

No. 619,126.

Patented Feb. 7, 1899.

J. M. BLASHFIELD.
ADJUSTABLE HANDLE BAR FOR BICYCLES.

(Application filed Apr. 2, 1898.)

(No Model.)

Fig. 1.

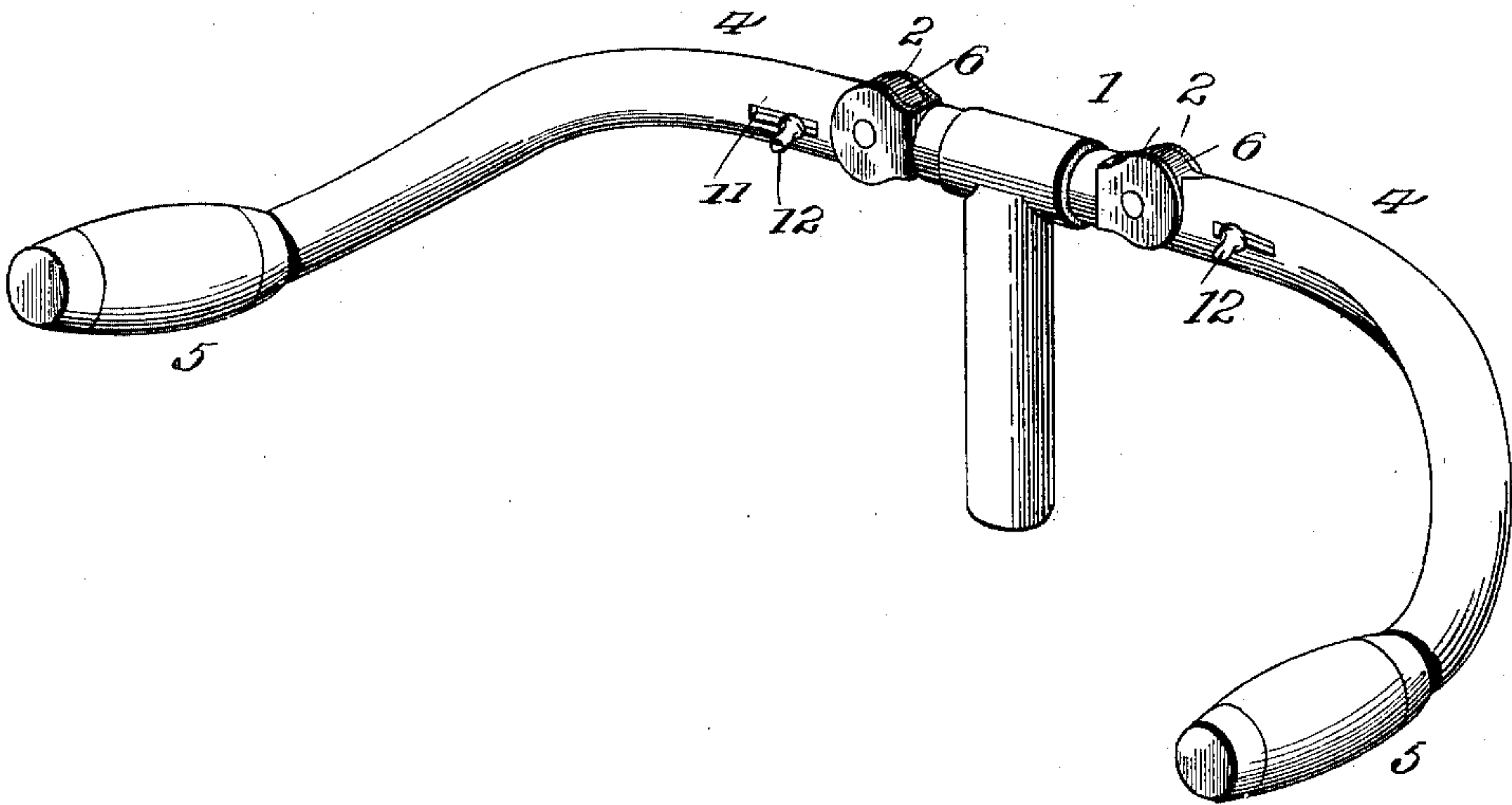


Fig. 2.

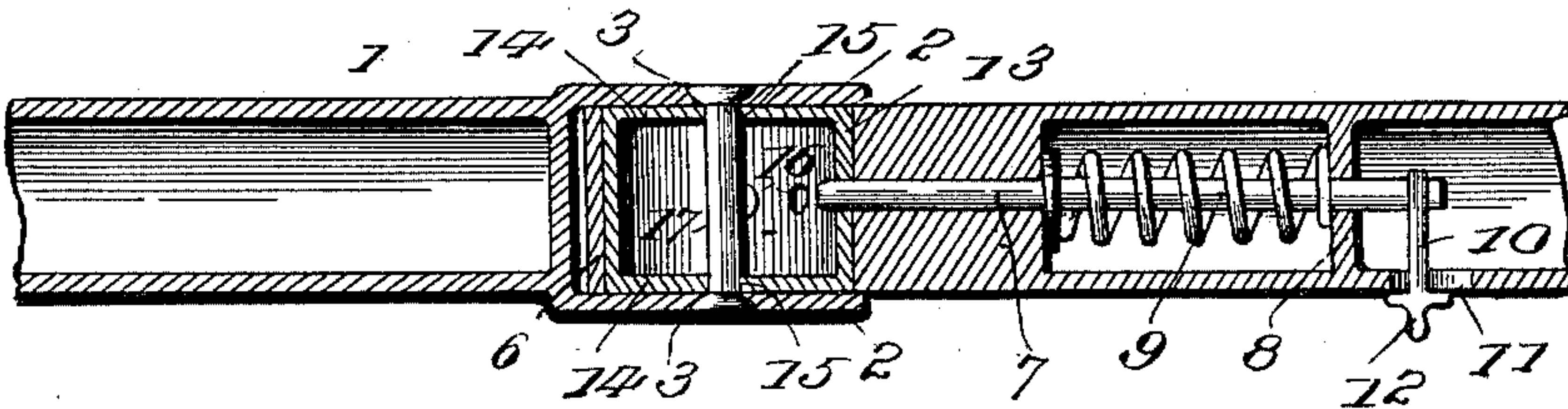


Fig. 3.

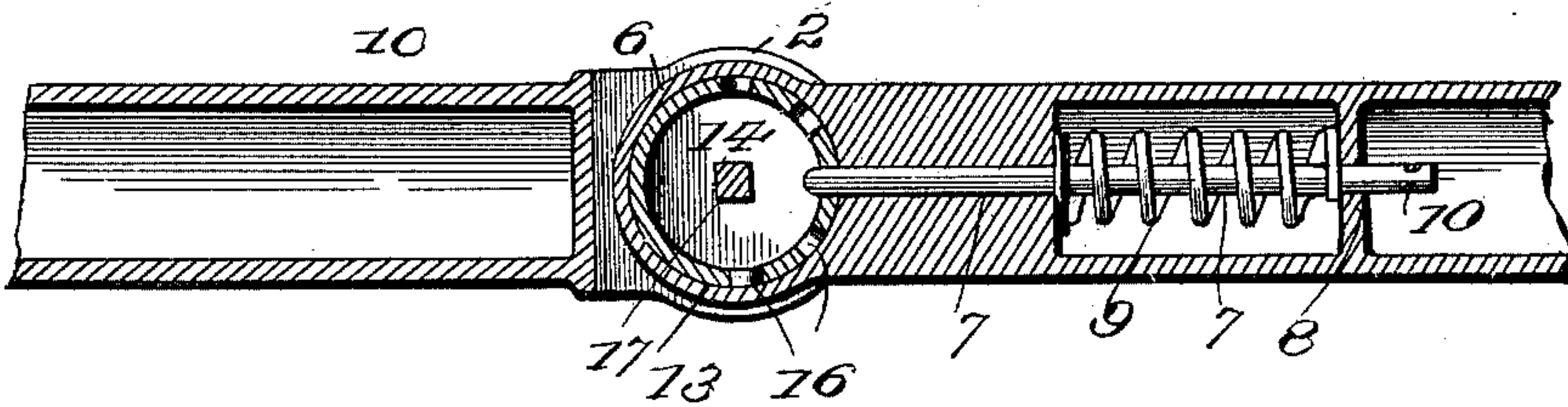
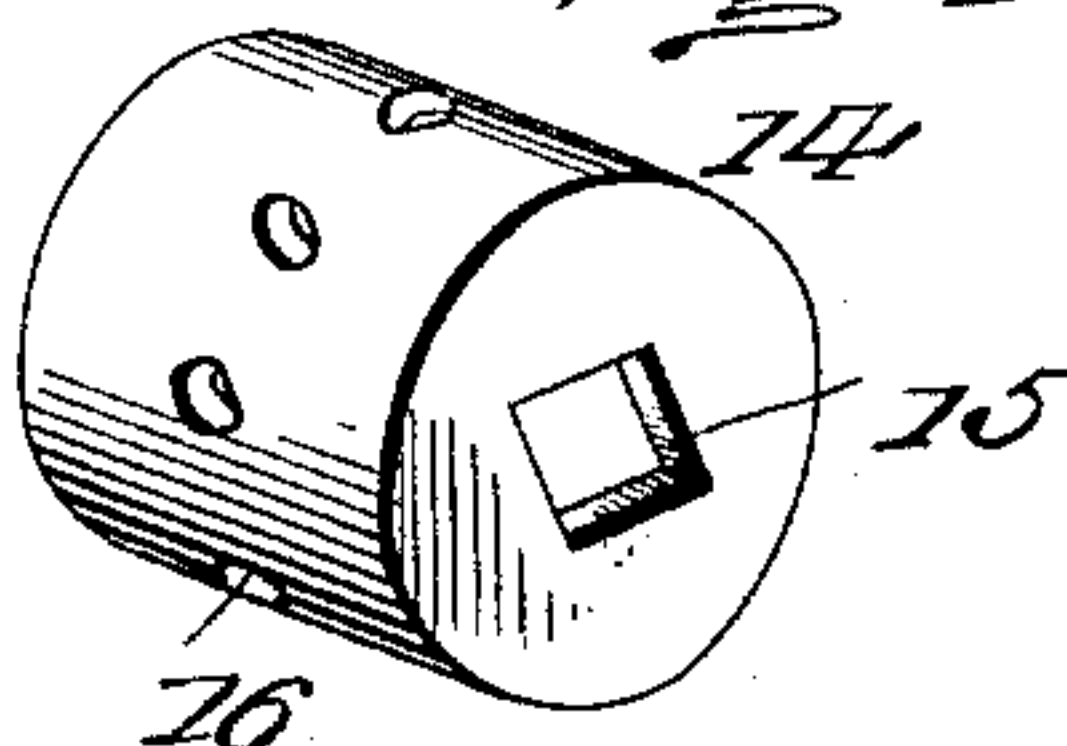


Fig. 4.



Witnesses

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ADJUSTABLE HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 619,126, dated February 7, 1899.

Application filed April 2, 1898. Serial No. 676,233. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. BLASHFIELD, a citizen of the United States, residing at Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Adjustable Handle-Bars for Bicycles; 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.

This invention relates to improvements in bicycle-handles; and it consists, essentially, of a device of this character comprising opposite adjustable members, including grips, and having inner transverse end tubes inclosing in part apertured locking-cylinders to be engaged by spring-bolts mounted in said members, the said end tubes being clasped by opposite circular ears on the ends of an intermediate connection and held intact therewith by angular cross-bolts.

The invention further consists of the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

The object of the invention is to replace the ordinary stationary or fixed handle-bar and enable a rider to comfortably occupy different and desired positions by a quick adjustment without dismounting, the parts being simple and effective in construction and operation, strong and durable, easily applied, and comparatively inexpensive in manufacture and sale.

In the accompanying drawings, Figure 1 is a perspective view of a handle-bar for a bicycle embodying the invention. Fig. 2 is a horizontal section of one side thereof. Fig. 3 is a vertical section through the same part of the handle. Fig. 4 is a detail perspective view of one of the apertured locking-cylinders.

Referring to the drawings, wherein like numerals of reference are employed to indicate corresponding parts in the several views, the numeral 1 designates a central T connection which is fitted to the steering-post of a bicycle and has pairs of circular ears 2 at the opposite ends of the horizontal member thereof which are formed with central square or angular apertures 3. These ears are spaced apart from each other and form sockets to

adjustably receive the inner ends of opposite members 4 of a handle-bar, which include suitable grips 5. On the inner ends of the said opposite members 4 are transverse tubes 6, open at both front and rear, and, as clearly shown in Figs. 2 and 3, spring-actuated sliding bolts 7 are also movably mounted in the inner ends of the said members and also slidingly bear in cross-webs 8 outward from the said inner ends a suitable distance. In the pockets formed by separation or distant position of the webs from the closures of the said inner ends of the members 4 springs 9 are located and surround the bolts 7, and near the outer ends of the latter pins 10 are secured and project outward through slots 11 in the parts 4 in a transverse direction and have outer heads 12 thereon for sliding the bolts and disengaging them from a locking position against the resistance of the springs 9. The closures and webs at the inner ends of the members 4 may be placed in proper position by any well-known means, and within the tubes 6 locking-cylinders 13 are located and have closed heads 14, with central square or angular apertures 15, which aline with the similar apertures 3 in the ears 2. The outer portions of each of the cylinders 13 are formed with circumferentially-alined apertures 16, extending partially around same, and are adapted to be engaged by the inner ends of the bolts 7 to lock the said members 4 of the handle-bar, cut various angles.

The cylinders 13 are prevented from rotating by angular bolts 17, passing through the ears 2 and the opposite heads of said cylinders. These bolts 17 also serve to hold the parts in connection, and in operation the tubes 6 rotate on the said cylinders between the said ears 2.

In adjusting the opposite member 4 the bolts 7 are drawn outwardly to disengage them from the cylinders 13, and afterward released, the springs 9 forcing them inwardly. The proper or desired angle above or below the horizontal having been attained, the bolts 7 lock the parts 4, and the adjustment is firmly sustained. One part of the handle-bar may be arranged at an angle different from the other in view of the independent nature of each, and any variation from a regular position is attainable to accommodate the re-

quirements and comfort of the rider. The parts of the device are of a durable nature and will resist strain incident to pressure exerted on the handle-bar as an entirety.

5 One of the greatest advantages of the improvement is that the position of the hands of the rider is not changed on the grips by the adjustment of opposite members of the handle-bar.

10 Further, the improvement can be easily applied to bicycles now in use at a small expense and without making material changes or necessitating a marked departure from the primary construction.

15 The preferred form of the device has been disclosed, but it is obviously apparent that changes in the proportions, dimensions, and minor details of construction could be resorted to without departing from the spirit
20 of the invention or sacrificing any of the advantages thereof.

Having thus described the invention, what is claimed as new is—

1. In an adjustable handle-bar for a bicycle,
25 the combination of a T connection provided with opposite pairs of ears having angular apertures therein, opposite members of the handle-bar having transverse tubes at their inner ends and spring-actuated bolts project-
30 ing thereinto, and locking-cylinders in said tubes and having closed heads with central angular apertures and circumferentially-

alined apertures to engage the inner ends of said bolts, and angular cross-bolts connecting the several parts. 35

2. In an adjustable handle-bar for bicycles, the combination of opposite members having cross-tubes at the inner ends and spring-actuated bolts normally projecting into said tubes, an intermediate connection having op-
40 posite end sockets to receive said tubes, cylinders mounted in said tubes and having openings therein for engagement with the inner bolt ends and angular cross-bolts connecting the several parts. 45

3. In an adjustable handle-bar for bicycles, the combination of opposite members having inner-end cross-tubes and spring-actuated bolts projecting into the latter, cylinders in-
50 closed by and around which said tubes are rotatable and having circumferential apertures to receive the bolt ends, an intermediate connection having end sockets to receive the tubes carrying the cylinders, and angular cross-bolts to hold the parts between said
55 sockets and prevent the cylinders from rotating.

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

JAMES M. BLASHFIELD.

Witnesses:

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W. M. CYRUSS.