-
bar, substantially as described.

2. The combination, with the steering-post A, forked at its upper end, of a handle-bar con- 95
sisting of two portions *e e'*; a pivot F, passing through said handle-bar and steering-post, a bracket B, adjustably secured on the steering-post A, and springs H H', interposed
100 between said handle-bar and said bracket, substantially as described.

3. The combination, with the steering-post

A, of a handle-bar consisting of two parts *e e'*, pivoted thereto, each part being provided with a stud *G G'*, rigidly secured thereto, a bracket *B*, secured to said steering-post, provided with slots through which the studs *G* pass, and springs *H H'*, surrounding said studs, substantially as described.

4. The combination of the steering-post *A*, having its upper end forked, a handle-bar *E*, consisting of two parts *e e'*, pivoted to the forked end of said post, a bracket *B*, pivoted to said post and provided with a tongue *a*,

adapted to a groove in said post, nuts *C D* upon each side of said bracket *B*, whereby it may be adjusted, studs *G G'*, secured to the parts of the handle-bar *e e'* and passing through slots in the bracket *B*, and springs *H H'*, surrounding said studs, substantially as described.

CHARLES E. McGLINCHEY.

Witnesses:

FRANK BRADY,
TODD MASON.