

(No Model.)

2 Sheets—Sheet 1.

H. H. JOHNSON.  
HANDLE BAR FOR BICYCLES.

No. 602,016.

Patented Apr. 5, 1898.

FIG. 1.

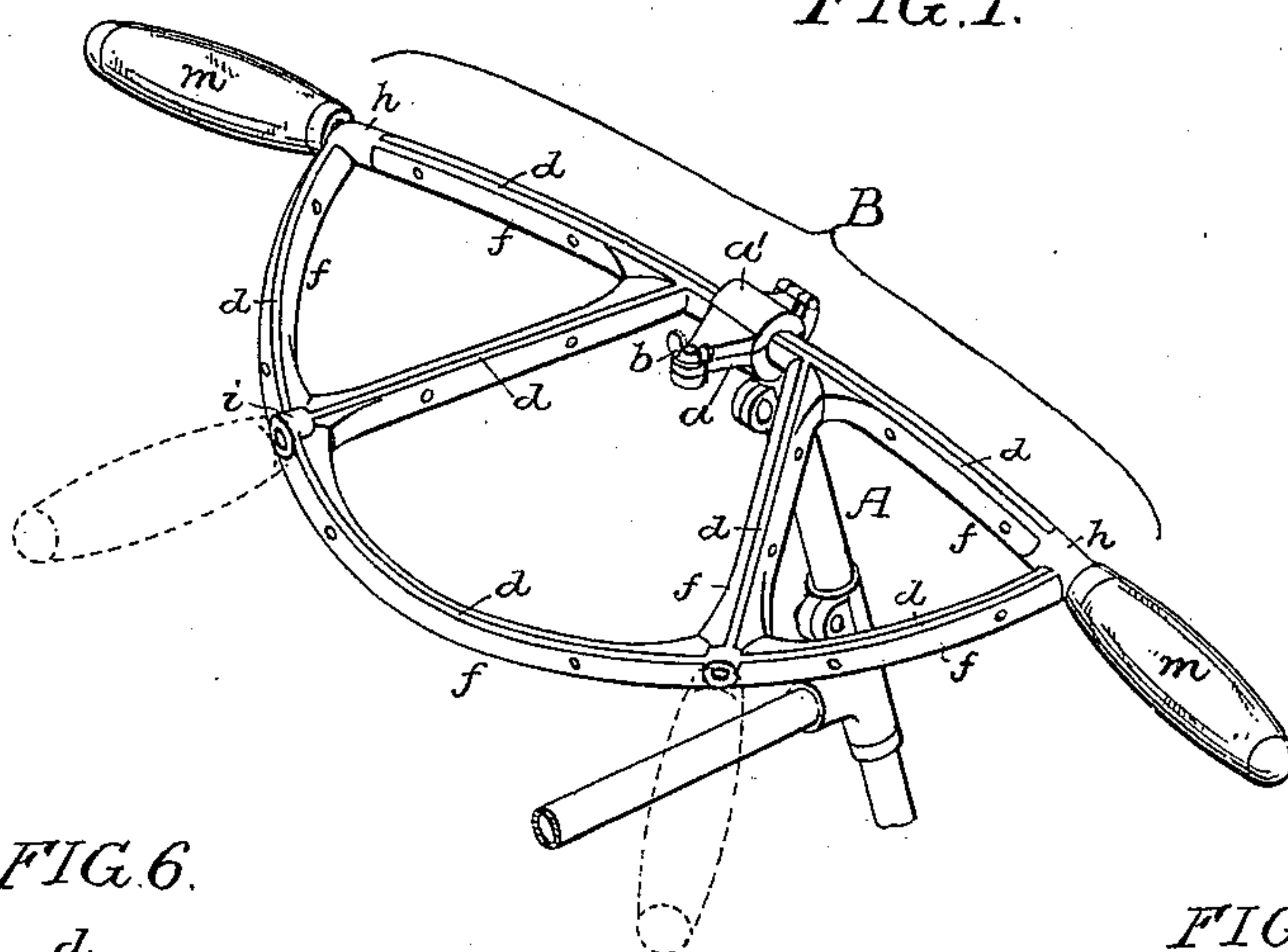


FIG. 6.

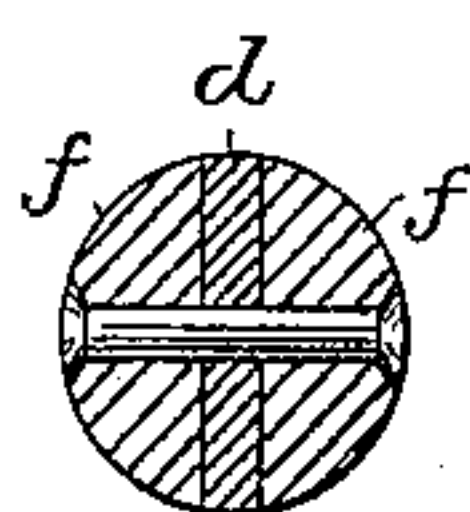
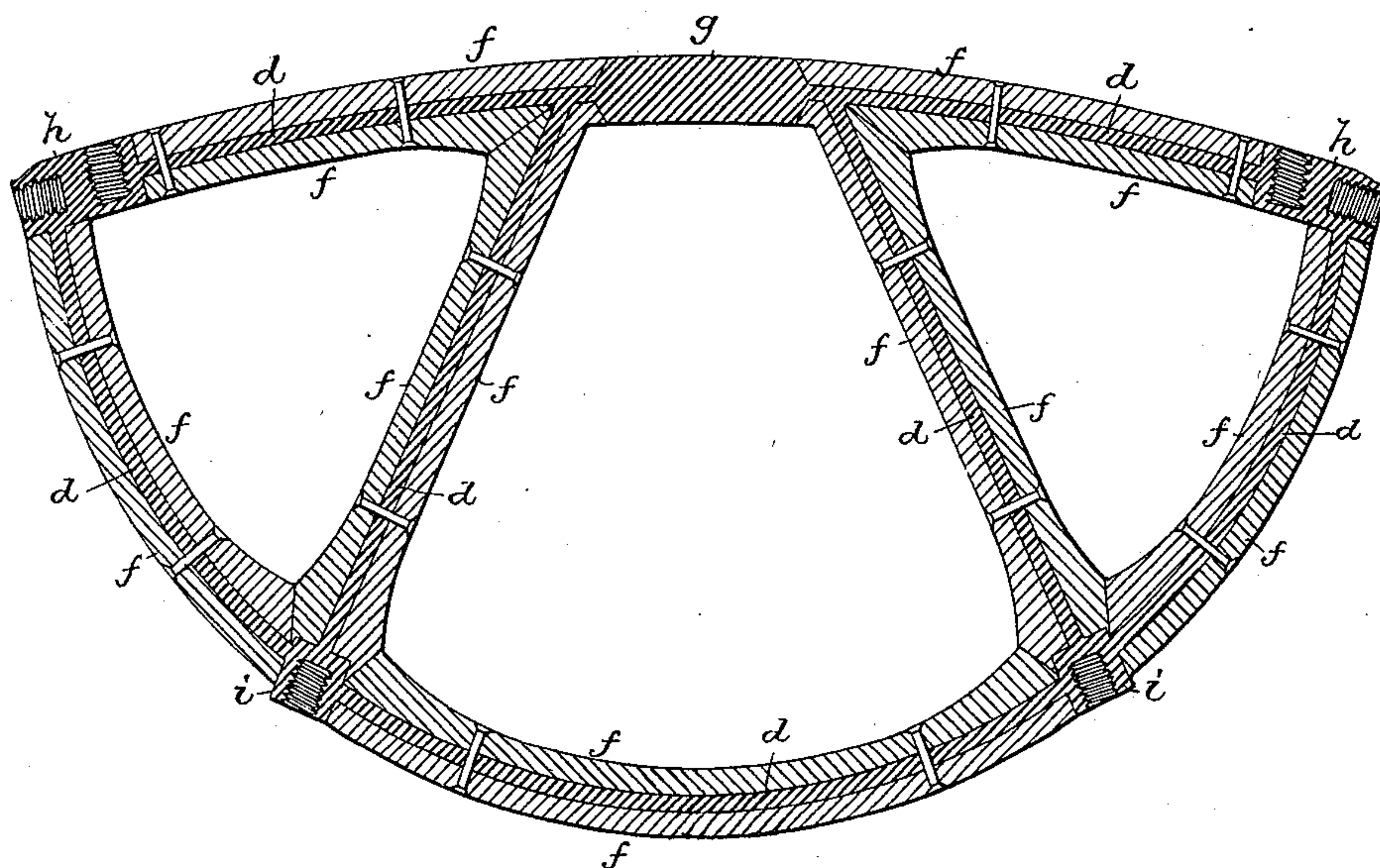


FIG. 7.



FIG. 2.



Witnesses:  
R. Schleicher.  
Hamilton D. Turner

Inventor:  
Henry H. Johnson  
by his Attorneys,  
Howson & Howson

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FIG. 3.

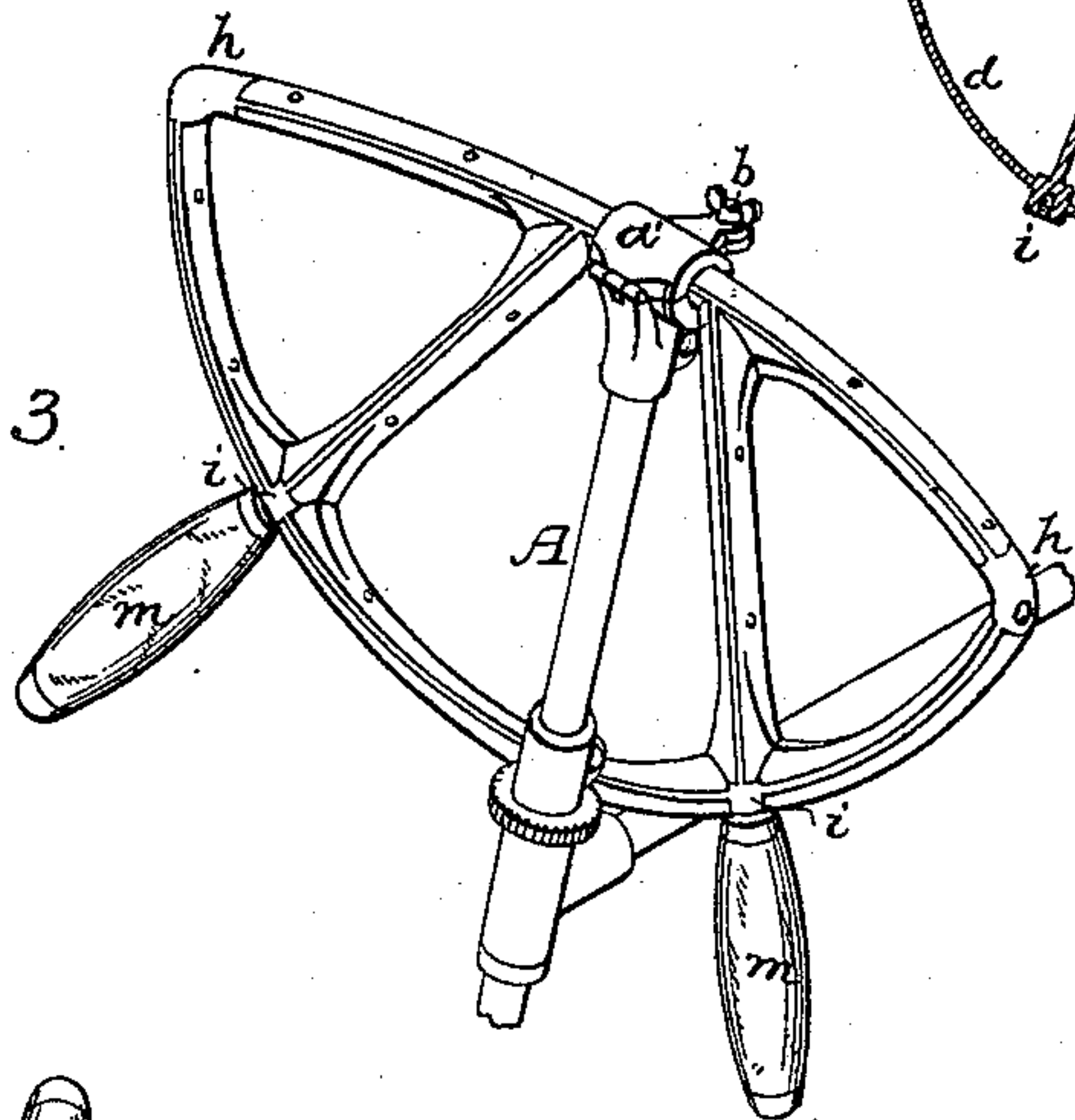


FIG. 4.

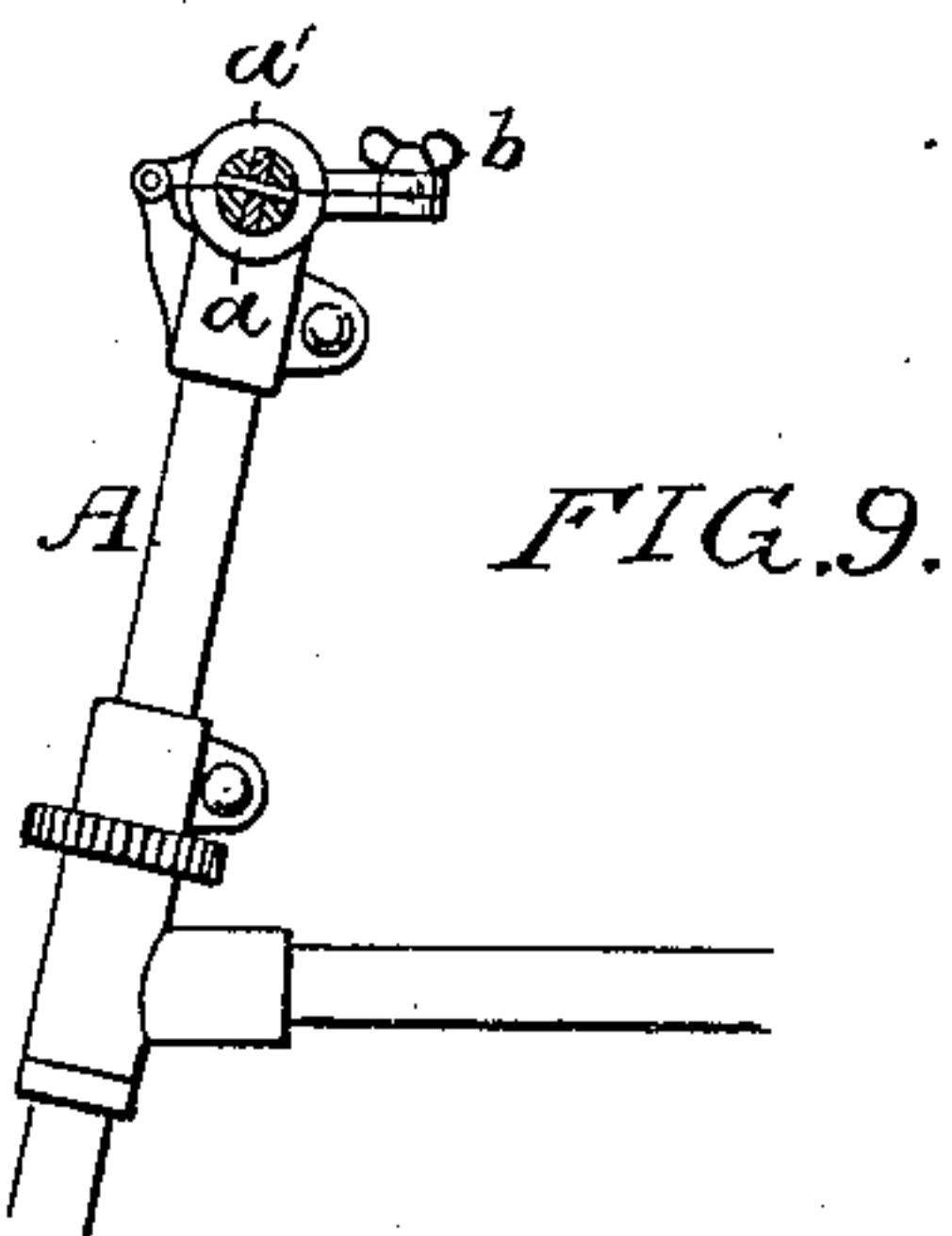
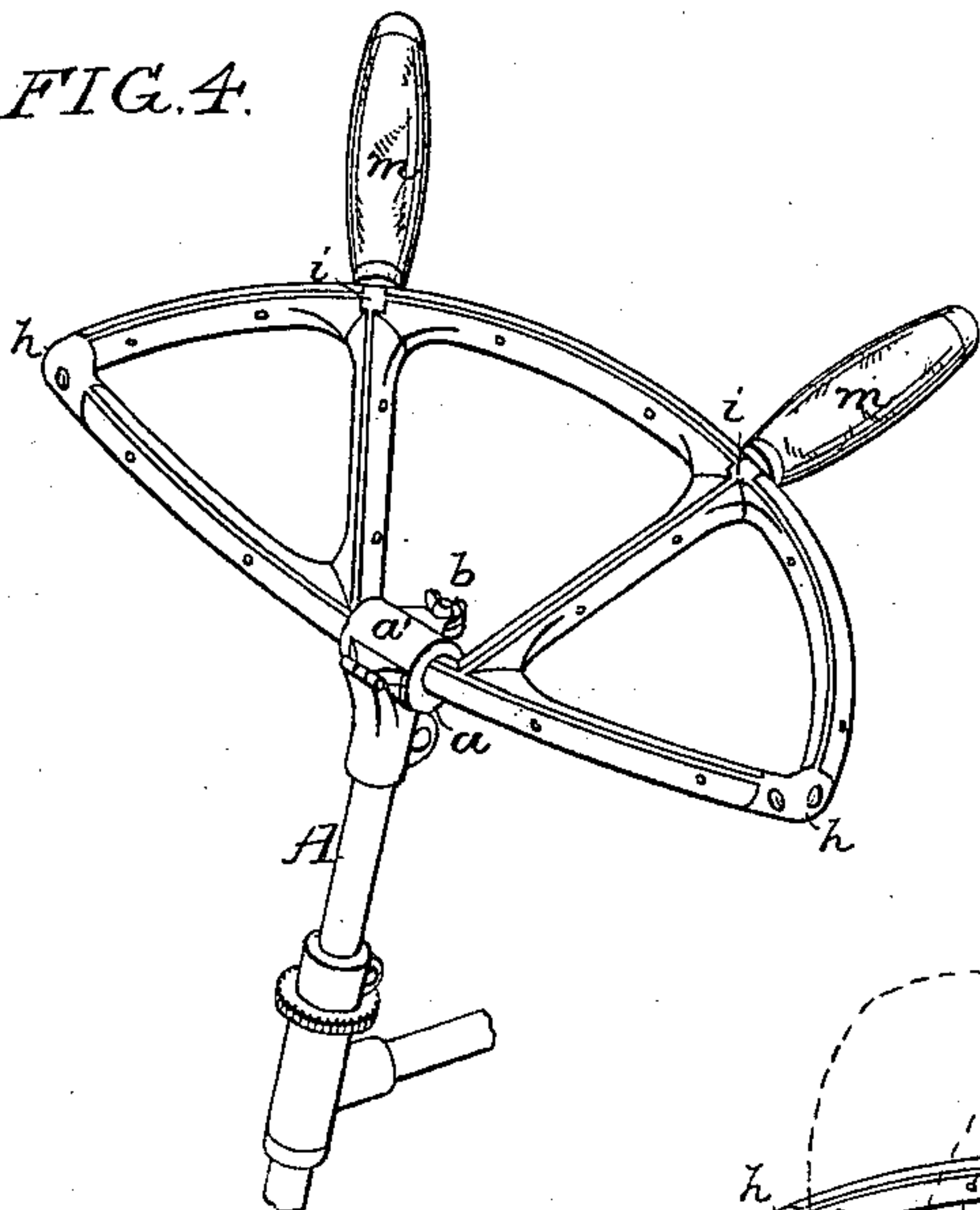
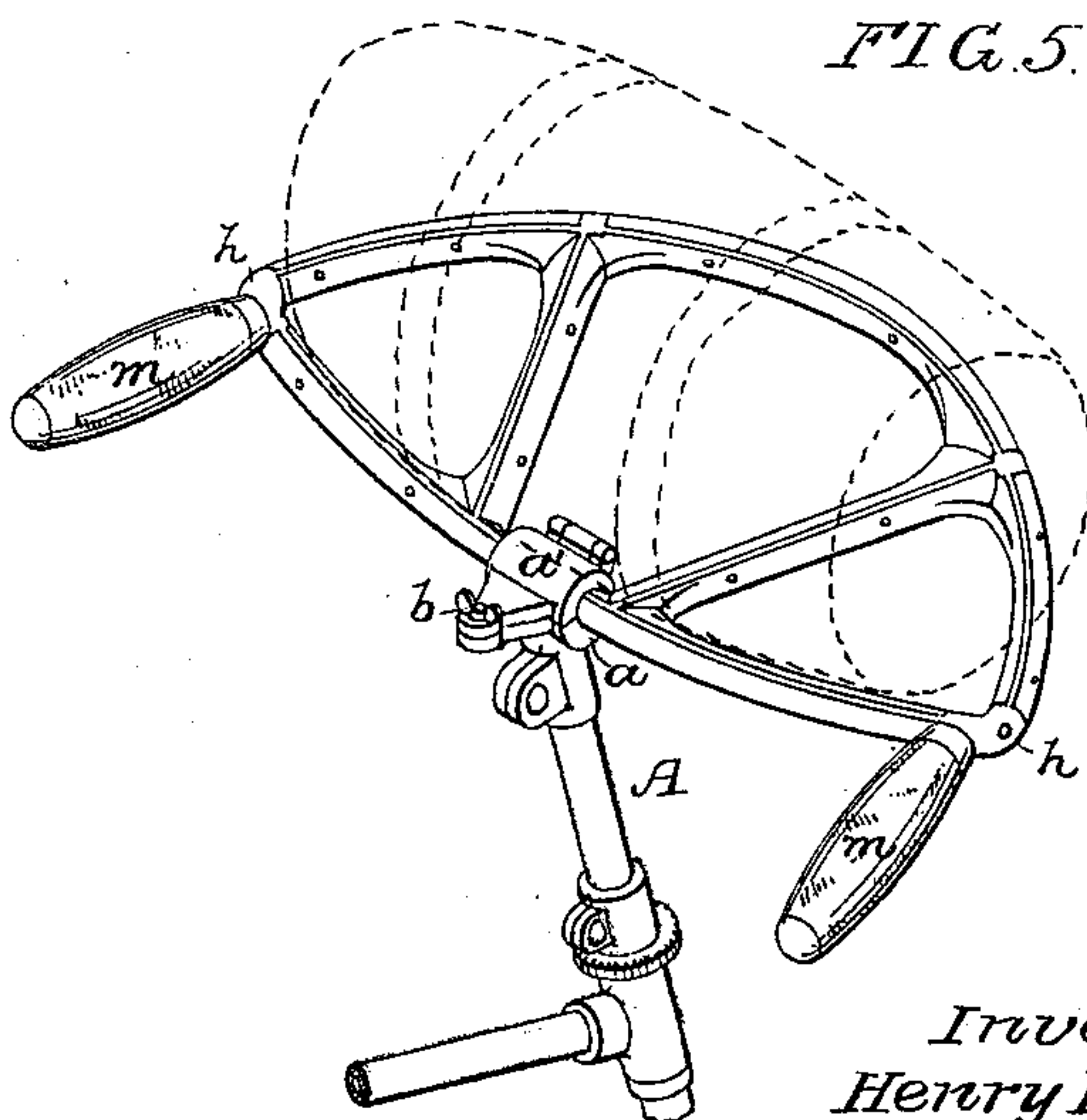


FIG. 5.



Witnesses:  
R. Schleicher  
Hamilton D. Turner

Inventor:  
Henry H. Johnson  
by his Attorneys  
Howson & Howson



# UNITED STATES PATENT OFFICE.

HENRY H. JOHNSON, OF MORRISTOWN, NEW JERSEY.

## HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 602,016, dated April 5, 1898.

Application filed April 11, 1896. Serial No. 587,148. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY H. JOHNSON, a citizen of the United States, formerly residing in Philadelphia, Pennsylvania, but now of  
5 Morristown, New Jersey, have invented certain Improvements in Handle-Bars for Bicycles, of which the following is a specification.

One object of my invention is to provide a bicycle handle-bar which can be gripped by  
10 the rider with the hands in any position which may be found most convenient or effective, a further object being to provide a handle-bar which presents throughout gripping-surfaces either mainly or wholly of wood or other  
15 non-metallic substance, and a still further object being to provide a handle-bar which can when desired also serve as a luggage-carrier. These objects I attain in the manner hereinafter set forth, reference being had to  
20 the accompanying drawings, in which—

Figure 1 is a perspective view of part of a bicycle-frame with handle-bar constructed in accordance with my invention. Fig. 2 is an enlarged sectional view of the handle-bar.  
25 Figs. 3, 4, and 5 are perspective views showing the handle-bar in different positions. Fig. 6 is an enlarged transverse section through one of the arms of the handle-bar. Fig. 7 is a view of one of the handles detached  
30 from the bar. Fig. 8 is a view, on a reduced scale, of the metal frame of the handle-bar; and Fig. 9 is a side view illustrating the means for securing the handle-bar to the handle-bar post.

35 A represents the post of the handle-bar, which may be secured to the front steering-head in any available manner, but preferably so that it can be adjusted vertically therein and secured in position after adjustment.

40 At its upper end the post A has a clamp for securing the handle-bar B in position thereon, this clamp comprising a fixed lower jaw *a* and a hinged upper jaw *a'*, secured together by means of a thumb screw or bolt *b*, so that they  
45 can be readily loosened to permit adjustment of the handle-bar or tightened to secure said handle-bar in position after adjustment.

50 The handle-bar is in the form of a segment of a circle comprising a slightly-curved front bar, a segment and two radial spokes connecting said front bar and segment, and said handle-bar is composed of a frame of metal,

preferably aluminium or some alloy of which aluminium forms a large percentage, in order to reduce its weight, and the front bar, spokes, 55 and segment of the handle-bar consist of thin central webs *d*, flanked by rounded strips *f*, of cork or other wood, or of compressed paper, fiber, or other non-metallic substance secured to the web by means of transverse rivets, 60 screws, or other available fastenings.

The web of the front bar of the handle is thickened and rounded at the center, as shown at *g*, and at each end, as shown at *h*, and the web of the segmental portion of the handle- 65 bar is thickened at the outer end of each of the radiating spokes, as shown at *i*, the central portion *g* of the front bar of the handle being adapted to the securing-clamp *a a'*, while the enlargements *h* and *i* are internally 70 threaded for receiving the threaded stems of detachable handles *m*, of cork or other available material.

The segmental shape of the handle-bar permits of the grasping of the same in many different ways, whichever the rider may find to be most convenient or effective. For instance, the handles *m* may be applied to the enlargements *h* at the ends of the front bar of the handle, as shown by full lines in Fig. 1, or 80 they may be applied to the enlargements *i*, as shown by dotted lines in said figure, as well as by full lines in Figs. 3 and 4, when it is desired to get the hands closer together, or the hands may grasp the handle-bar itself, if 85 desired, either by taking hold of the opposite portions of the front bar or the spokes or any portion of the segment of the bar, while the clamp which secures the bar to the post A provides for the adjustment of the bar to the 90 normal position, as shown in Fig. 1, to the depressed position, as shown in Fig. 3, to the elevated position, as shown in Fig. 4, or to the forward position, as shown in Fig. 5, so that the handle provides for almost every conceivable position of the hands in the control of the 95 wheel. The segmental shape of the handle also enables it to be used conveniently as a luggage-carrier, as shown, for instance, by dotted lines in Fig. 5. 100

The enlargements *h* of the web of the handle-bar have threaded openings at right angles to each other, as shown in Fig. 2, so that the detachable handles may be applied so as to



extend either outwardly, as in Fig. 1, or rearwardly, as in Fig. 5.

By flanking the metal webs of the handle-bar with non-metallic strips all portions of the handle-bar which are likely to be gripped by the hands present surfaces either mainly or wholly non-metallic, and thus overcome the objections which arise from the grasping of a metal bar by the hands, especially in cold weather.

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

1. A bicycle handle-bar consisting of a transverse pivot-bar and a bar connected thereto and constituting a segment of a circle, the pivot-bar being hung to the upper end of the handle-bar post so that the segmental bar is susceptible of swinging vertically and being combined with means whereby it can be secured to said post after adjustment, substantially as specified.

2. A bicycle handle-bar consisting of a transverse pivot-bar and a bar connected thereto

and constituting a segment of a circle, the pivot-bar being hung to the upper end of the handle-bar post so that the segmental bar is susceptible of swinging vertically, and said segmental bar being provided with handles adjustable to different positions around the same, substantially as specified.

3. A bicycle handle-bar consisting of a transverse bar secured to the upper end of the handle-bar post, and a bar secured to said transverse bar and constituting a segment of a circle, said handle-bar having openings therein at right angles or thereabout to each other, and said openings being provided with means for the reception and rigid retention of detachable handles, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HENRY H. JOHNSON.

Witnesses:

FRANK E. BECHTOLD,  
JOS. H. KLEIN.