

(No Model.)

J. BONNER.
VELOCIPÈDE.

No. 574,706.

Patented Jan. 5, 1897.

Fig. 1.

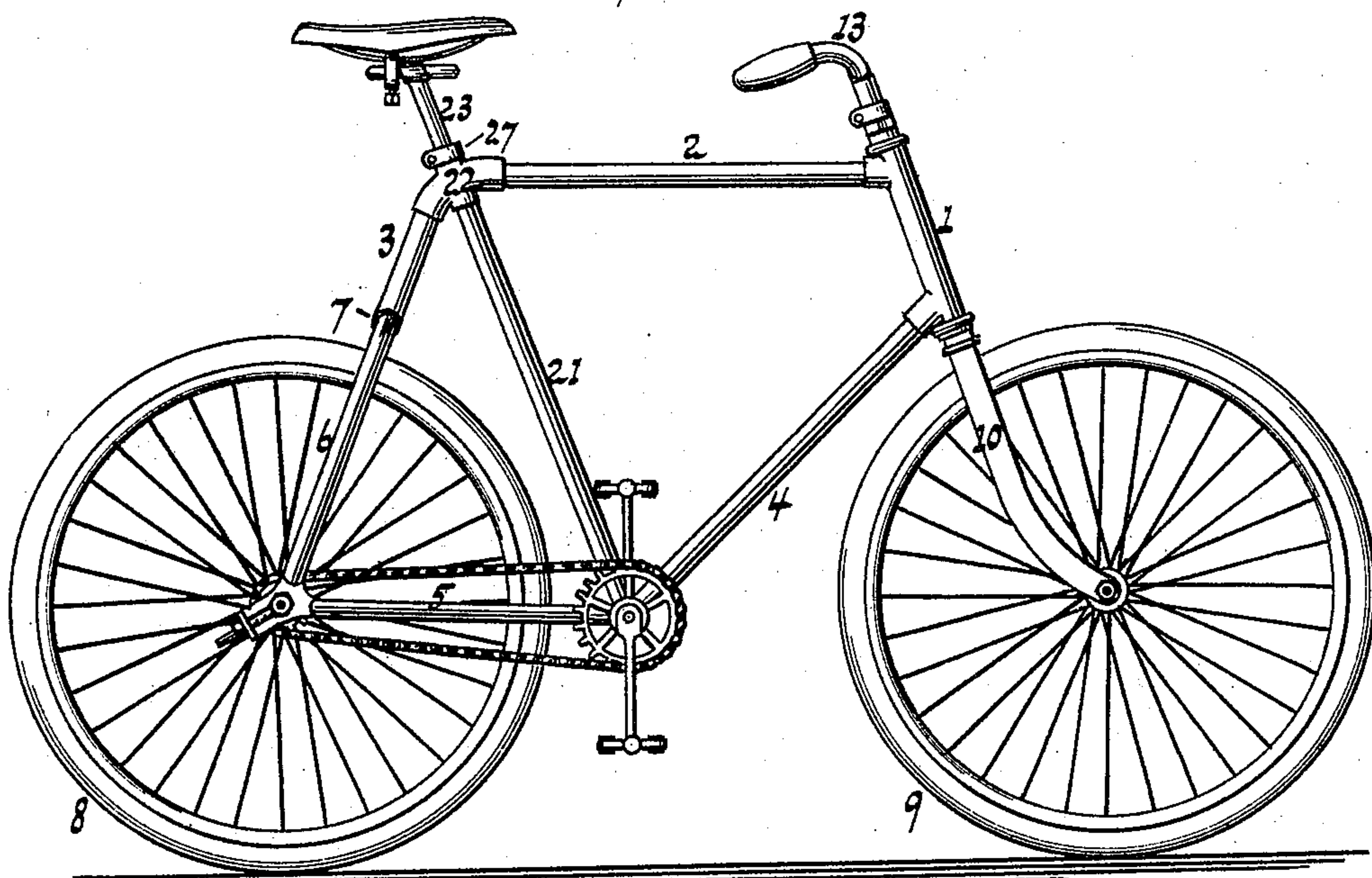


Fig. 3.

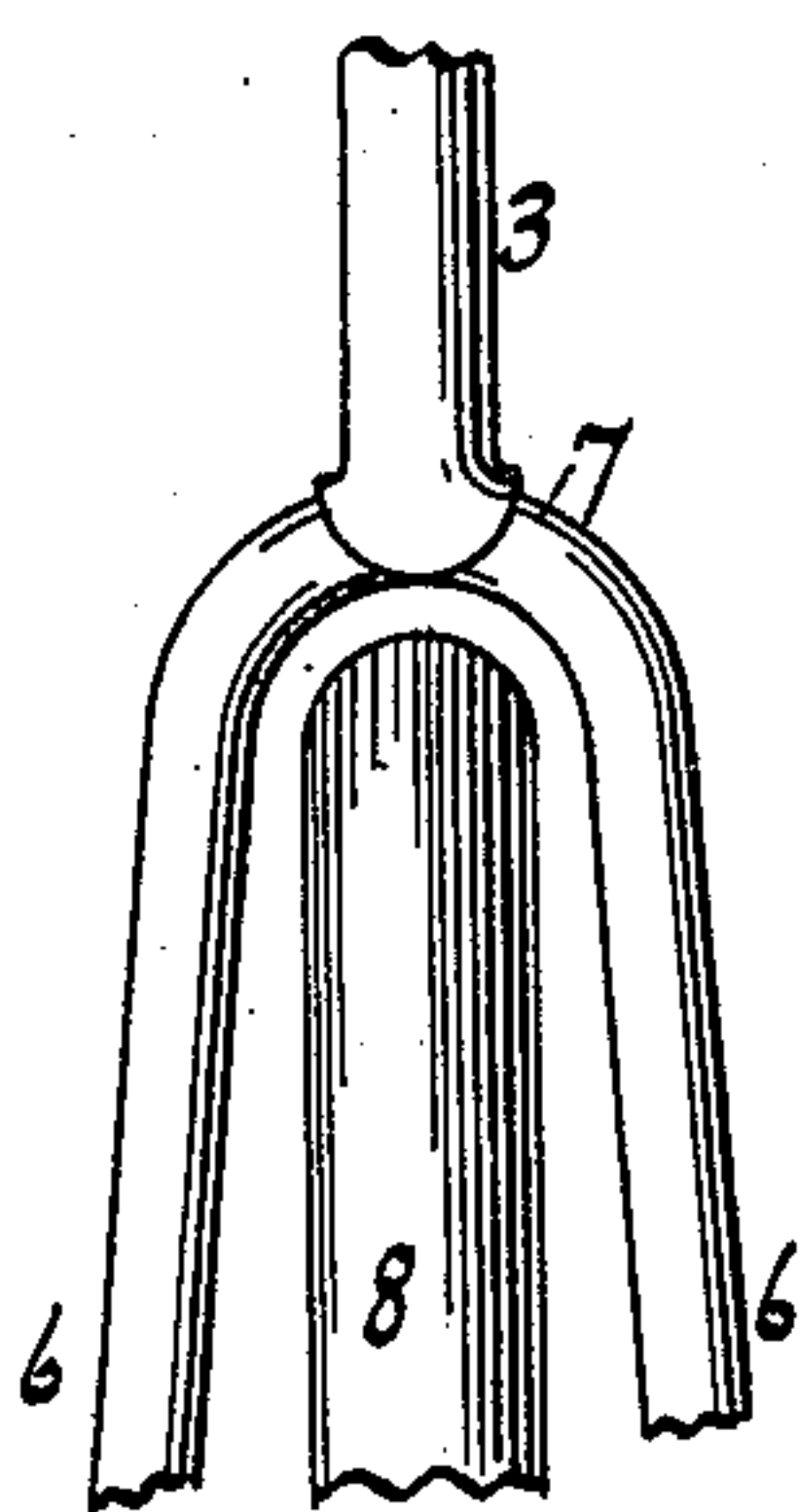


Fig. 2.

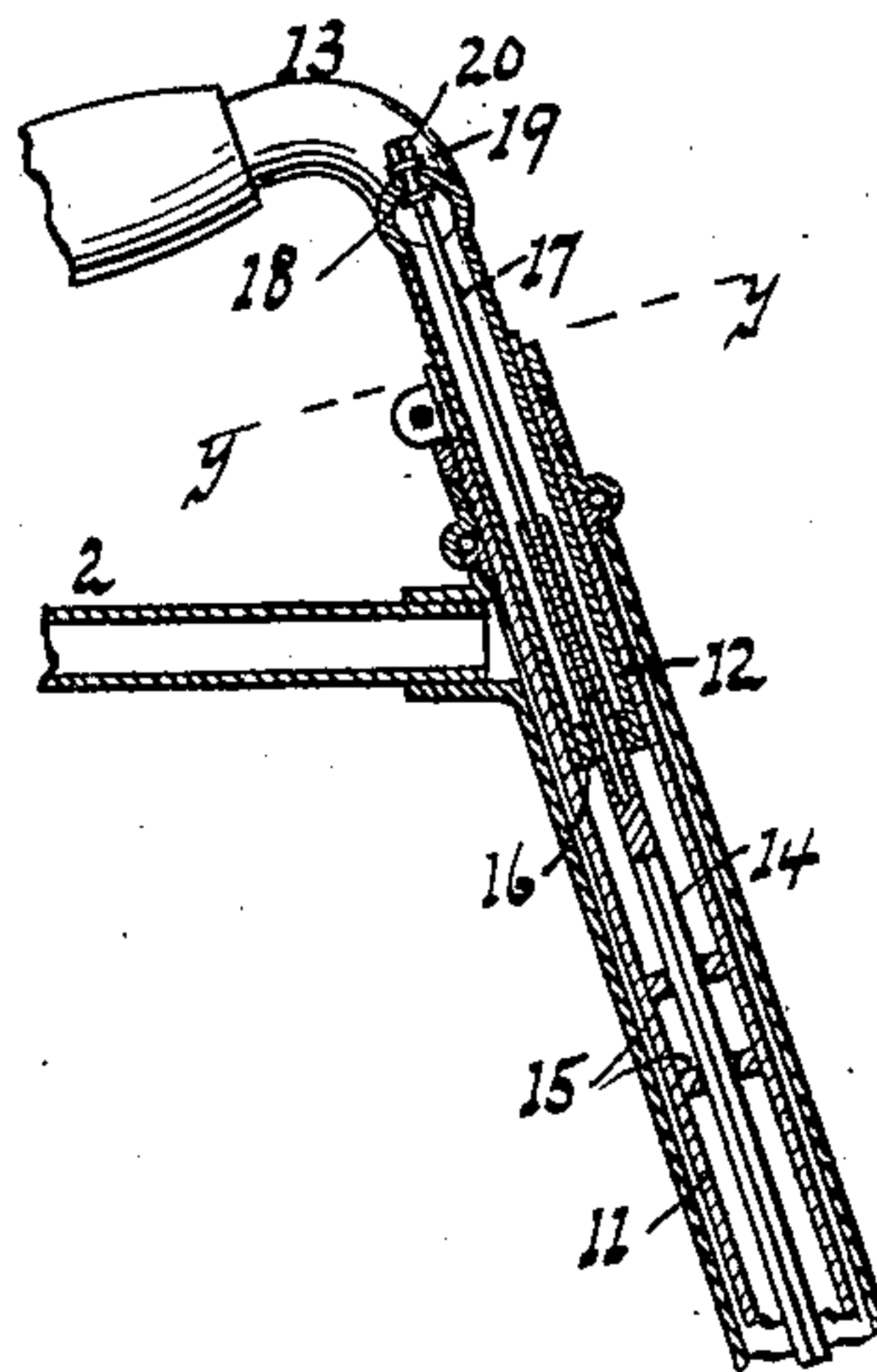
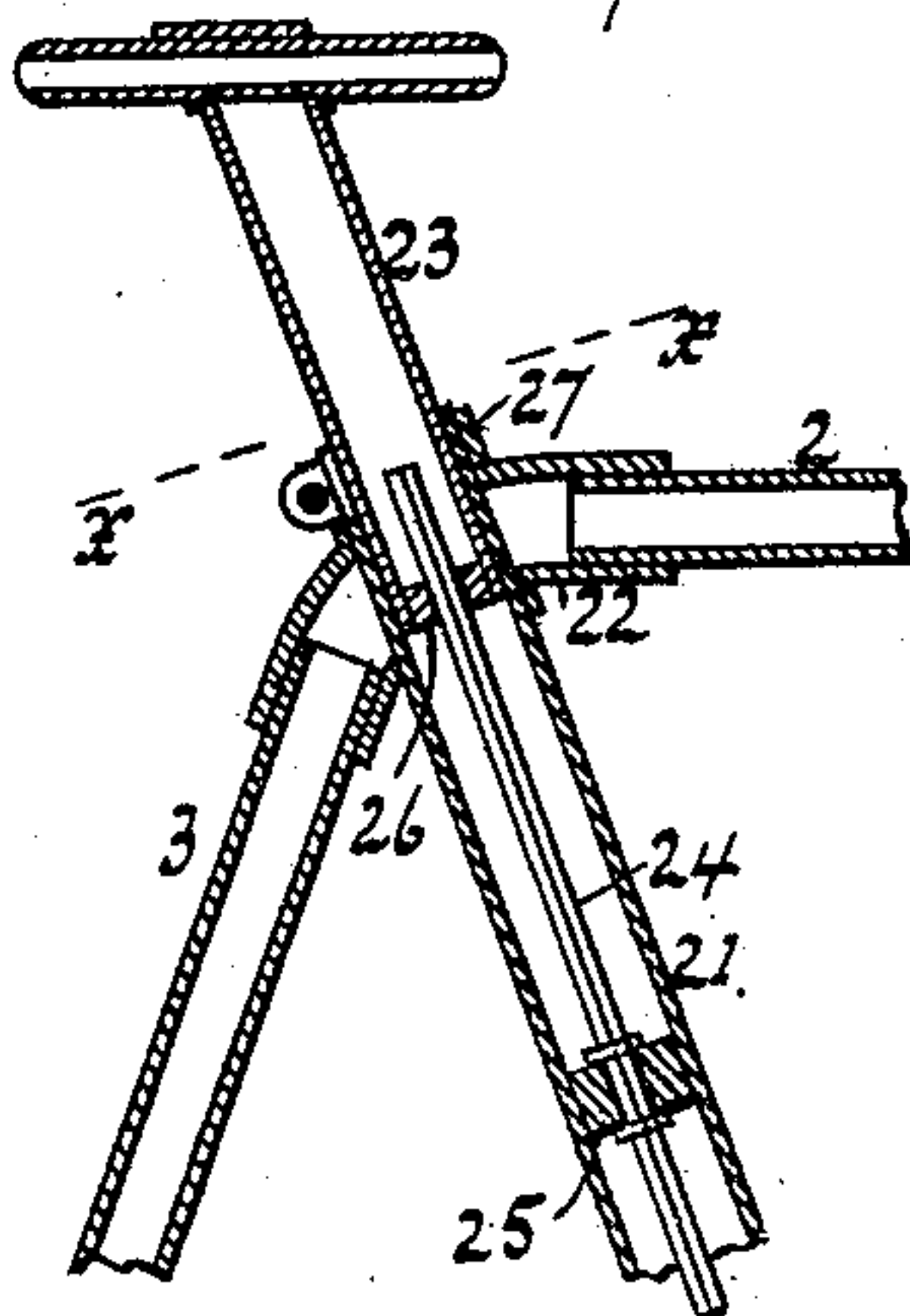


Fig. 4.

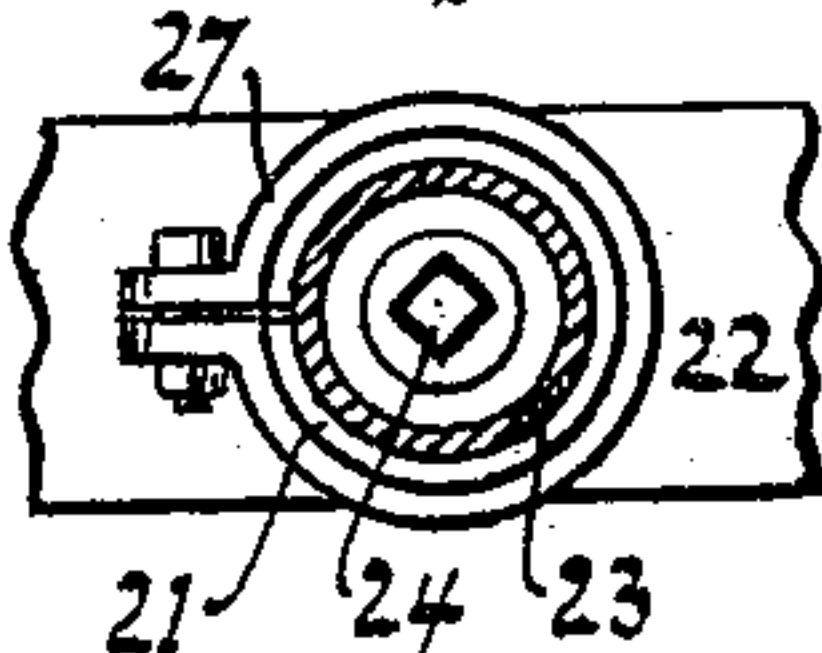
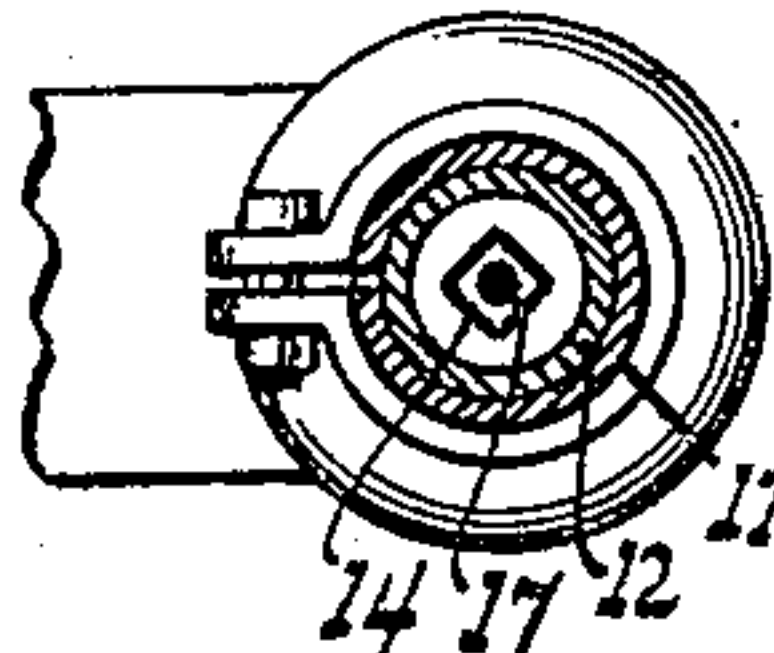


Fig. 5.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JULIUS BONNER, OF NEW YORK, N. Y.

VELOCIPEDÉ.

SPECIFICATION forming part of Letters Patent No. 574,706, dated January 5, 1897.

Application filed June 18, 1896. Serial No. 596,031. (No model.)

To all whom it may concern:

Be it known that I, JULIUS BONNER, a citizen of the United States, residing at New York, in the county and State of New York, have invented new and useful Improvements in Velocipedes or Bicycles, of which the following is a specification.

The object of this invention is to simplify the construction of bicycles; and the invention resides in the novel features of construction set forth in the following specification and claim, and illustrated in the annexed drawings, in which—

Figure 1 is a side elevation of a bicycle. Fig. 2 is a sectional side elevation of parts of a bicycle-frame. Fig. 3 is a rear elevation of part of a bicycle-frame. Fig. 4 is a section along $x x$, Fig. 2. Fig. 5 is a section along $y y$, Fig. 2.

In the drawings the bicycle or vehicle frame is shown comprising a front part 1, a top part 2, a rear part 3, and lower parts 4 and 5. The parts 5 are forked or in duplicate, as known, one on each side of the rear wheel. Soldered or secured to the rear part 3 is a fork 6 7, straddling the rear wheel shown at 8.

The front or steering wheel 9 turns in the steering-fork 10, connected to or carried by a tube 11, turning or swiveling in the front or tubular part 1 of the frame. Into the steering-fork tube 11 slips or telescopes the tube 12, carrying the bar or handle 13. The steering-fork tube 11 and handle-bar tube 12 are prevented from rotating with respect to one another by a stem or shaft 14, angular or non-circular in cross-section and slipped or fitted into corresponding eyes or correspondingly-perforated diaphragms 15 and 16, fixed or secured in the tubes 11 and 12. This stem 14, being slipped or dropped into tube 11 and through diaphragm 15 in tube 11, will rest its lower end on the cross-head or top of fork 10 or on the junction between fork 10 and tube 11. The tube 12 being then slipped into tube 11 and its eye or diaphragm 16 slipping over or engaging the stem 14 the tubes 11 and 12 will be held non-rotatively to one another.

In the tube 12 is a rotary stem 17, held against longitudinal movement by collars or flanges 18 and 19, abutting against the inside and outside of tube 12 or of handle-bar 13. This stem 17 can be rotated by a head or part 20, adapted for engagement of a wrench or

tool, and said stem is screw-threaded to engage a suitably threaded or tapped part of the non-rotary stem 14. By suitably rotating stem or screw 17 to screw up or down the handle-bar 13 will be adjusted in height, as required.

The bicycle-frame comprises a branch or tube 21, passing through T-joint 22, and into which tube slips or telescopes the saddle-tube or tubular saddle-post 23. An angular or non-circular stem 24 is adapted to slip into or engage correspondingly-shaped eyes or diaphragms 25 and 26, fixed or secured in the tubes 21 and 23. The stem 24 can be slipped into tube 21 and through eye or diaphragm 25 and allowed to rest its lower end on the closed bottom of tube 21. The saddle-tube 23 being then slipped into tube 21 and engaging its diaphragm 26 about non-rotary stem 24, the tube 23 will be held against rotation. When the tube 23 is adjusted in tube 21 to the proper height, the clamp or collar 27 is tightened to keep the saddle-tube 23 in the proper adjustment.

The frame parts 2 and 3 are secured or brazed to the T-joint 22. To the rear part 3 is brazed or secured the fork 6 7 for the wheel 8. This fork 6 7, by being bent or formed from a tube shaped or curved to straddle the wheel 8, will consist of one piece, to be strong and durable, and at the same time will be light.

The clamping-collar 27 may be omitted and the saddle-post 23 can be adjusted in height by a screw-engaging stem 24, the same as screw 17 engages stem 14.

What I claim as new, and desire to secure by Letters Patent, is—

A steering-tube and handle-tube each provided with non-circular eyes or diaphragms, a non-circular or non-rotary stem slipped through or fitted into said eyes to secure the tubes non-rotatively to one another, and an adjusting-screw for the handle-tube made to engage said non-rotary shaft substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

JULIUS BONNER.

Witnesses:

WM. S. RICH,
E. F. KASTENHUBER.