(No Model.)

D. GARDNER & E. B. HARTLEY.

HANDLE BAR FOR CYCLES.

No. 601,792. Patented Apr. 5, 1898.

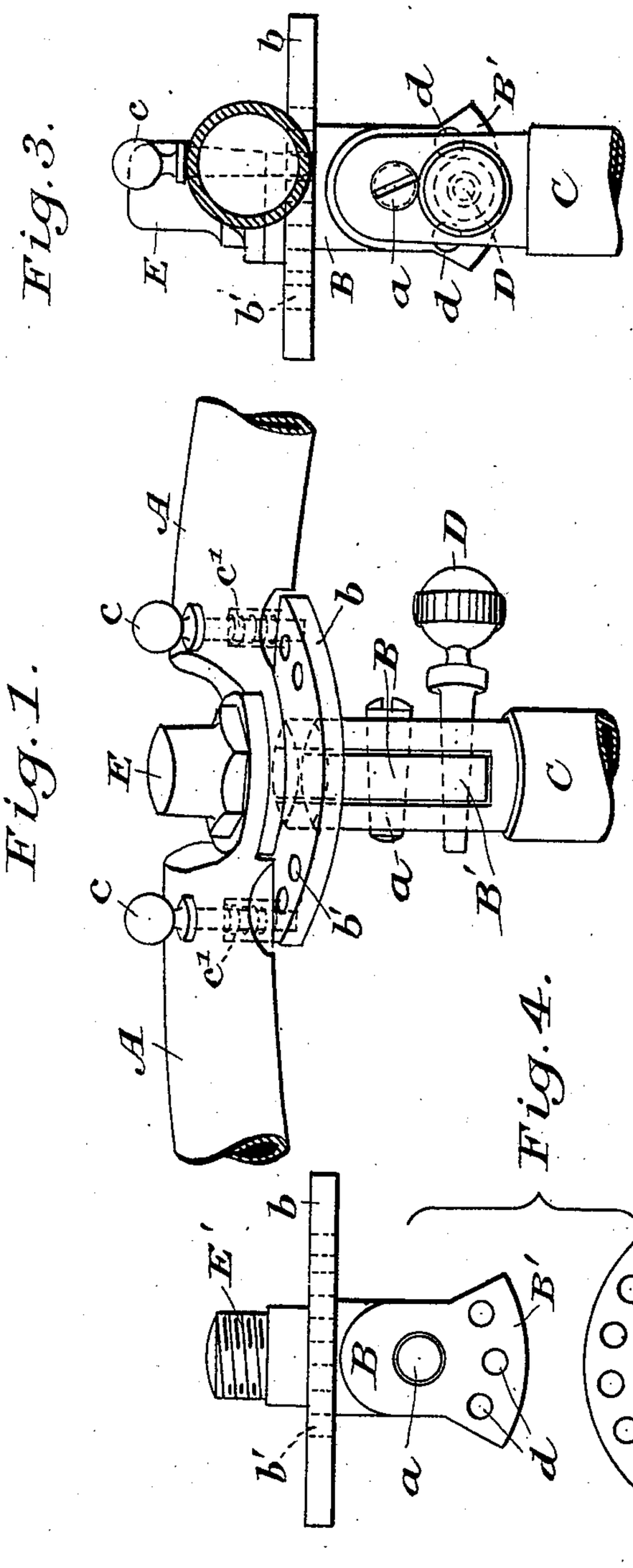

Fig. 1.

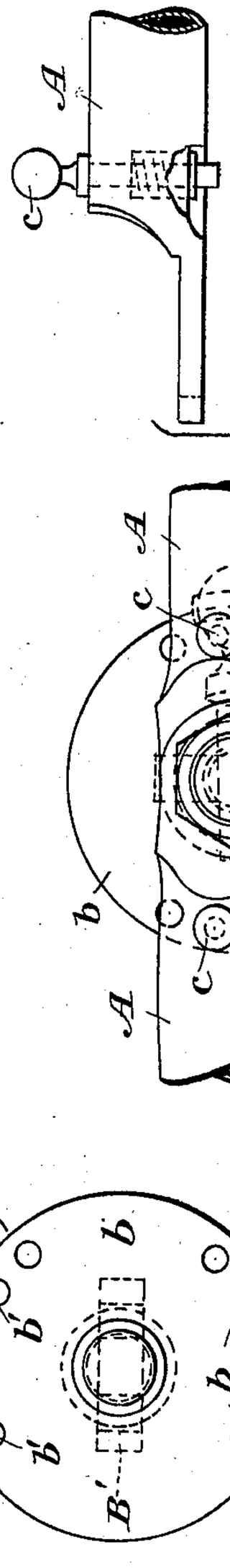

Fig. 4.

Fig. 5.

Fig. 2.

Fig. 3.

WITNESSES:

E. B. Bolton

O. B. Munn

INVENTORS:
Douglas Gardner
Edward Bertraud Hartley

BY Richardson & Co

ATTORNEYS

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

DOUGLAS GARDNER AND EDWARD BERTRAND HARTLEY, OF BIRMINGHAM, ENGLAND.

HANDLE-BAR FOR CYCLES.

SPECIFICATION forming part of Letters Patent No. 601,792, dated April 5, 1898.

Application filed March 11, 1897. Serial No. 626,992. (No model.) Patented in England June 26, 1896, No. 14,132; in Germany December 28, 1896, No. 93,244; in Belgium February 20, 1897, No. 126,474; in France February 22, 1897, No. 264,303; in Italy February 22, 1897, XXXII, 43,934; in Spain February 25, 1897, No. 20,458, and in India March 16, 1897, No. 105.

To all whom it may concern:

Be it known that we, DOUGLAS GARDNER and EDWARD BERTRAND HARTLEY, subjects of the Queen of Great Britain and Ireland, residing at 95 Dale End, Birmingham, England, have invented a certain new and useful Adjustable Handle-Bar for Cycles, (for which we have obtained patents in Great Britain, No. 14,132, bearing date June 26, 1896; in Germany, No. 93,244, dated December 28, 1896; in France, No. 264,303, dated February 22, 1897; in Belgium, No. 126,474, dated February 20, 1897; in Italy, Vol. XXXII, No. 43,934, dated February 22, 1897; in Spain, No. 20,458, dated February 25, 1897, and in India, No. 105, dated March 16, 1897,) of which the following is a specification.

This invention relates to an adjustable sectional or divided handle-bar for cycles operating from the head or steering-pillar, the arrangement being such as to allow the handles and bar of the cycle to be drawn toward or pushed from the rider and locked in any position during the course traversed. The object of the invention is to enable the rider to readily ease his position when riding.

Referring to the drawings which form a part of this specification, Figure 1 is a perspective view, and Fig. 2 a plan, of our improved adjustable handle-bar mechanism, Fig. 3 being a side elevation. Figs. 4 and 5 are separate views of details.

In the annexed drawings, A is the handle-bar, made in two portions, the outer ends, as usual, being provided with ordinary handles, while the inner ends are formed into an annular boss or eye provided with a central opening.

B is a support which carries the handle-bars and forms the connection between them and the steering-pillar C and consists of a short stout bar or block screw-threaded at its upper end E′, Fig. 4, on which is fixed at right angles to the axis thereof a disk or plate *b*, preferably circular, with circumferential holes or notches *b*′ therein. The lower end B′ of the support B is flattened, forming a vertical plate or segment in which are also holes or notches *d*. The carrier B is loosely mounted upon a trunnion or horizontal axle *a*, so that it may be capable of movement backward and forward in a vertical plane.

The handle-bars A are also loosely mounted on the carrier B by passing their ring-like or eye ends over the screw-threaded portion E′ and then screwing on a threaded cap or nut E to retain them in place. A bolt or pin *c* in the end of the bars engages with the holes or notches *b*′ in the plate *b* when the bars have been adjusted to the desired amount of opening or closing, thereby locking same in the desired position, or the periphery of the disk *b* could be formed with slots and the spring locking-pin *c* arranged under and parallel with the handle-bar, so as to engage therewith. The required vertical adjustment is obtained by means of the vertical segmental plate B′ aforesaid, the holes or notches *d* in which are engaged by the insertion therein of a bolt or pin D. When the handle-bars have been adjusted to the horizontal position desired, they are fixed rigidly by the spring locking-pins *c*, the pin D serving to secure them at the required vertical angle.

Having now described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In combination, the steering-pillar having a forked upper end, a segmental plate pivoted in said fork and perforated to receive a pin, the said segment carrying a horizontal circular plate with a pivot-stud centrally thereof and of the fork and segment, and the handles both pivoted on said stud and having a pin passing through the handles into perforations in the plate, substantially as described.

In witness whereof we have hereunto set our hands in presence of two witnesses.

DOUGLAS GARDNER.
EDWARD BERTRAND HARTLEY.

Witnesses:
FREDERICK JOHN EDWARDS,
JOHN HERBERT CHANDLER.