(No Model.) 2 Sheets—Sheet 1.

A. F. TEMPLE.

BICYCLE HANDLE BAR.

No. 589,045. Patented Aug. 31, 1897.

Fig. 1.

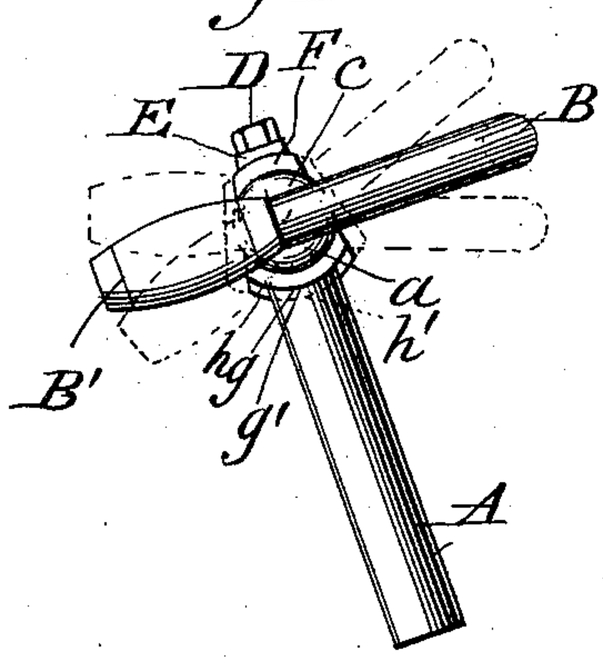


Fig. 4.

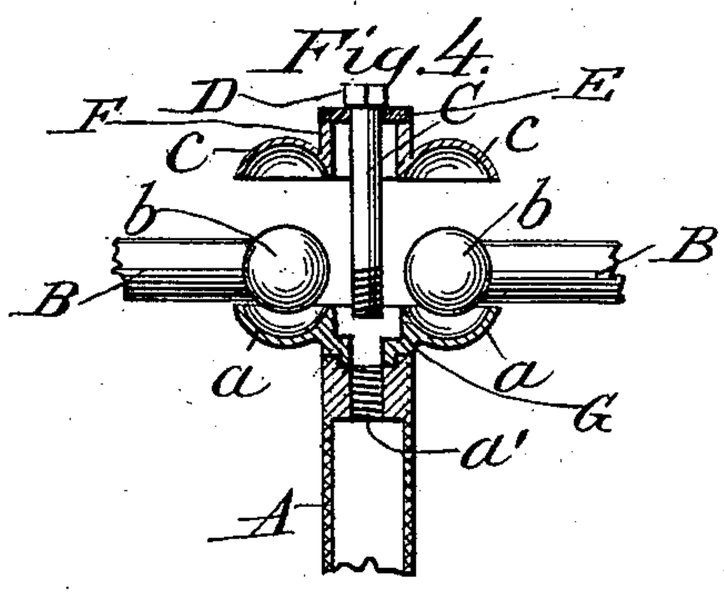


Fig. 2.

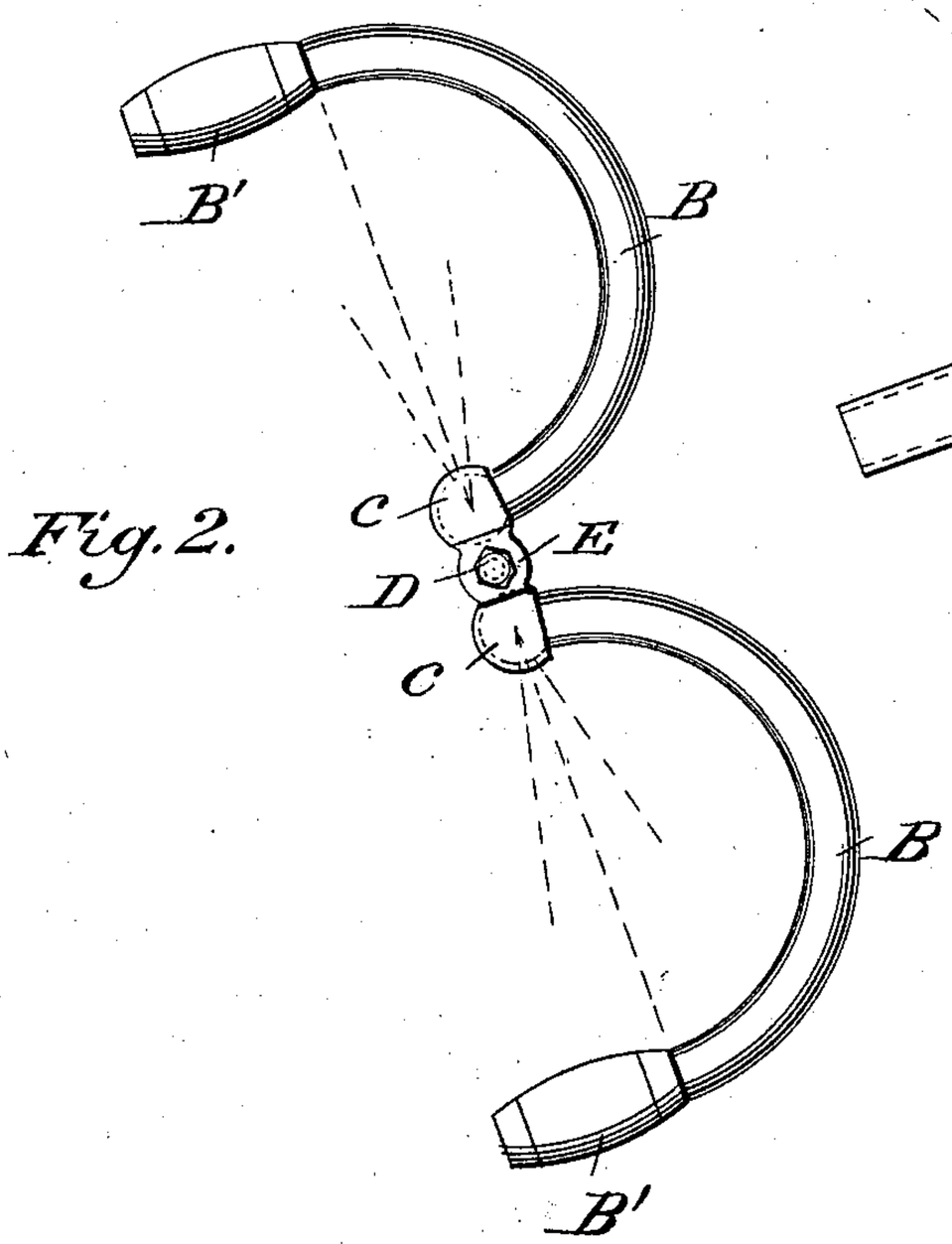
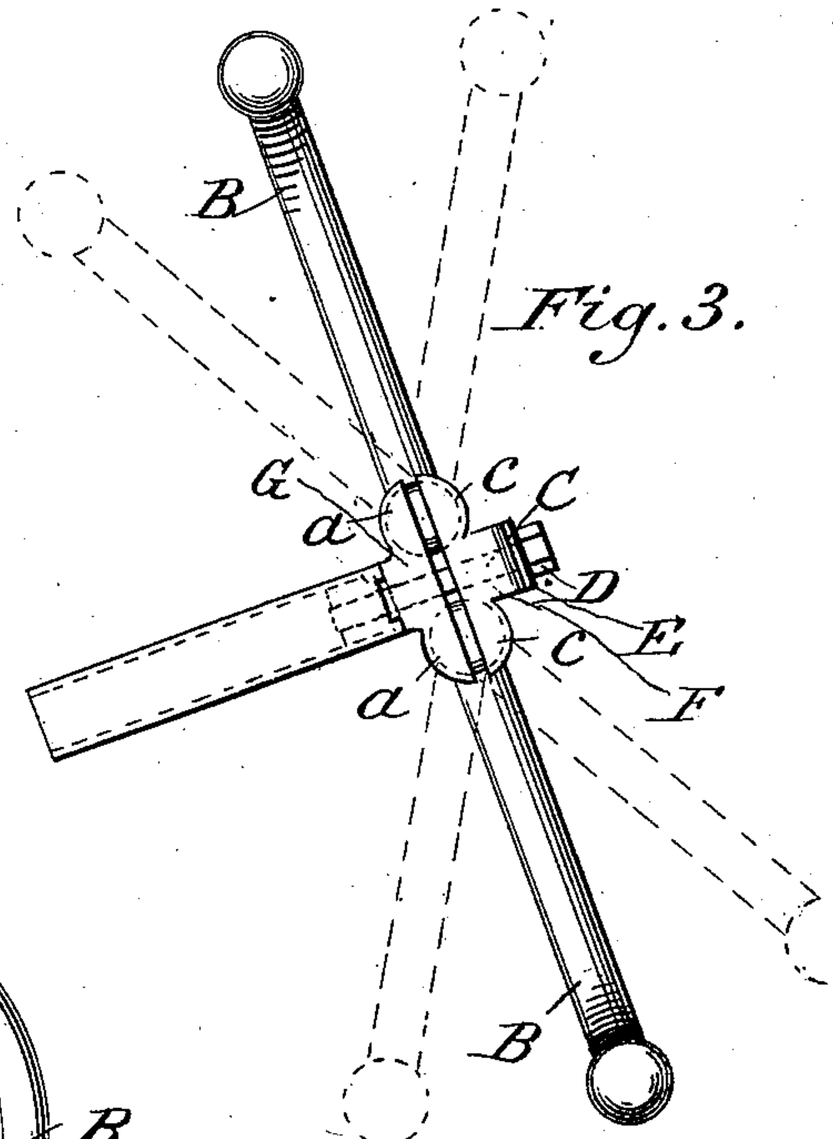


Fig. 3.



Attest:

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A. D. Bayard.

Inventor:

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per Fred. G. Dieken.

Atty.

(No Model.) 2 Sheets—Sheet 2.

A. F. TEMPLE.

BICYCLE HANDLE BAR.

No. 589,045. Patented Aug. 31, 1897.

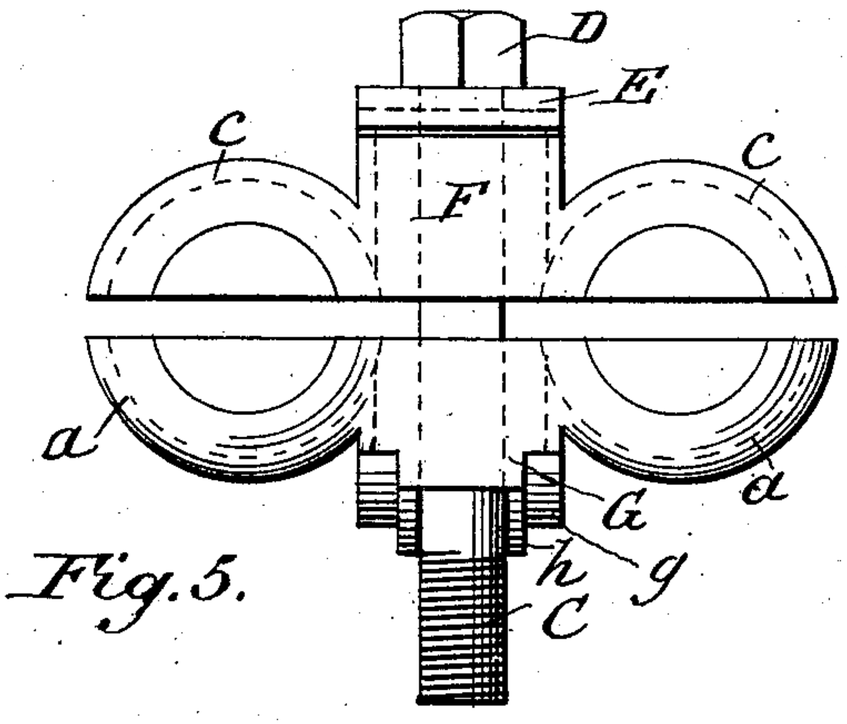


Fig. 5.

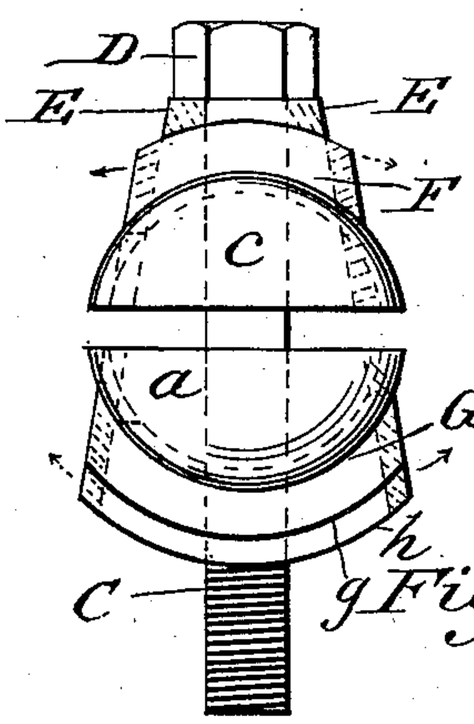


Fig. 6.

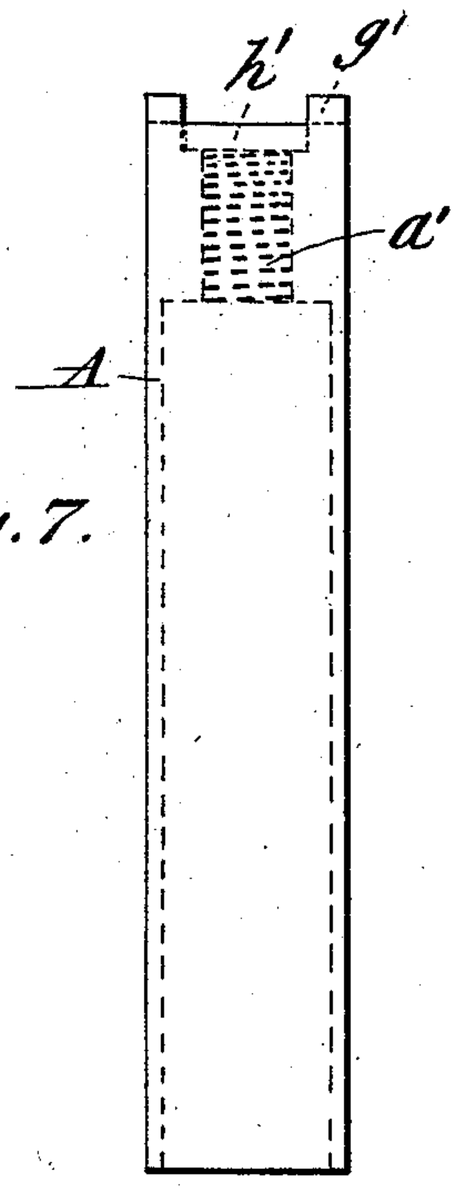


Fig. 7.

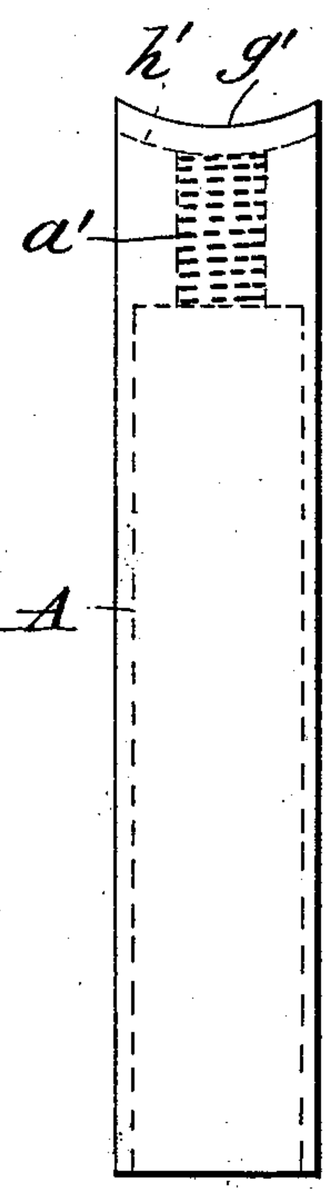


Fig. 8.

Fig. 9.

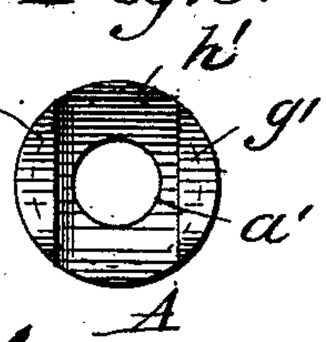
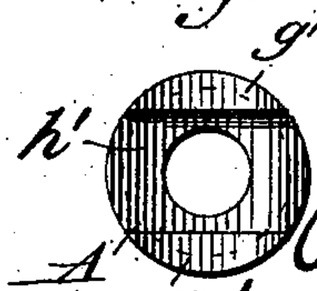


Fig. 10.



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Atty.

UNITED STATES PATENT OFFICE.

ANSEL F. TEMPLE, OF MUSKEGON, MICHIGAN.

BICYCLE HANDLE-BAR.

SPECIFICATION forming part of Letters Patent No. 589,045, dated August 31, 1897.

Application filed July 24, 1896. Serial No. 600,399. (No model.)

To all whom it may concern:

Be it known that I, ANSEL F. TEMPLE, a citizen of the United States, residing at Muskegon, in the county of Muskegon and State of Michigan, have invented certain new and useful Improvements in Bicycle Handle-Bars; 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.

My present improvements have reference to the handle-rod of a bicycle-frame or similar locomotive construction, the object being to provide a bar which may be adjustable in order to position the handles in such a horizontal plane at such a distance from the ground or at such a distance horizontally from each other as will suit the rider and will be readily adjustable or changeable for different riders; and the invention consists, essentially, in the construction, arrangement, and combination of parts, substantially as will be hereinafter described and claimed.

In the accompanying drawings, illustrating my invention, Figure 1 is a side elevation of my improved adjustable handle-bar for use with bicycle-frames. Fig. 2 is a top plan view of the same. Fig. 3 is an edge elevation, the various positions which may be assumed by the handle-bar in the course of its adjustment being represented in dotted lines. Fig. 4 is a detail sectional view. Fig. 5 is a side elevation of a form of the invention which is somewhat modified from that shown in Figs. 2 and 3, representing a plan of the device which enables the adjustment of the handle-bars to be accomplished more completely than is possible with the other form of the invention. Fig. 6 is an edge elevation of the device shown in Fig. 5. Fig. 7 is a detail elevation of the front standard of the bicycle-frame. Fig. 8 is a similar detail view of the same part taken at right angles to the view in Fig. 7. Fig. 9 is a top plan view of the part shown in Fig. 7. Fig. 10 is a top plan view of the part as shown in Fig. 8.

Similar letters of reference designate corresponding parts throughout the different figures of the drawings.

A denotes the front fork or standard of a bicycle-frame, the same being of any ordinary pattern or variety and presented here simply by way of example, it being clearly understood that my invention is applicable to all kinds of bicycle or tricycle frames or similar machines. The upper end of the front fork A is provided on each side with the cup-shaped seats or concave lugs *a a* and with the intermediate screw-threaded nut *a'*.

B designates curved handle-rods provided at their outer ends with the handles B' B' and at their inner ends with the spherical balls *b b*. The rods B B are preferably curved in about a semicircle and are of proper size and length to suit the purposes of their provision. The terminal spheres *b b* on these bars are seated in the concave seats *a a*, and upon them rests the cap-plate F, having the concave seats *c c*, which correspond in position and shape to the seats *a a*, resting upon the top of the spheres or balls *b b*. A bolt C passes through the center of the cap-plate F and enters the nut *a'*, said bolt having at its upper end a nut or head D, and this bolt is adapted to be screwed down tightly, so as to bind the cap-plate F firmly upon the balls or spheres *b b*, tightly holding the latter between the concave seats *a a* and the corresponding concave seats *c c*, all as clearly indicated in Fig. 3.

Referring now to Figs. 5, 6, 7, and 8, it will be observed that the upper end of the front standard A is shaped with the recesses *h'* and the lateral parallel concave guide-flanges *g' g'*. These guide-flanges receive the curved rabbeted edges *h h* on the plate G, which carries the concave lugs *a a*. It will be understood by referring to Fig. 6 that when the plate G is seated on the standard A, with the rabbeted edges *h* in engagement with the lateral curved guide-flanges *g' g'*, the said plate G can be rotated for the purpose of adjustment, said rotation taking place in either direction, as shown by the arrow in Fig. 6, and in whatever position it may be adjusted the bolt C can be effectually employed to clamp it in that position by causing said bolt to engage the nut *a'*, all as fully explained.

I have heretofore in this description spoken of the upper end of the standard A as being provided with the lateral cup-shaped seats *a a*. I wish it to be understood that either such a construction may be adopted or, as

seems perhaps preferable, the construction now being described may be used, which includes the provision of the independent plate or part G, carrying the cup-shaped seats *a a* and mounted adjustably upon the upper end of the standard A in the manner just detailed.

It will be observed that the handle-rods B B are curved forwardly, as shown in Figs. 1 and 2, and that when the bolt C is loosened, so as to relax the grip upon the balls, the said handle-bars may be rotated by rotating the balls in their sockets, and also the handle-bars may be adjusted by adjusting the part G, carrying the seats *a a*, and consequently the handles B′ B′ may be caused to occupy any necessary position in any horizontal plane, being adjustable easily in the various directions, as pointed out, and as shown by dotted lines in Figs. 1, 2, and 3. A handle-bar constructed in this way with a ball-and-socket joint is not only easy of construction, but can be adjusted with such facility as to make it of great advantage for practical use.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a bicycle, the combination with the front standard thereof, of lateral ledges on the upper end of said standard, an adjustable flanged plate engaging said ledges and provided with concave seats, a clamping-plate likewise having concave seats, a clamping-bolt, and curved handle-bars provided with terminal spheres or balls located between said seats.

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

ANSEL F. TEMPLE.

Witnesses:
WM. CARPENTER,
GERTRUDE VOGEL.