

(No Model.)

S. PALMITER.
BICYCLE HANDLE BAR.

No. 599,301.

Patented Feb. 15, 1898.

Fig. 1.

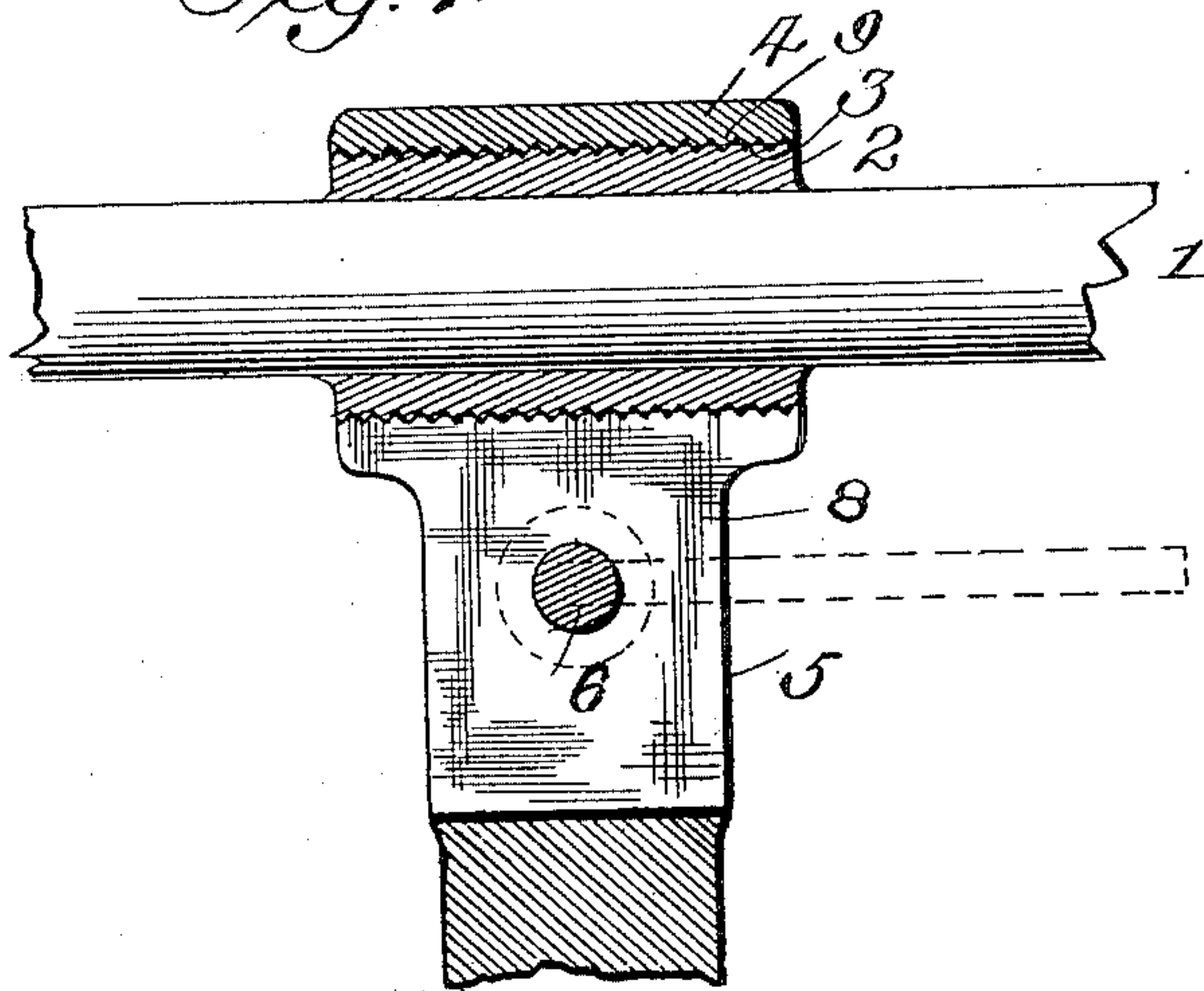


Fig. 2.

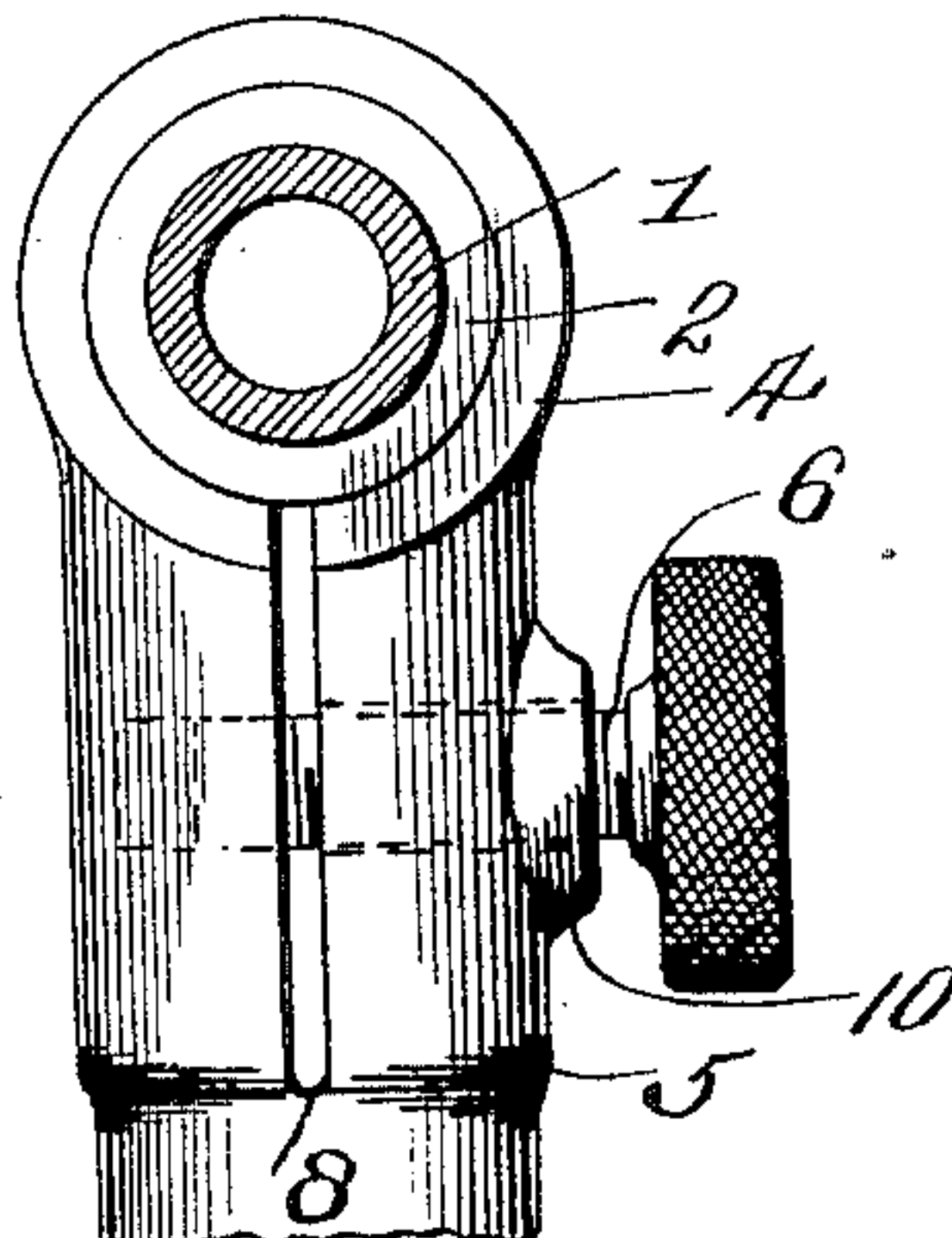
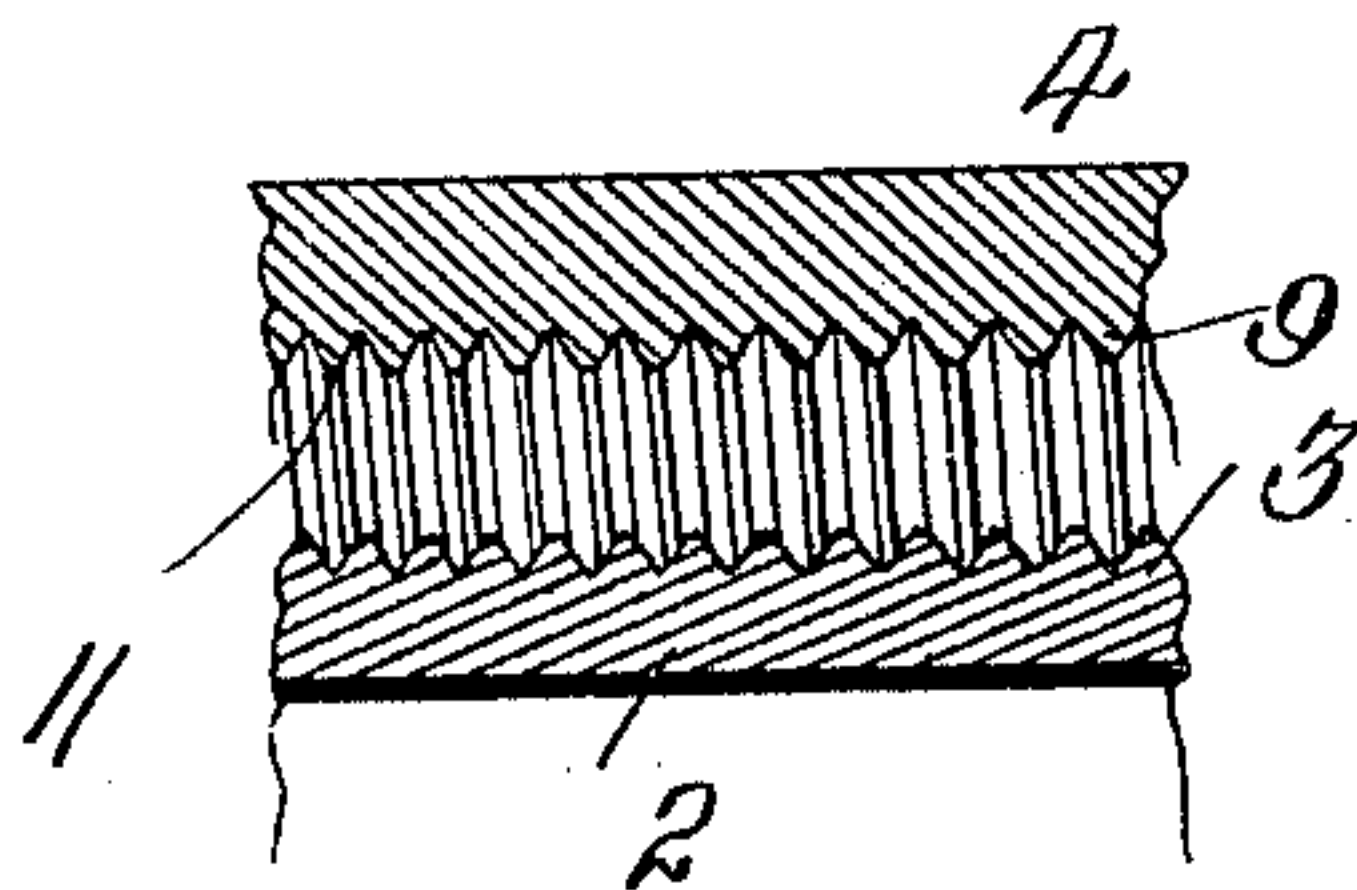


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

SAMUEL PALMITER, OF JAMESTOWN, NEW YORK, ASSIGNOR TO THE SYRACUSE HANDLE BAR COMPANY, OF SYRACUSE, NEW YORK.

BICYCLE HANDLE-BAR.

SPECIFICATION forming part of Letters Patent No. 599,301, dated February 15, 1898.

Application filed April 22, 1895. Serial No. 546,804. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL PALMITER, a citizen of the United States, residing in Jamestown, in the county of Chautauqua and State of New York, have invented certain new and useful Improvements in Bicycle Handle-Bars; and I hereby declare that the following is a full and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

The object of my invention is to provide bicycles, velocipedes, and tricycles with an adjustable handle-bar and one that may be adjusted by the rider while in transit; and the improvement consists in the construction and arrangement of parts, as will be fully understood by this specification and the accompanying drawings, in which—

Figure 1 shows a sectional elevation of bicycle stem and handle-bar having my invention with connecting-threads left open. Fig. 2 shows stem with handle-bar in cross-section. Fig. 3 shows segment of connection drawn together.

In the drawings, 1 is the handle-bar, having a ferrule or ring 2 securely fastened by brazing or otherwise, as desired, at the center of the length of the bar and has a screw-thread 3 of suitable size cut in the outer surface, the only difference from a common thread being that the point or edge of the thread is cut or left off, so as not to touch the bottom of the thread cut in the head 4 when drawn together, as shown in Fig. 3.

4 is the head of the steering-stem 5, which has a corresponding screw-thread cut on its inner side, having the point or edge of the thread cut or left off, so that when drawn together, as shown in Fig. 3, the thread does not touch the bottom. The stem 5 of the head 4 is slotted, as shown at 8, Fig. 2, and has a contracting-screw passing at right angles with said slot, one part of the stem serving as a nut, as shown in Fig. 2, or the screw-bolt might pass clear through the stem and be provided with a nut for drawing the head together; but I prefer the mechanism shown, as it is not only lighter and cheaper, but saves danger from nut being lost. The screw-bolt 6 may have a head, large and serrated on its

outer edge to better turn the same; but I sometimes make the head of the bolt much smaller and put in a pin for turning the screw-bolt, as shown in Fig. 1, which device gives a better leverage for turning up the screw-bolt. After securing the ferrule to the handle-bar, as described, and having cut a thread on the same before fastening on the handle-grips (not shown) I turn the bar-thread into the head the full length of thread, and these threads should be a close fit when made, except the points or edge of the same, as described, although an ordinary V-thread will answer a good purpose. Then I bring the handle-bar into the desired position and secure it in place by turning up the screw-bolt so as to draw the slotted head enough together to clamp the threads of the head into the threads of the handle-bar. They will thus impinge on each other, and by leaving off the points or edges on each thread, as shown, this can readily be done and made secure whenever desired. If it is desired to change the position of the bar, turn back the screw-bolt by the lever or pin in the head, bring the bar to the desired position, and secure with the screw-bolt as before, all of which can be readily done by the rider when desired while on his wheel and in motion.

The screw-threads aid in fitting the handle-bar into place. The end of the handle-bar is inserted through the clamp and the coacting screw-threads caused to engage. Rotation of the handle-bar will then, through the medium of the screw-threads, draw the handle-bar through the clamp into position. Were these screw-threads not provided, the weight of the handle-bar would be thrown on the hands of the operator in fitting the parts together.

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

1. In bicycle handle-bars, the combination, with the handle-bar having a central enlargement provided with annular external screw-threads, with their sharp edges removed, a slotted stem having a head with annular internal screw-threads, with their sharp edges removed, engaging the annular threads of the handle-bar enlargement, and a screw mounted

in the stem and adapted to clamp the head around the handle-bar, substantially as shown and for the purpose set forth.

2. In bicycle handle-bars, the combination
5 with the handle-bar having a central enlargement provided with annular external screw-threads, a slotted stem having a head with
annular internal screw-threads, engaging the
annular screw-threads of the handle-bar en-
10 largement, and a screw mounted in the stem
and adapted to clamp the head around the
handle-bar, substantially as shown and for
the purpose set forth.

3. In bicycle handle-bars, the combination
with a handle-bar provided with exterior 15
screw-threads at its center, a split clamp screw-
threaded interiorly, and embracing the han-
dle-bar, and means for securing said split
clamp upon the handle-bar.

In testimony that I claim the foregoing I 20
sign my name in the presence of two witnesses.

SAMUEL PALMITER.

Witnesses:

S. A. BALDWIN,
N. E. THOMAS.