

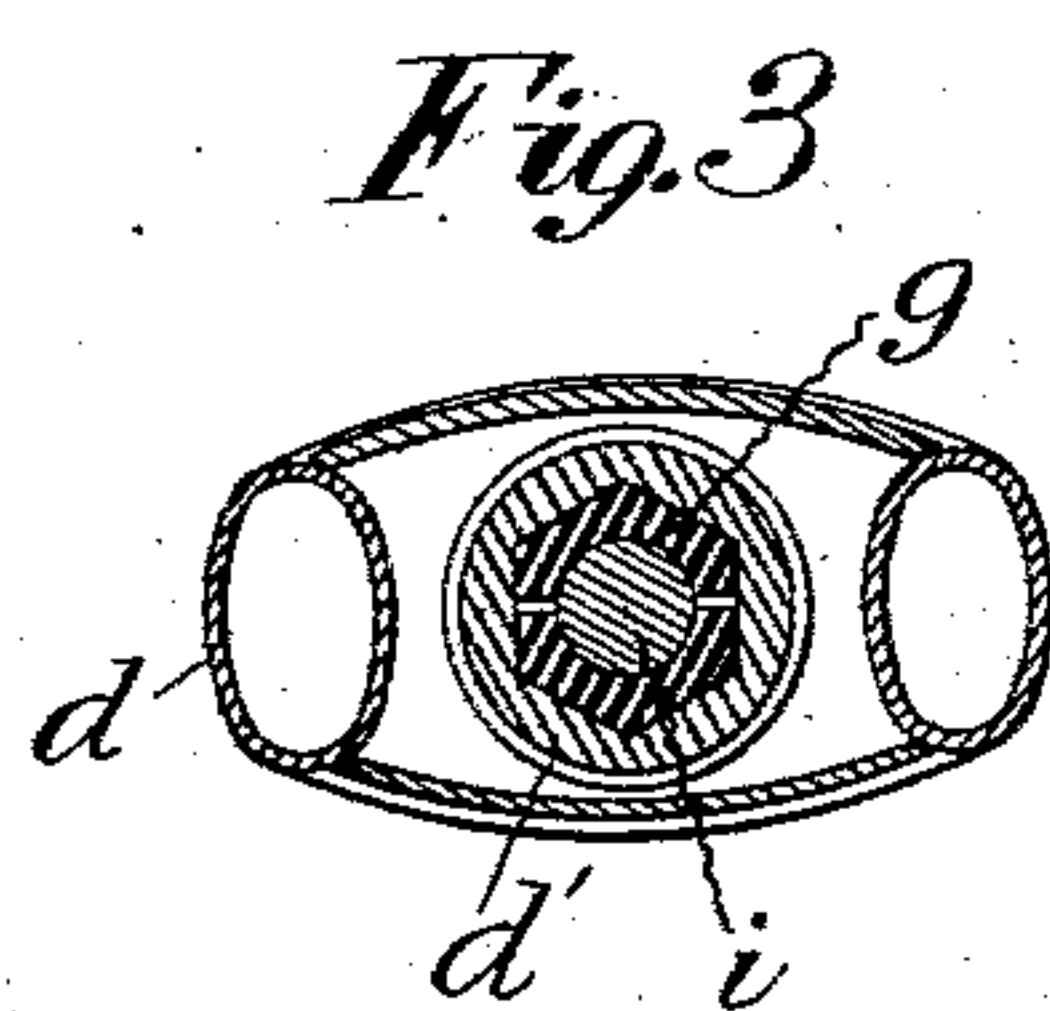
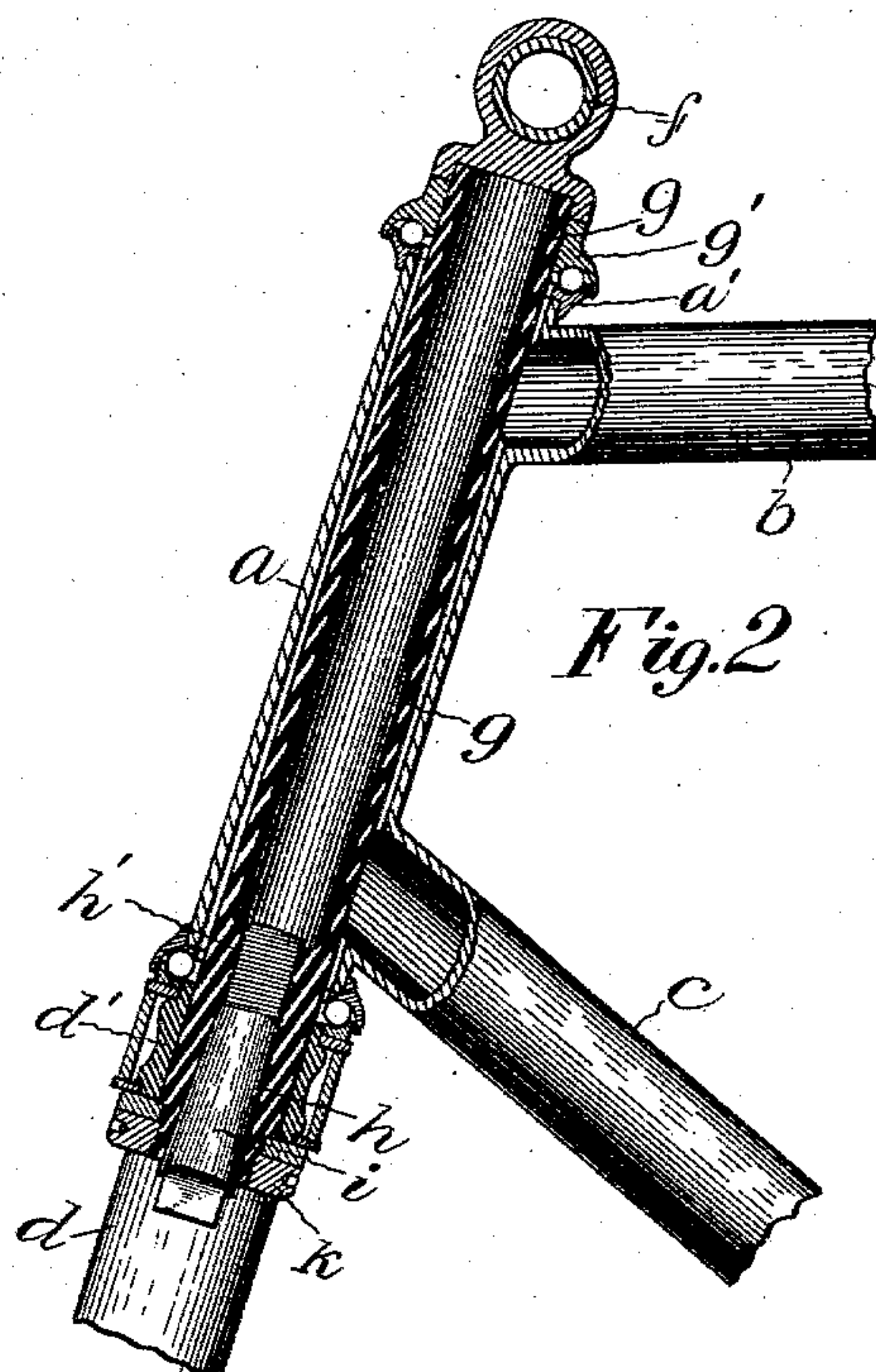
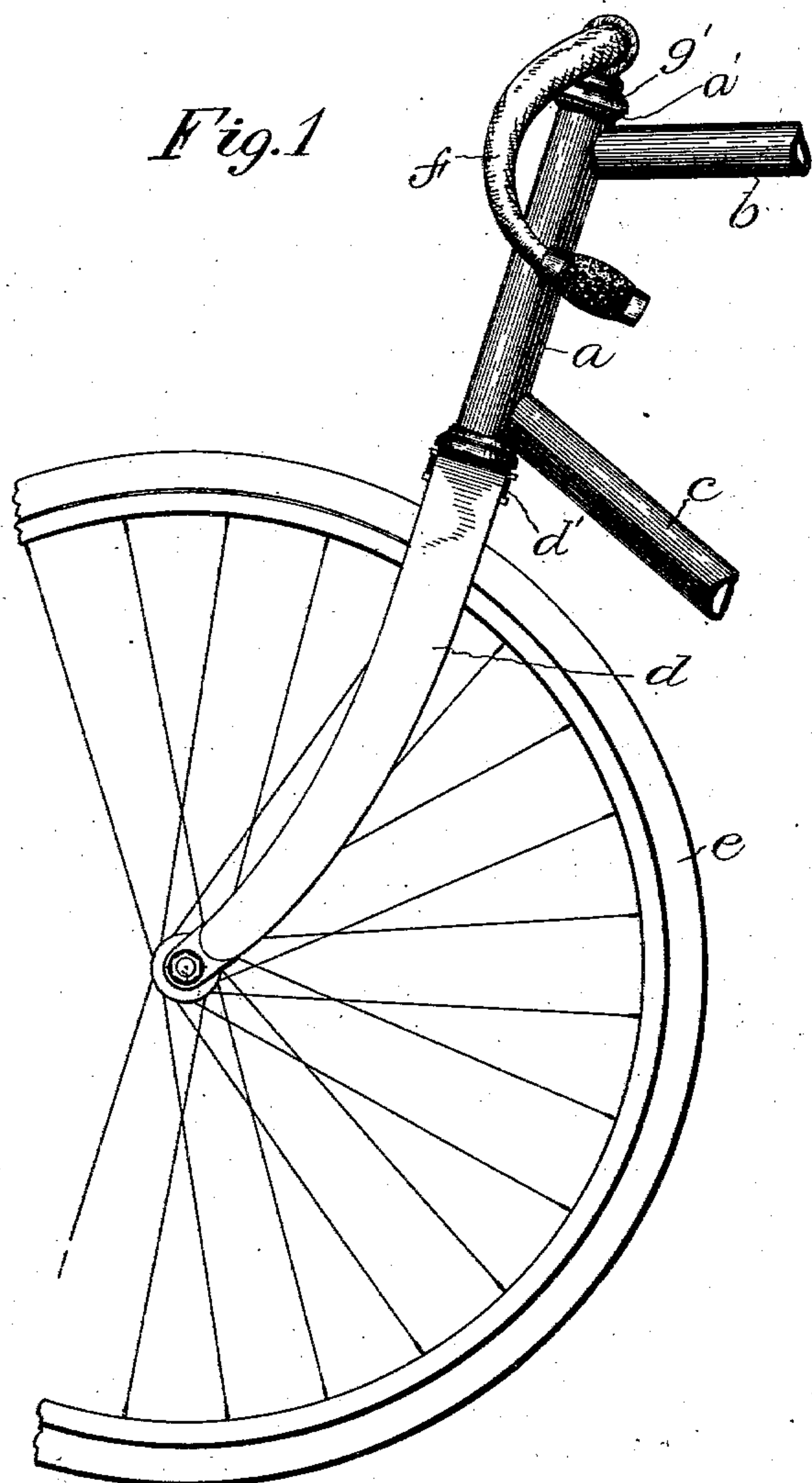
No. 740,703.

PATENTED OCT. 6, 1903.

H. P. SEYMOUR.
BICYCLE.

APPLICATION FILED AUG. 30, 1898.

NO MODEL.



Witnesses:
William H. Barker.
Erna P. Coffin

Inventor:
Herbert P. Seymour
By Chas. L. Endell
Attorneys

UNITED STATES PATENT OFFICE.

HERBERT P. SEYMOUR, OF HARTFORD, CONNECTICUT, ASSIGNOR TO POPE MANUFACTURING COMPANY, OF JERSEY CITY, NEW JERSEY, A CORPORATION OF NEW JERSEY.

BICYCLE.

SPECIFICATION forming part of Letters Patent No. 740,703, dated October 6, 1903.

Application filed August 30, 1898. Serial No. 689,834. (No model.)

To all whom it may concern:

Be it known that I, HERBERT P. SEYMOUR, a citizen of the United States, and a resident of Hartford, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements Relating to Bicycles, of which the following is a full, clear, and exact description, whereby any one skilled in the art can make and use the same.

My invention relates more especially to that part of a bicycle appurtenant to the socket-head; and the object of my invention is to provide a direct connection between the front fork and the handle-bar and also a connection that shall prevent a turning movement of one of said parts independent of the other.

To this end my invention consists in the device as a whole, in the combination of the several parts making up the device, and in the details and their combination, as hereinafter described, and more particularly pointed out in the claim.

Referring to the drawings, Figure 1 is a view in side elevation of the front portion of a bicycle embodying my invention. Fig. 2 is a detail view, in longitudinal section, through the socket-head and connected parts. Fig. 3 is a detail view in section through the fork-crown and connected parts.

The invention forming the subject-matter of the present application pertains directly to the socket or steering head of a bicycle, and for this reason the front portion only of a bicycle has been shown as being sufficient for the proper illustration and description of the device.

In the accompanying drawings the letter *a* denotes the socket-head; *b*, the upper center tube; *c*, the lower center tube; *d*, the front fork, and *e* the front wheel. The upper and lower center tubes are connected with the socket-head in any well-known manner, usually by brazing.

The handle-bar *f* has a post *g* secured thereto in any desired manner, the lower end of

this post being directly connected with the front fork *d*. The post *g* extends through the socket-head and is provided with suitable bearings, as cones *g'*, cooperating with ball-cases *a'* on the socket-head, balls being located in the ball-race between these parts in the usual manner.

The post *g* has a tapered opening *h* extending lengthwise therein, this opening being threaded at *h'* for the reception of a tapered pin *i*. The walls of the post *g* are cut through into the central opening, and the lower end of the post is threaded for the reception of a nut *k*. The post *g* is inserted in the socket-head in the proper position to secure the desired contact of the bearing-surfaces and the nut *k* employed to hold the parts in this position. The tapered pin *i* is then turned into the socket, expanding the walls of the post *g* to hold the connected parts in position.

It is a common practice in the art to provide a frictional connection between the handle-bars and the fork—that is, the parts are so clamped that one may be turned independent of the other when a required amount of power is applied, the construction of the parts making such a connection almost a necessity. By my improved construction means are provided whereby the frictional connection is dispensed with, the connection being positive, so that it is impossible to turn the handle-bar independent of the fork. In the form of connection herein shown the post *g* is made of irregular cross-section formed to fit a corresponding socket in the fork-crown *d'*. By the direct connection between the handle-bar and the fork a less number of parts are employed than in prior constructions, and the connection enables a handle-bar post to be materially shortened, owing to the absence of a connection or clamping device between the upper center tube and the handle-bars. The form of connection between the fork and its immediate support lessens the danger from

breaking of the parts at this point—a result liable where the fork is united to its support as by means of brazing.

I claim as my invention—

- 5 A handle-bar, a post rigidly secured at one end thereto, a fork having a crown with an opening to receive the post and arranged to prevent relative rotation of said parts, a nut

adapted to fit the threaded end of the post underneath the fork-crown, and a tapered 10 threaded plug adapted to fit an opening of corresponding shape in the handle-bar post.

HERBERT P. SEYMOUR.

Witnesses:

HARRIS E. HART,
W. C. LANG.