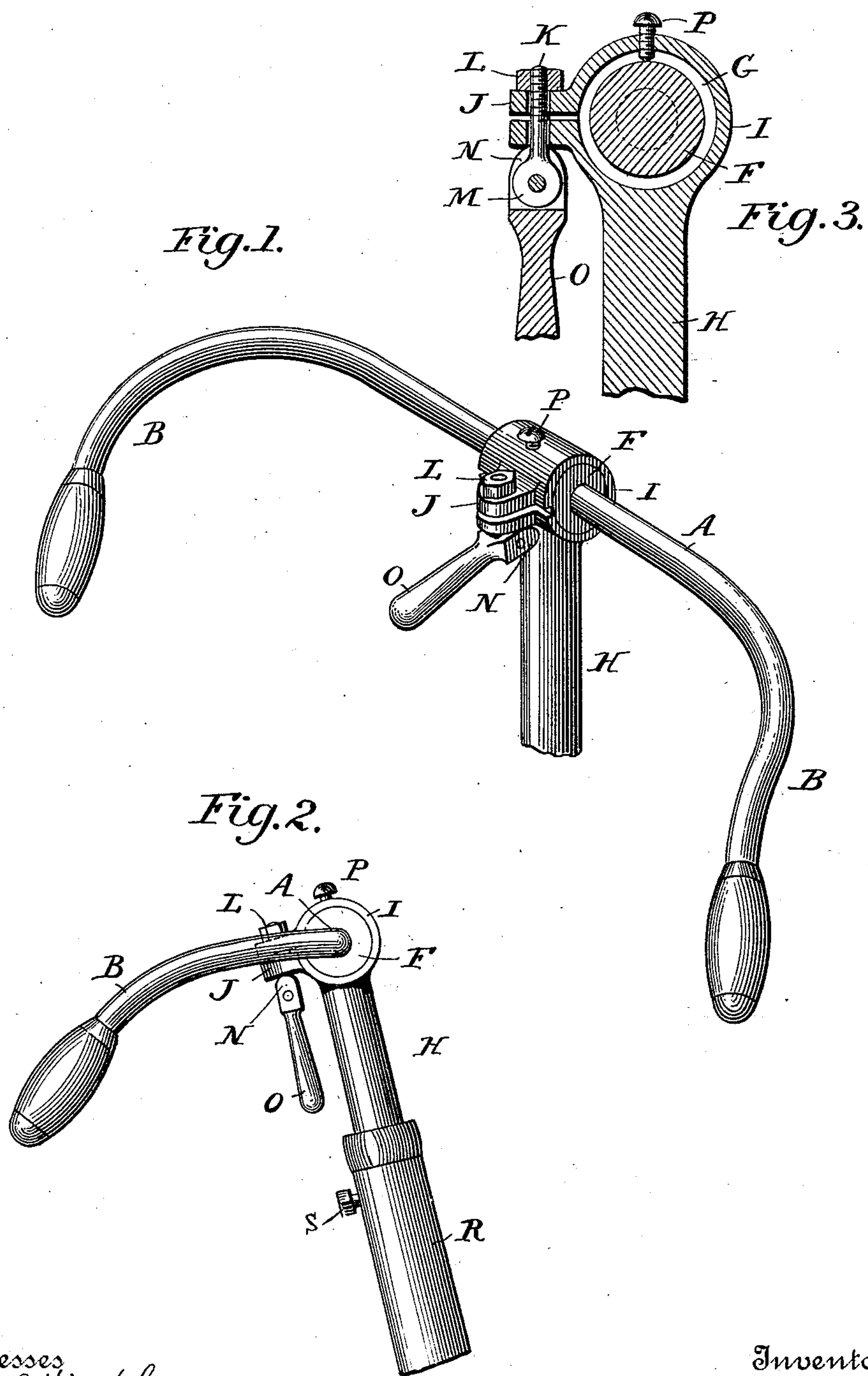


(No Model.)

S. O. JOHNSON.
BICYCLE HANDLE BAR.

No. 560,998.

Patented May 26, 1896.



Witnesses
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UNITED STATES PATENT OFFICE.

STEPHEN O. JOHNSON, OF DETROIT, MICHIGAN, ASSIGNOR TO LEVI S. BACON,
OF WASHINGTON, DISTRICT OF COLUMBIA.

BICYCLE HANDLE-BAR.

SPECIFICATION forming part of Letters Patent No. 560,998, dated May 26, 1896.

Application filed January 7, 1893. Serial No. 457,628. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN O. JOHNSON, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Bicycle Handle-Bars, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to bicycles, and more especially to the construction and adjustment of the handle-bar, as fully set forth hereinafter and as illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view illustrating the detached standard of a bicycle, together with the handle-bar, and embodying my improvements. Fig. 2 is a side view. Fig. 3 is an enlarged sectional view of the clamping device for clamping the bar to the standard.

Like letters of reference refer to like parts in the various views.

The handle-bar A, of suitable construction, is shown as provided at the center with a bearing in the form of an enlargement or hub F, which is adapted to a socket at the end of the standard H. The said socket, as shown, is formed transversely in the top of the standard, which is of a T form, divided at one side and provided with lugs J to constitute a clamp, which when contracted will engage and firmly hold the handle-bar in any position in which it may be turned, a screw-pin P, extending into an annular groove G of the handle-bar, preventing the latter from being withdrawn longitudinally from its socket except when it is desired to remove the same.

As it is frequently necessary or desirable to vary the position of the handle-bar in its socket without dismounting, I provide for quickly locking and unlocking the clamp. The said means consists of a bolt K, passing through the lugs J, provided with a nut L at the upper end and with an eye M at the lower end, to which is pivoted the cam-lever O, having a cam-shaped end N, which when the cam O is in a vertical position will forcibly draw together the ears and clamp the bar in its position, but will relax the clamp upon the ears and unclamp the bar when the lever is swung to the position shown in Fig. 1.

The handle-bar may be provided with any suitable handles.

In order to adapt the handle-bar to the requirement of riders of different heights, as well as various degrees of skill in riding, it is sometimes desirable to have the curved ends of the bars extend downward—that is, to have drop-handles—and at other times to have them extend upward, and I therefore make the handle-bar A in the form of an ordinary “drop handle-bar,” rotatable in the end of the standard, as above described, and I fit the standard to the head so as to be rotatable therein, with means for securing it in its different positions. Thus the standard H is shown in Fig. 2 as fitted in the ordinary manner to the head R, with a screw S for clamping it in its place or for unclamping the same to permit the rotary or vertical adjustment of the standard. In the position shown in Fig. 2 the ends of the handle-bar are bent downward, and whatever may be the position to which the handle-bar is turned the handles are below the general plane of the bar. By loosening the screw S, revolving the standard H, and turning the handle-bar in its socket to the extent of about half a circle and then securing it the ends of the handle-bar will be caused to occupy a position bent upward instead of downward, as shown in Fig. 2, and will be differently disposed from what they would be in the former position, whatever may be the extent to which the handle-bar is turned in its socket.

It will thus be seen that the handle-bar may be arranged at any desired inclination, with its ends dropping or projecting upward, and that it may be set, as usual, to any desired height. It will be evident that in this connection the locking device shown is of a character to permit the instant clamping or unclamping of the bar by a single direct movement of the rider that will not interfere with the propulsion of the machine, and that the guiding of the machine is also insured, inasmuch as whether the bar is clamped or unclamped the screw P prevents its longitudinal displacement.

What I claim as my invention is—

1. In a bicycle the combination with a head, of a standard rotatively mounted in the head,

means for securing the standard and head together, a handle-bar bent or curved in different planes and rotatively mounted on the standard, and means for securing the bar and
5 standard together after adjustment, substantially as described.

2. In a bicycle, a head, a standard rotatable in the head, means for securing the standard within the head a handle-bar bent or curved
10 in different planes and rotatably mounted on

the standard, and means for securing said bar in different positions, substantially as described.

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

STEPHEN O. JOHNSON.

Witnesses:

M. B. O'DOHERTY,
N. L. LINDOP.