

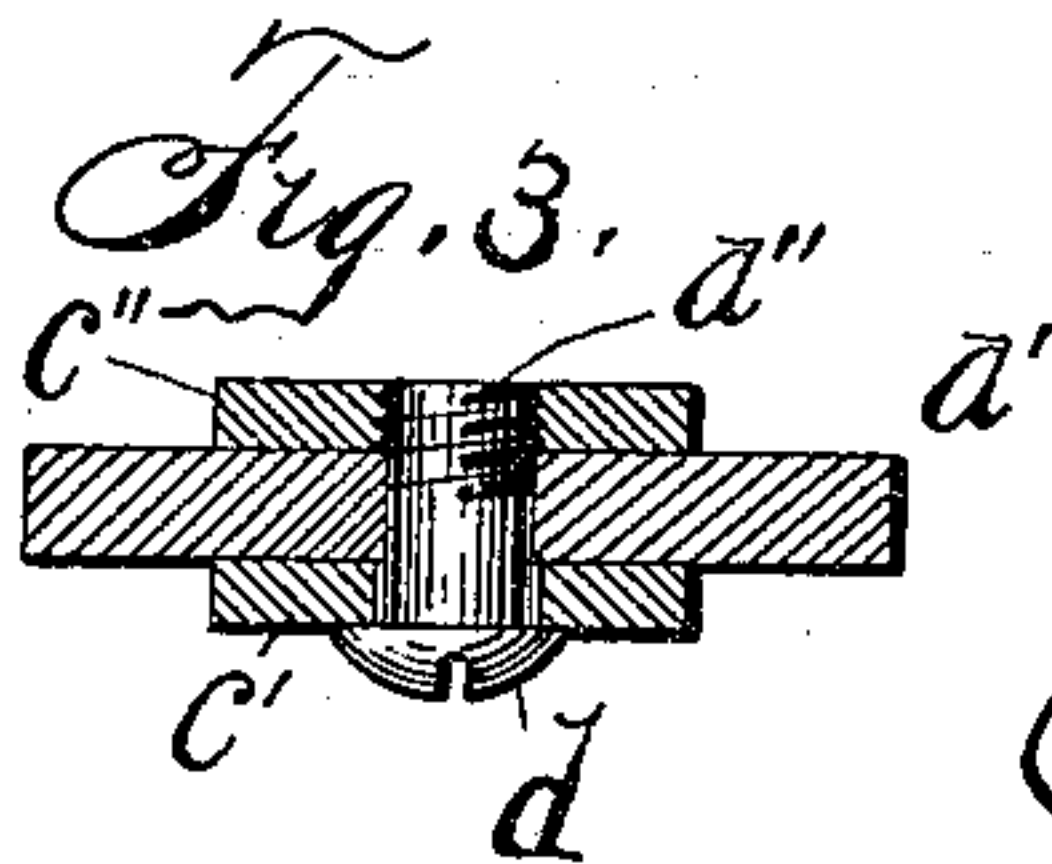
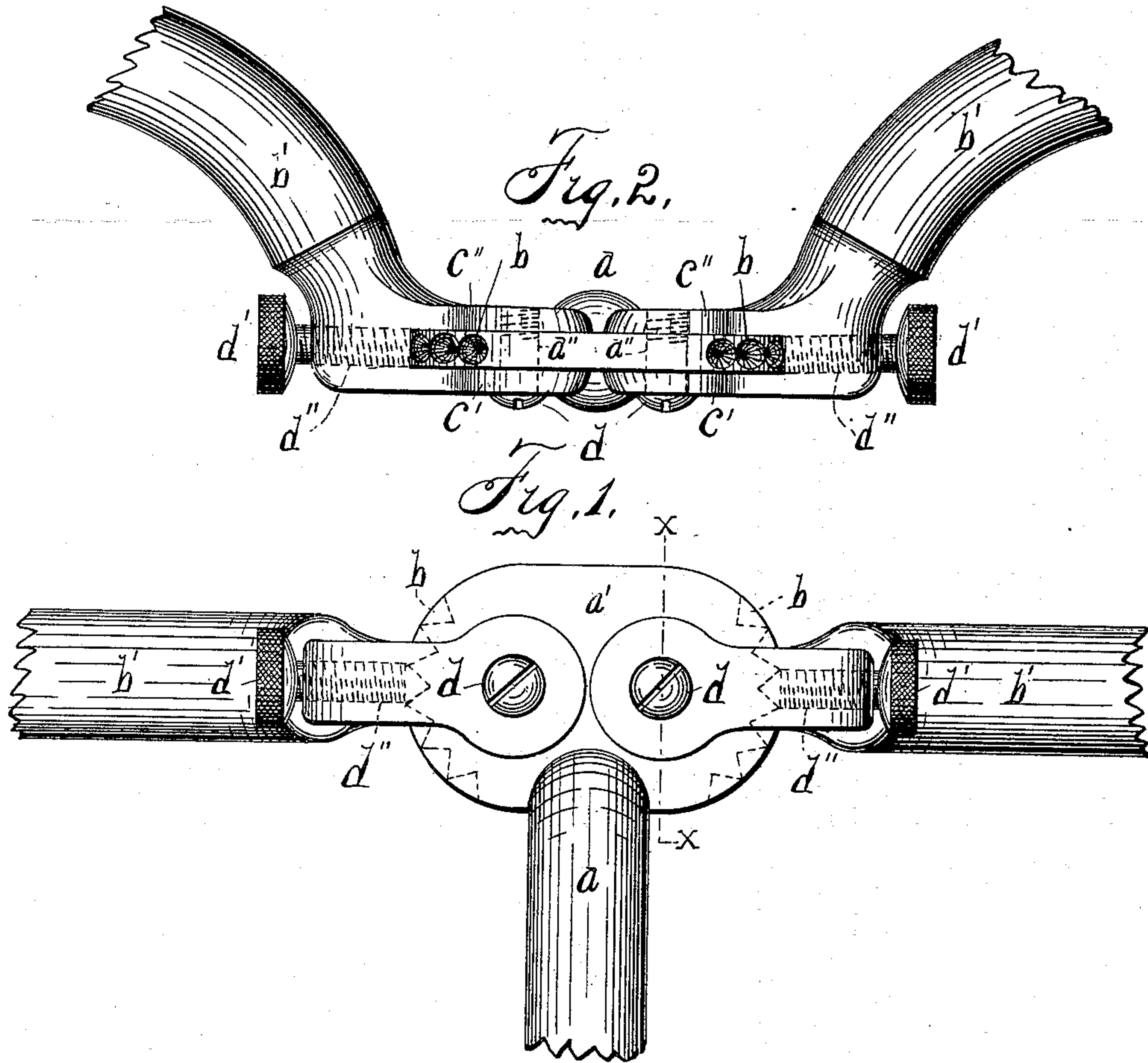
No. 624,296.

Patented May 2, 1899.

W. H. CASTLE.
HANDLE BAR FOR BICYCLES.

(Application filed Jan. 31, 1898.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM H. CASTLE, OF GENEVA, OHIO, ASSIGNOR OF ONE-HALF TO THE
GENEVA CYCLE COMPANY, OF SAME PLACE.

HANDLE-BAR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 624,296, dated May 2, 1899.

Application filed January 31, 1898. Serial No. 668,532. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. CASTLE, of Geneva, in the county of Ashtabula, in the State of Ohio, have invented new and useful
5 Improvements in Handle-Bars for Bicycles, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to improvements in
10 adjustable handle-bars for bicycles.

My object is to improve and simplify their adjusting mechanism and at the same time render it strong, effective, and positive in its operation; and to that end my invention con-
15 sists in so constructing the handle-bars that they may be raised or lowered at will and when so secured in any position will be positively locked; and to that end my invention consists in the several new and novel features
20 of construction and operation hereinafter described and which are specifically set forth in the claim hereunto annexed.

It is constructed as follows, reference being had to the accompanying drawings, in which—

25 Figure 1 is a rear view of the upper part of the steering-post, showing my improved mechanism for adjusting the height or angle of the handle-bars, the handle-bars themselves being broken away. Fig. 2 is a top plan view
30 thereof. Fig. 3 is a section on line *xx*, Fig. 1, showing one arm of the bifurcated head and the bolt which engages it.

a is the steering-post, mounted the ordinary way in the bicycle, to which post is secured
35 the disk or plate *a'*, having perforations *a''*. (Indicated by the dotted lines in Fig. 2.) This plate is inserted in the top of the steering-head so as to stand at right angles thereto, as shown in Fig. 1, so that the inner ends of the
40 handle-bars can approach each other closely, and thus enable the parts to be made as compact as possible. The said plate is also provided upon its lateral edges, as indicated in dotted lines in Fig. 1, with recesses *b* or coun-
45 tersinks, for the purposes hereinafter set forth.

b' are the handle-bars, having bifurcated heads *c* secured thereto in any ordinary way,

the said head *c* being adapted to embrace with its arms *c'* and *c''* the plate or disk *a'*, 50 the said arms of the bifurcated head being provided with openings which are adapted to be placed concentric with the openings *a''* upon the disk, and the openings upon the arms *c''* are threaded. 55

d are screws securing the bifurcated head to the plate, as shown, the thread engaging with the thread in the arm *c''*, as shown.

The bifurcated heads, as shown in Figs. 1 and 2, are provided with threaded openings 60 *d''* in alinement with the edge of the plate *a*, and *d'* are thumb-screws engaging said openings. The points of said thumb-screws are adapted to enter the recesses or countersinks *b*, as shown, for the purpose of holding or 65 locking the bifurcated heads carrying the handle-bars in position.

I do not limit myself to any particular form of recess or countersink in the edge of the plate, as it will be evident that most any form 70 will serve the purpose, provided the inner end of the thumb-screw is made to conform to it, so as to readily engage it.

Having described my invention, what I claim, and desire to secure by Letters Patent, 75 is—

The guiding-post, the plate placed vertically upon its upper edge and extending at right angles thereto, and provided with notches in its edge, combined with the han- 80 dle-bars having their inner ends bent and bifurcated so as to straddle over the edges of the plate; screws *d* which are passed through the ends of the handle-bars and the plate, and which screws are adapted to clamp the parts 85 rigidly together; and the screws *d'* which are passed through the inner bent ends of the handle-bars and made to engage with the notches in the edge of the plate, substantially 90 as shown and described.

In witness whereof I have hereunto set my hand this 26th day of January, 1898.

WILLIAM H. CASTLE.

In presence of—

R. C. EWING,
L. B. AVERY.