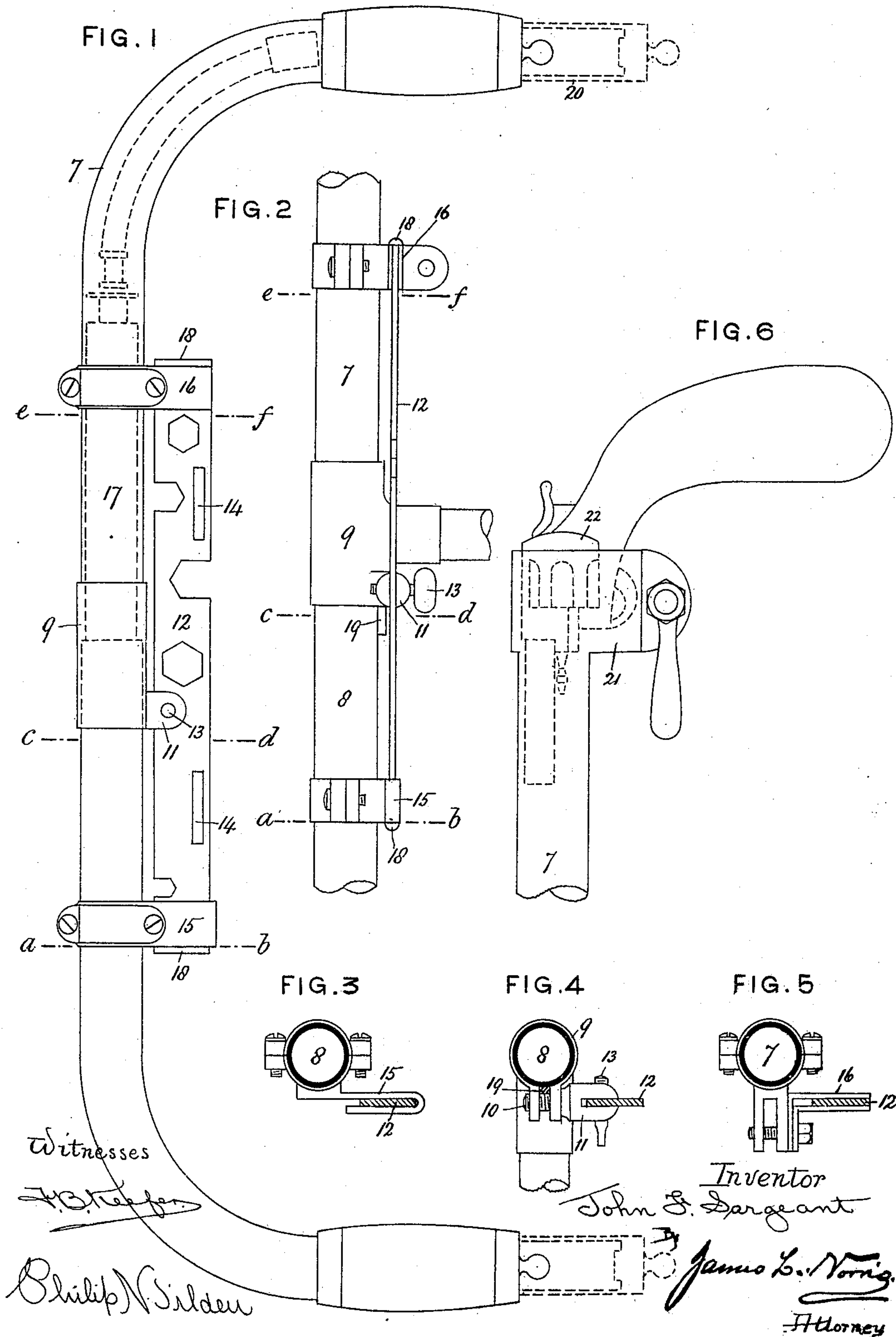


(No Model.)

J. F. SARGEANT.
HANDLE BAR FOR CYCLES.

No. 603,542.

Patented May 3, 1898.



UNITED STATES PATENT OFFICE.

JOHN F. SARGEANT, OF BRACKNELL, ENGLAND.

HANDLE-BAR FOR CYCLES.

SPECIFICATION forming part of Letters Patent No. 603,542, dated May 3, 1898.

Application filed July 19, 1897. Serial No. 645,103. (No model.)

To all whom it may concern:

Be it known that I, JOHN FREDERICK SARGEANT, gentleman, a subject of the Queen of Great Britain, residing at Holly Bank, Bracknell, in the county of Berks, England, have invented Improvements in or Relating to the Handle-Bars of Cycles, Motor-Cars, Bath-Chairs, and other Vehicles, of which the following is a specification.

This invention relates to that class of handle-bar which is utilized for carrying or acting as a pump or inflater for pneumatic tires; and it consists in providing such articles with an efficient means whereby the inflater or the inflater portion of the handle-bar may be more readily disconnected for use, a portion of such means being applicable as a spanner and a luggage-carrier, and the handle-bar as a whole is made capable of containing or accommodating the tools, oil-can, and other necessary accessories to cycles, motor-cars, bath-chairs, and other vehicles.

For military purposes and the like the handle-bar may be fitted with detachable revolvers or other firearms.

In order that my said invention may be particularly described and ascertained, reference is hereby made to the accompanying drawings, in which similar figures of reference indicate corresponding parts.

Figure 1 is a plan view of the improved handle-bar. Fig. 2 is a front view of the central portion of the same. Fig. 3 is a section on the line *a b* of Fig. 1. Fig. 4 is a section on the line *c d*, and Fig. 5 is a section on the line *e f*, of Fig. 1. Fig. 6 illustrates a method of attaching revolvers or other firearms to the handle-bar and utilizing the handles of the firearms as handle-bar handles.

The handle-bar is divided at or near the center into two parts 7 and 8, the end 7 of the bar being fixed to the T-head 9 of the steering-tube in the usual manner, the other end 8 being detachable. This arrangement may be reversed. 10 is the bolt, which causes the clip to retain the detachable portion 8 of the handle-bar. The bolt 10 is formed with a deeply-grooved head 11 for receiving a lever-bar 12, pivoted to the bolt-head 11 by means of a thumb-screw 13 or other ready means of connection. This lever 12 preferably takes the form of a flat bar suitably notched and

perforated to act as a spanner and provided with slots 14 14, through which straps may be passed to secure luggage to the handle-bar. 55

The outer ends of the lever-bar 12 are supported by clips 15 and 16, as shown, the extreme ends being formed with flanges 18 18.

19 is the usual key or feather, integral with the bar 8, for securing rigidity when clamped to the bar 7. 60

The functions of the lever-bar 12 are as follows: By pivoting the bar 12 upon the center 13 the two ends are released from the clips 15 and 16. It may then be used as a lever to slacken the screw 10, when the bar 8 may be drawn away with the pump or inflater 17 (shown by dotted lines in Fig. 1) and may in like manner be used for replacing and fixing the bar 8. In case the rider should neglect to clamp the two parts of the handle-bar by means of the clamping-screw 10, the flanges 18 act as an auxiliary fastening to secure the union of the bars 7 and 8 in the required position. The lever-bar is also applicable as a lever-spanner and a luggage-carrier. 75

The ends or handles of the handle-bar are provided with sliding drawers or trays 20, in which useful accessories—such as oil-can, repair outfit, wrench, and the like—may be placed, as shown by dotted lines in Fig. 1. These drawers or trays are prevented from being wholly withdrawn by projecting studs fitted in the handles.

For military and other like purposes the handle-bar is utilized as a receptacle for revolvers or other firearms, as illustrated in Fig. 6, in which figure 7 is a tubular portion of the handle-bar, 21 is a clamp, integral with the handle-bar, and 22 is a revolver clamped thereto, the handles of the revolvers being utilized as the handles of the handle-bar. 85 90

I claim—

1. In a handle-bar for cycles and like vehicles, the combination with the steering-head, of the divided handle-bar composed of two hollow sections, one of which is rigidly attached to the said steering-head, and the other telescoped therein so as to be detached therefrom, a clamp for securing said detachable handle-section to the steering-head, a screw for said clamp, a lever-bar pivoted intermediate its ends to the said screw and arranged when turned to operate the latter, and keep- 95 100

ers or clamps carried by the handle-bar sections and arranged to receive the opposite ends of the lever-bar.

2. In a handle-bar for cycles and like vehicles, the combination with the steering-head, of a divided handle-bar composed of two hollow sections, one of which is rigidly attached to the steering-head, and the other detachably secured thereto, a clamp for securing the said detachable handle-section to the steering-head, and a lever-bar pivoted to the clamp

and having its ends secured to the handle-bar sections to hold the latter in position, said lever-bar being provided with rectangular openings to serve as a wrench, and also provided with elongated strap-openings, substantially as described.

Dated this 30th day of June, 1897.

JOHN F. SARGEANT.

Witnesses:

GEORGE C. DOWNING,
W. M. HARRIS.