(No Model.)

T. W. DAVIS.

ATTACHMENT FOR BICYCLES.

No. 581,880. Patented May 4, 1897.

Fig. 1.

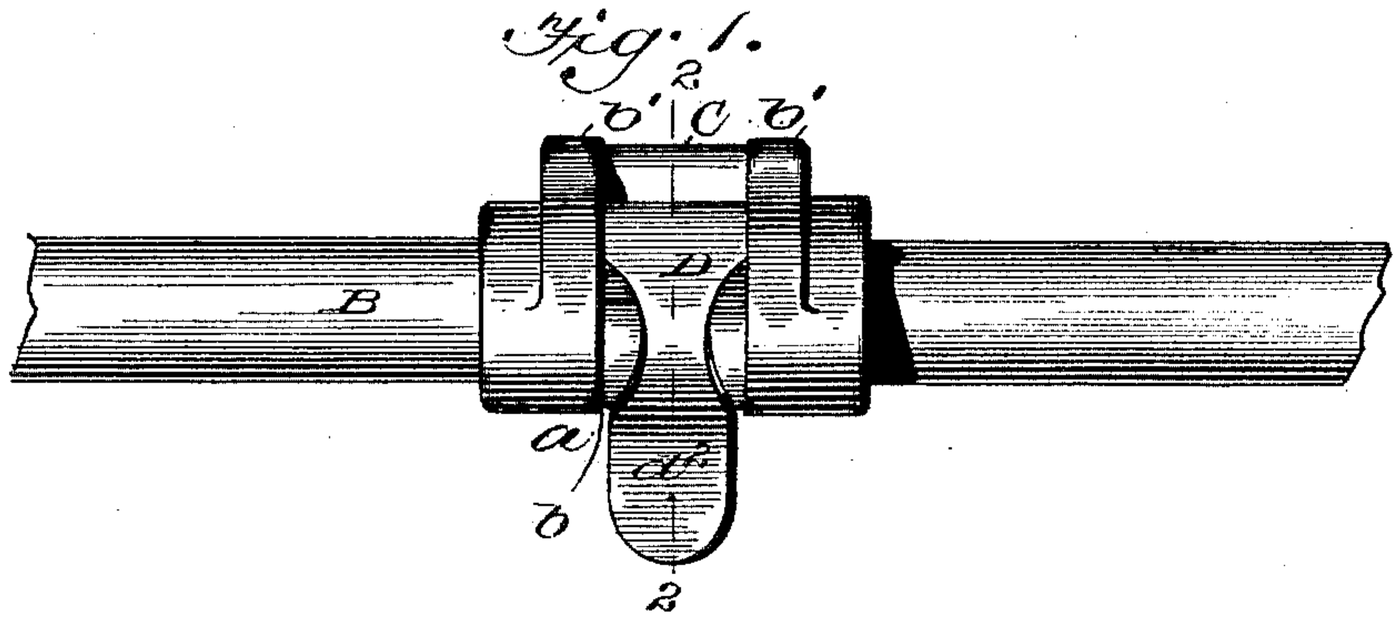


Fig. 2.

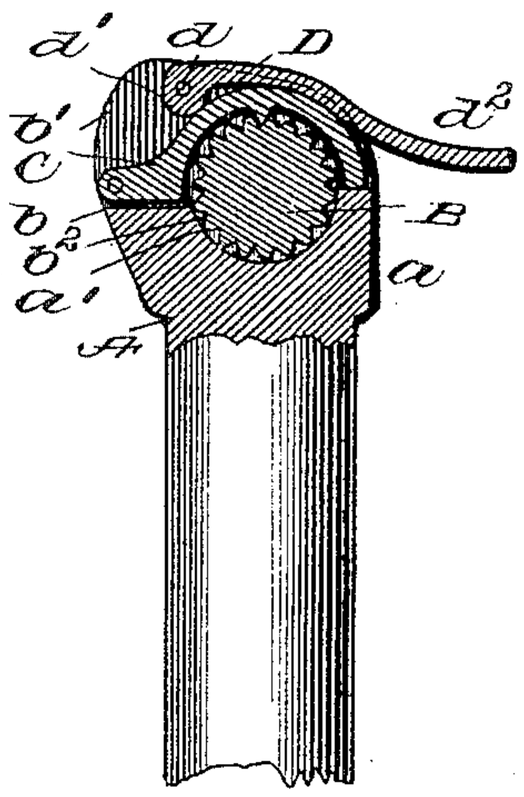


Fig. 3.

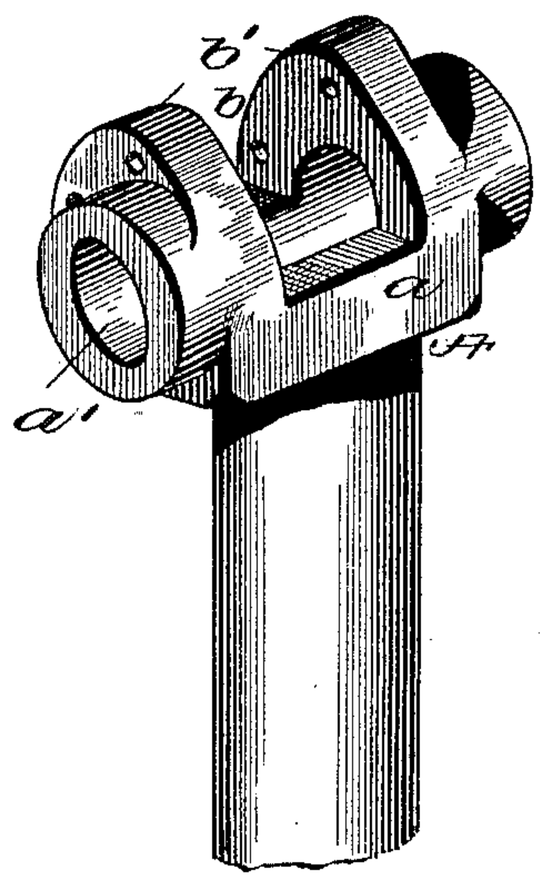
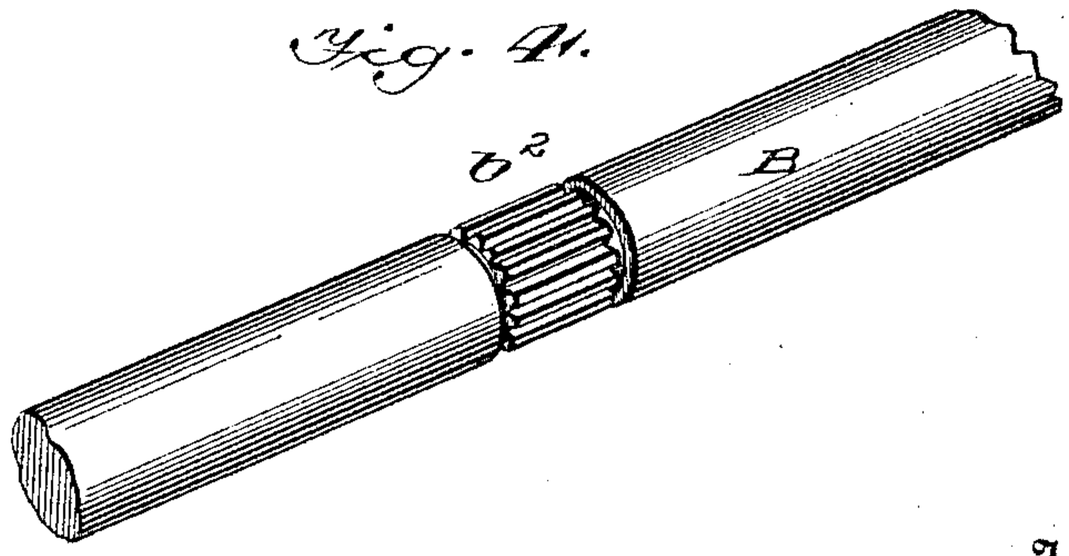


Fig. 4.



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UNITED STATES PATENT OFFICE.

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ATTACHMENT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 581,880, dated May 4, 1897.

Application filed June 24, 1896. Serial No. 596,714. (No model.)

To all whom it may concern:

Be it known that I, THOMAS W. DAVIS, a citizen of the United States, residing at Logansport, in the county of Cass and State of Indiana, have invented certain new and useful Improvements in Attachments for Bicycles; and I do hereby 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.

This invention contemplates certain new and useful improvements in attachments for bicycles, and relates more particularly to the production of a simple and efficient adjustable handle-bar.

The invention has for its object the production of a simple and improved attachment of this character by means of which an ordinary handle-bar may be raised or lowered to any angle that may be desired, and when so adjusted may be firmly and securely held in the desired position.

In carrying out my invention I form the supporting-post for the handle-bar with an upper supporting-head, in which the handle-bar is rotatably mounted. Said head is provided with an upper opening, in which is pivotally mounted a pawl which is adapted to engage teeth or the like on said handle-bar. Said pawl is firmly held in engagement with said teeth by means of a cam-lever, which is adapted to bear thereon.

The invention will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a top plan view of my improved handle-bar attachment. Fig. 2 is a transverse sectional view thereof on the line 2 2, Fig. 1. Fig. 3 is a view of the supporting-head for the handle-bar. Fig. 4 is a detail view of a portion of the handle-bar.

Referring to the drawings, A designates the supporting-post for the handle-bar, the same being provided with an upper enlarged portion a, having an upper concaved surface a', adapted to receive the handle-bar B. The enlarged portion a is provided with upper forwardly-extending arms b', the inner faces of which form an opening b above the concaved surface a'. From these arms extend sleeves $b^\times$, having central bores in continuation of the concavity of enlarged portion a. Between the arms b' is pivoted a pawl C, which is provided with a tooth or lug designed to engage with a toothed portion b^2 of the handle-bar B, which latter, in addition to resting in the concavity of enlarged portion a, is passed through the bores of sleeves $b^\times$, said pawl being curved to conform to the curvature of said handle-bar.

The pawl C is normally held locked in engagement with the toothed portion of the handle-bar by means of a locking-lever D, which is pivoted at d, between the arms b' of enlarged portion a. Said lever is provided with an enlarged or cam-like portion d', which is adapted to bear against said pawl when said lever is lowered in its normal position, the raising and lowering thereof being accomplished by means of a thumb-piece d^2.

In practice when it is desired to change the position of a handle-bar the lever D is first raised, so as to allow the pawl C to move freely, after which the handle-bar may be turned to any desired position. When the desired adjustment has been obtained, the parts can be firmly and securely locked by simply closing down the lever D.

From what has been said it will be seen that I have produced an adjustable handle-bar which is extremely simple and inexpensive and one which will not readily get out of order or become deranged.

It is obvious that my improved bicycle attachment need not necessarily be confined to handle-bars, but that the same may be applied to a seat and seat-post without departing from the spirit thereof.

I claim as my invention—

1. The herein-described attachment for bicycles, comprising a post having an upper enlarged portion, sleeves extending from said enlarged portion and having central coincident bores, arms extending from said sleeves, a toothed spindle working in the bores of said sleeves, a pawl pivoted between said arms and adapted to engage said spindle, and a cam-lever also pivoted between said arms and engaging said pawl, substantially as set forth.

2. The herein-described attachment for bi-

cycles, comprising a post having an upper enlarged portion provided with an upper concaved surface, sleeves extending from said enlarged portion and having central coincident bores in line with the concavity of said enlarged portion, arms extending from said sleeves, a toothed spindle supported by said sleeves and resting on said concaved surface, a curved pawl pivoted between said arms adjacent said concaved surface and adapted to engage said spindle, and a cam-lever also pivoted between said arms above said pawl, substantially as set forth.

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

THOMAS W. DAVIS.

Witnesses:
MICHAEL F. MAHONEY,
EMMA CORNWELL.