

(No Model.)

2 Sheets—Sheet 1

W. PENBERTHY.
ADJUSTABLE HANDLE BAR FOR BICYCLES.

No. 575,006.

Patented Jan. 12, 1897.

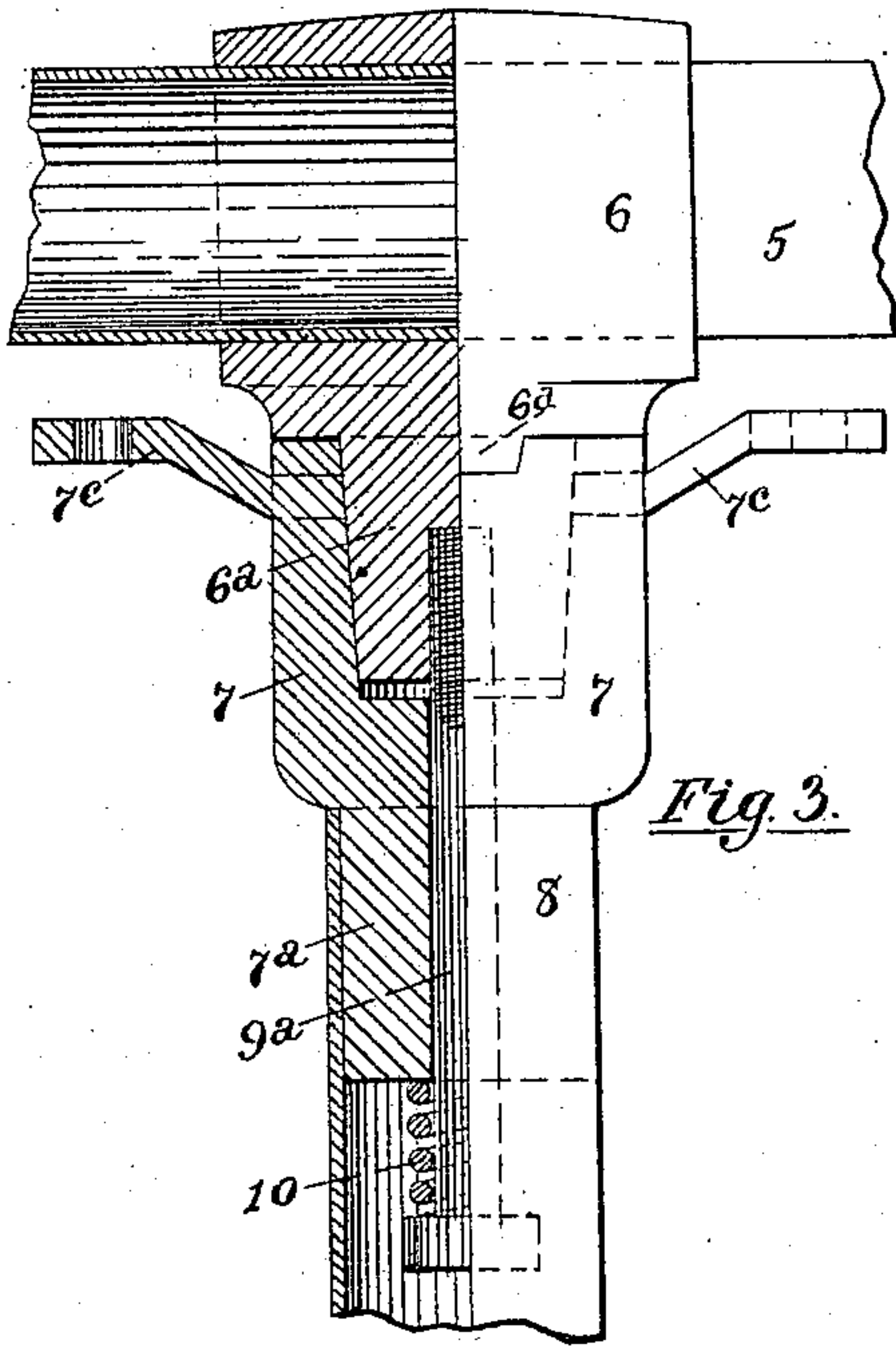


Fig. 3.

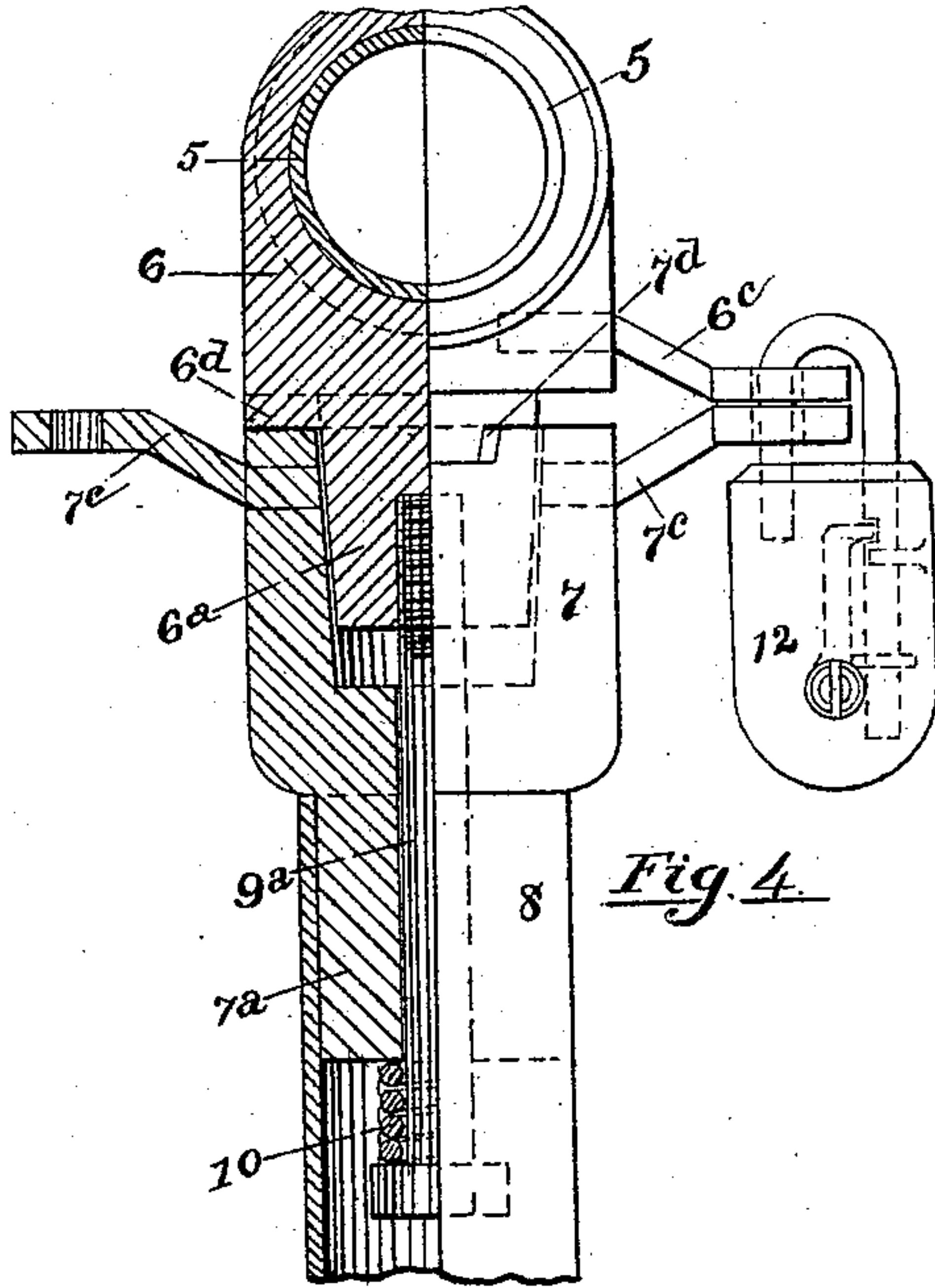


Fig. 4.

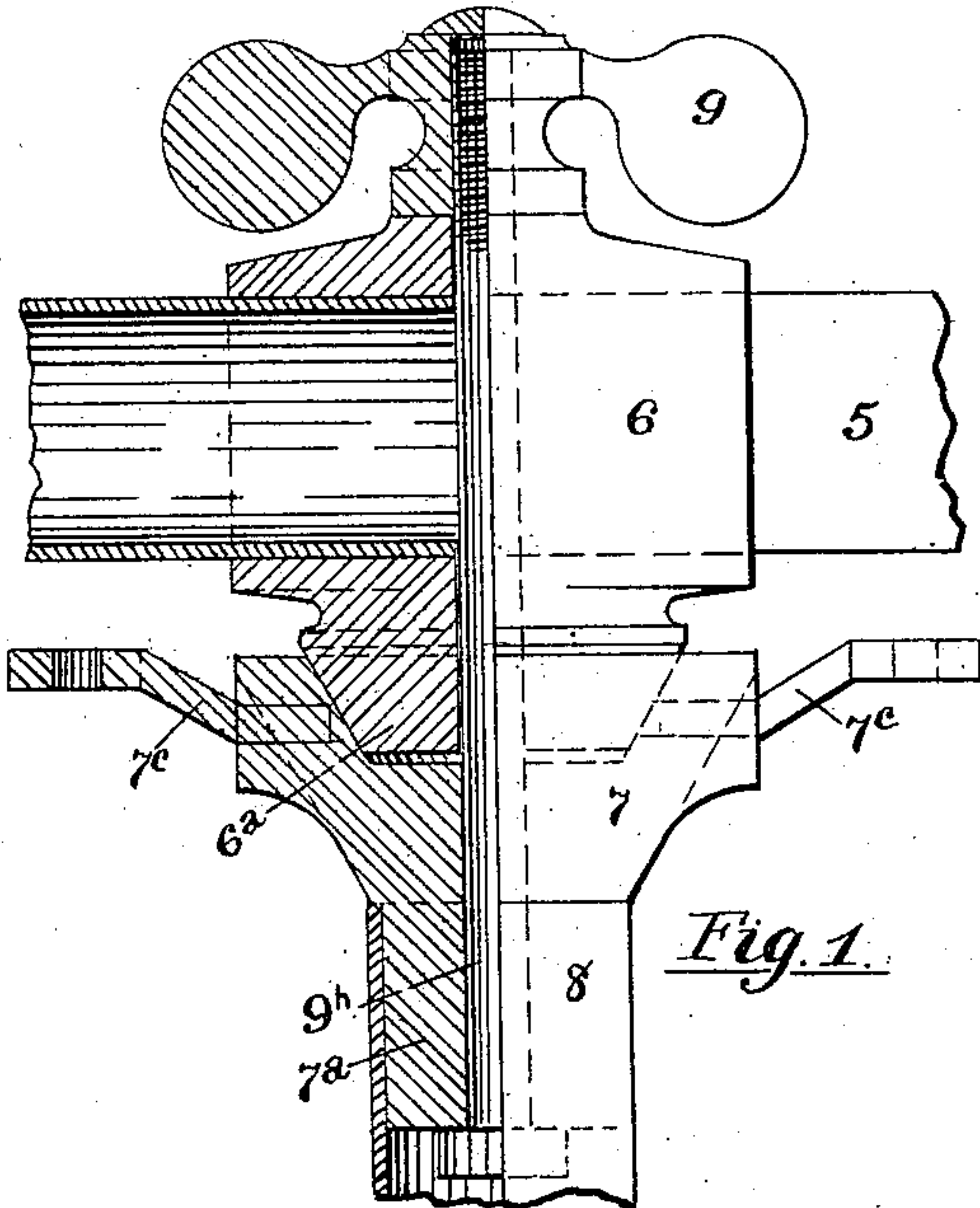


Fig. 1.

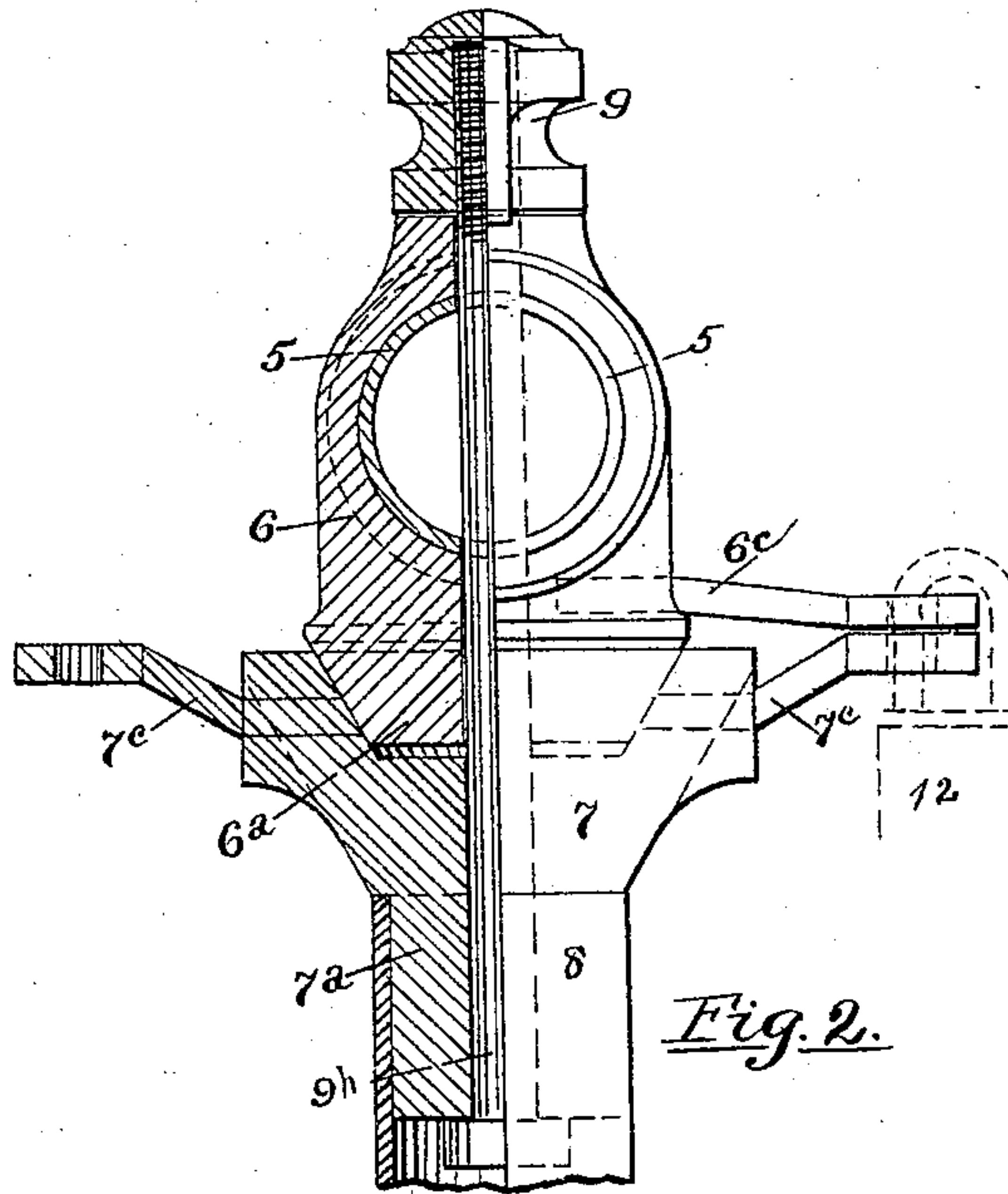


Fig. 2.

Witnesses
Chas. C. Lawson
H. L. Buchanan

Inventor
Wm. Penberthy
By his Attorney J. B. Brier

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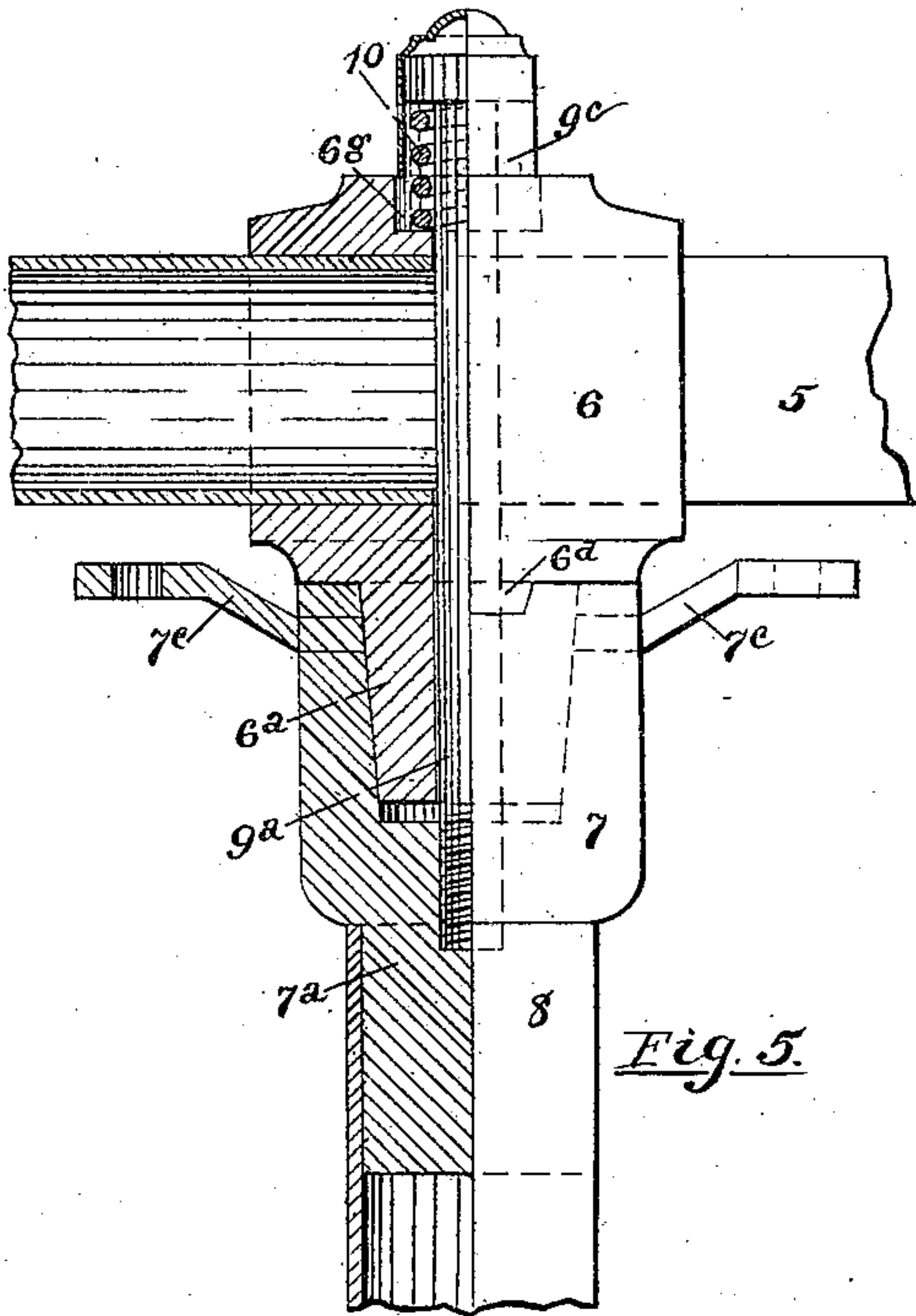


Fig. 5.

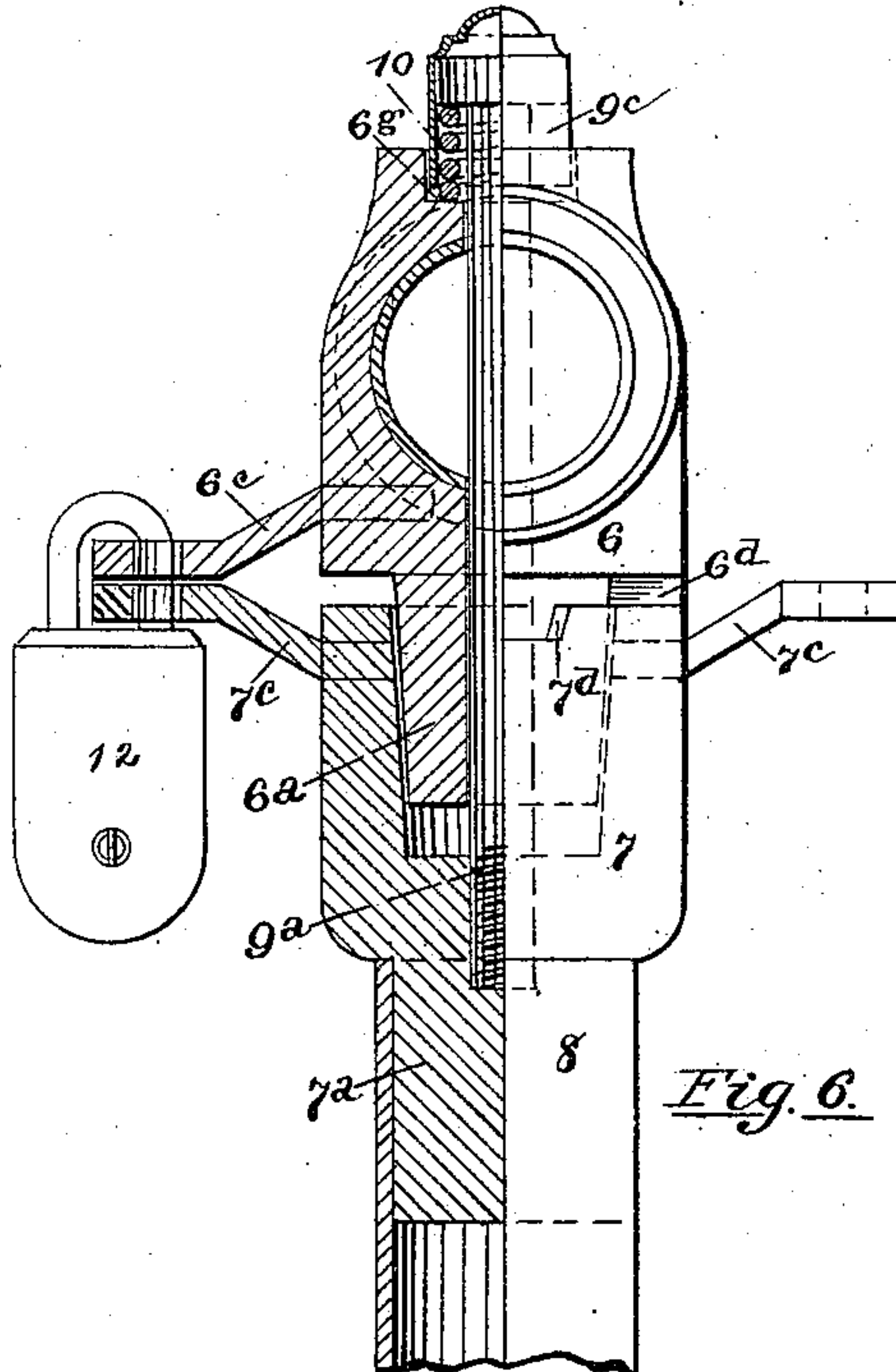


Fig. 6.

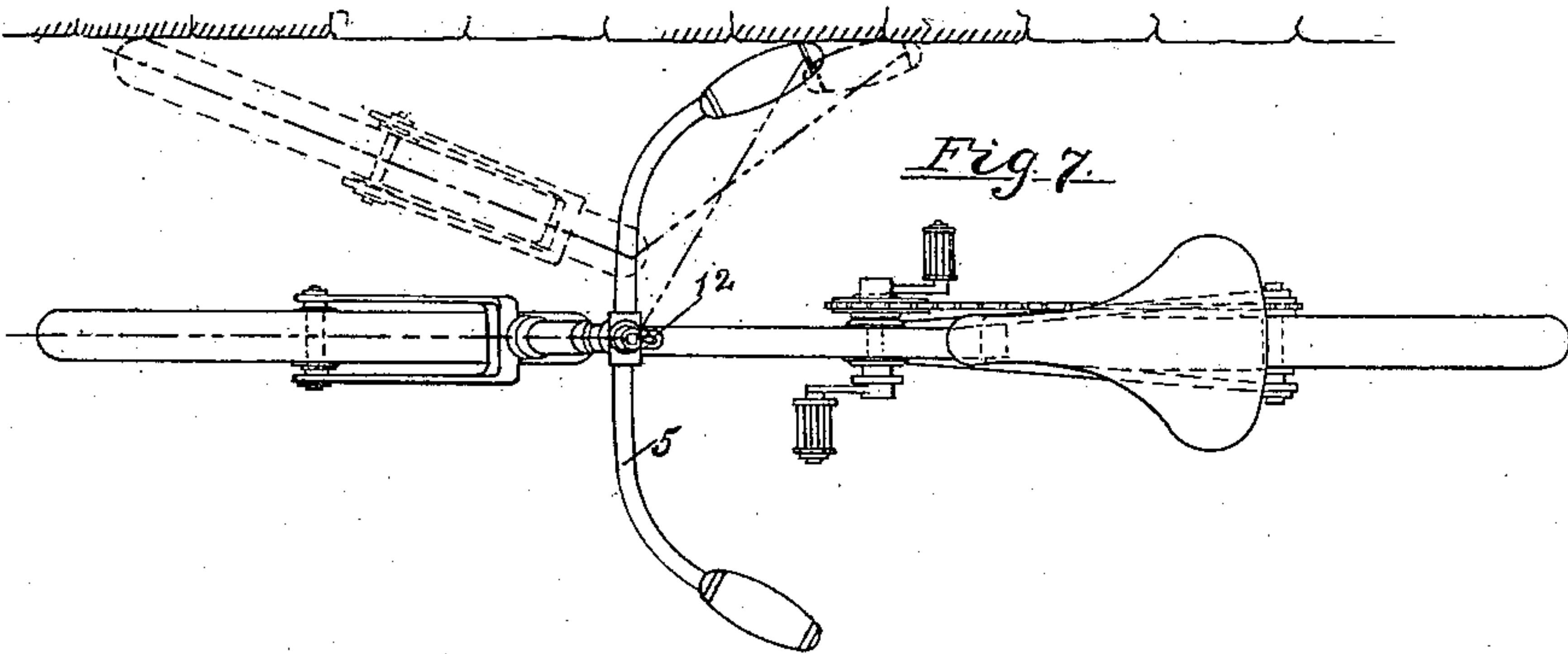


Fig. 7.

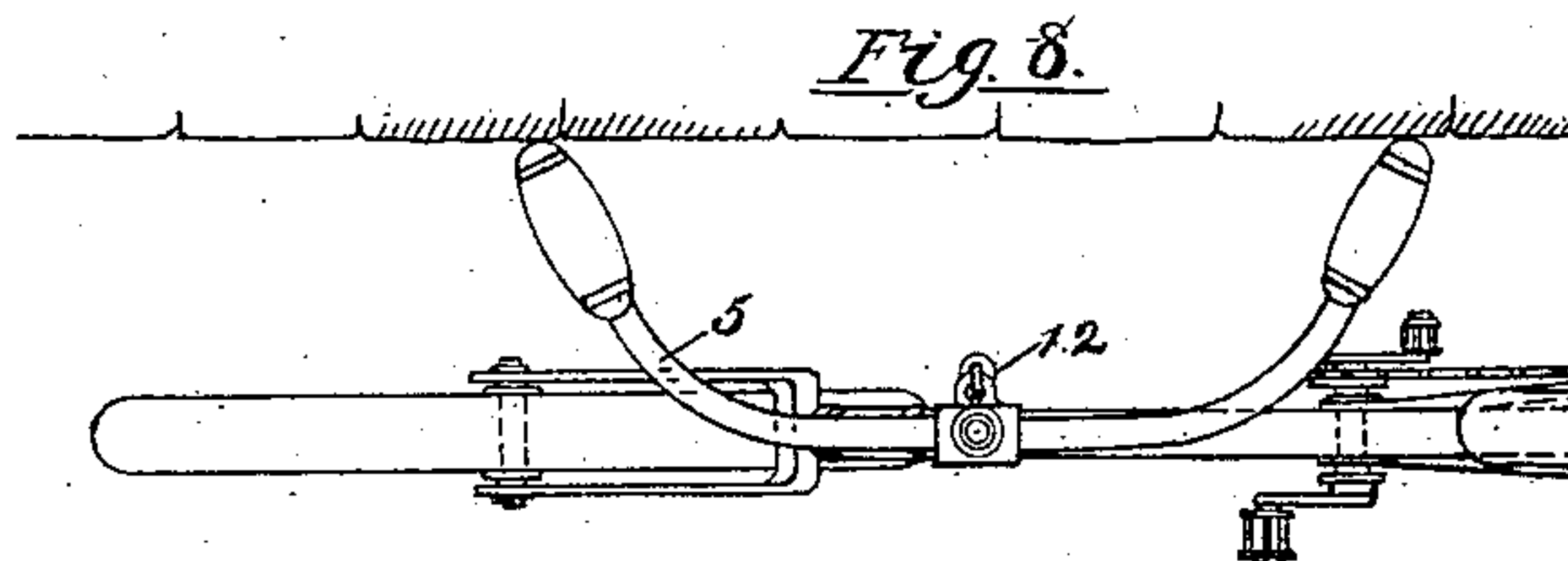


Fig. 8.

Witnesses
Chas. E. Lawson
H. L. Buchanan

Wm. Penberthy Inventor
By his Attorney J. S. Fien

UNITED STATES PATENT OFFICE.

WILLIAM PENBERTHY, OF DENVER, COLORADO, ASSIGNOR OF ONE-HALF
TO THOMAS C. JOHNS, OF SAME PLACE.

ADJUSTABLE HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 575,006, dated January 12, 1897.

Application filed October 18, 1895. Serial No. 566,064. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM PENBERTHY, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Adjustable Handle-Bars for Bicycles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in mechanism for adjusting and locking the handle-bars of bicycles; and the special object of the invention is to permit the ready adjustment of the handle-bars to a position at right angles to that normally occupied when the bicycle is in use, whereby the wheel may be leaned against an upright wall or other stationary object and be firmly supported in position, since the handle-bar forms a brace to prevent the post of the front fork from turning in the frame.

My further object is to produce a construction of this class whereby the handle-bar may be locked in any desired position of adjustment.

To these ends my improvement consists of the features hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is an elevation, partly in section, showing the handle-bar connected with the post of the front fork in accordance with my invention. Fig. 2 is a similar view of the same shown in another position and locked. Figs. 3, 4, 5, and 6 are similar views illustrating modified forms of construction. Figs. 7 and 8 show a bicycle equipped with my improvements.

In Fig. 7 the handle-bar is in position for use. In Fig. 8 the handle-bar is adjusted to support the bicycle when leaned against a wall.

Similar reference-characters indicating corresponding parts in the views, let the numeral 5 designate the handle fast in the male mem-

ber 6 of a friction-clutch. The friction-disk 6^a of the clutch is cone-shaped, whereby it is adapted to enter a counterpart socket formed in the female member 7 of the clutch, which is made fast to the top of the post 8 of the front fork. As shown in the drawings, the lower extremity 7^a of the clutch member 7 enters the top of the hollow post and is made fast therein. The two members of the clutch are connected by a bolt 9^b, passed through coinciding apertures formed in the clutch members. The threaded extremity of this bolt projects above the top of the clutch member 6, and is fastened in place by a thumb-nut 9. By tightening this nut the friction between the two members 6 and 7 of the clutch is made sufficient to fasten the handle-bar in any desired position.

The two members of the clutch are provided with apertured arms 6^c and 7^c, made fast on the respective members and apertured to receive a lock 12, which may be applied when the members are properly adjusted—for instance, when the arms 6^c and 7^c are in the position shown at the right in Fig. 2. The hasp of a padlock 12 may be passed through the registering apertures of the two arms. The handle-bar is then locked in the position shown in Fig. 8 and cannot be changed to the position shown in Fig. 7 until the holder of the key opens the lock. The lock may be applied when the handle-bar is in the position shown in Fig. 7 to insure absolutely the maintaining of the bar in said position, in case the friction-clutch alone should not prove adequate to hold the parts with sufficient firmness.

The clutch member 7 should be provided with three arms 7^c; that is to say, one on each side and one in the center equidistant from those on the sides. Only two, however, are shown in the drawings, which is believed fully sufficient to illustrate the construction. Hence through the instrumentality of the arms 7^c and the arm 6^c the handle-bars may be locked to support the wheel when leaned against a wall on either side thereof, as well as when said bar is in the position shown in Fig. 7.

In the form of construction shown in Figs. 3 and 4 the two clutch members are connected

by a screw 9^a, whose threaded extremity enters a threaded aperture formed in the part 6^a of the clutch member 6. Between the screw-head and the part 7^a of the clutch member 7 is located a coil-spring 10. The part 6 is provided with a lug 6^d, adapted to enter a counterpart recess 7^d, formed in the top of the member 7. This feature prevents the handle-bar from turning when the parts are in the position shown in Fig. 3. The spring 10 should be of sufficient strength to prevent the handle-bar from being accidentally raised sufficiently to disengage the lug 6^d from its recess. When, however, it is desired to turn the handle-bar to the position shown in Figs. 4 and 8, a sudden upward pull will compress the spring and raise the lug out of its recess, when the handle-bar may be turned at pleasure.

In the form shown in Figs. 5 and 6 the position of the screw 9^a is reversed; that is to say, its head is uppermost, and its threaded extremity enters a threaded aperture formed in the member 7 of the clutch. In this case a shallow recess 6^e is formed in the top of the member 6. The spring 10 is located between the head of the screw and the bottom of the recess. The part of the spring which protrudes from the recess 6^e is concealed by a

casing 9^c, attached to the screw-head. Otherwise the construction is the same as that shown in Figs. 3 and 4. The position of the handle-bar is reversed in Fig. 6 and the lock applied on the side opposite that shown in Fig. 4.

Having thus described my invention, what I claim is—

The combination with the handle-bar of a bicycle, and the post or shank of the front fork, of the two clutch members, one made fast to the handle-bar, and the other made fast to the said post or shank, one member having a projection, and the other a counterpart socket, means for connecting the clutch members, one or more apertured arms attached to each clutch member, and means for locking the said arms together when the handle-bar is so adjusted as to cause the apertures in one pair of arms to register, said means consisting of a padlock whose hasp is adapted to enter the apertures of said arms, substantially as described.

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

WILLIAM PENBERTHY.

Witnesses:

CHAS. E. DAWSON,
ALFRED J. O'BRIEN.