

No. 645,884.

Patented Mar. 20, 1900.

J. M. BLASHFIELD.
BICYCLE HANDLE BAR.

(Application filed June 23, 1899.)

(No Model.)

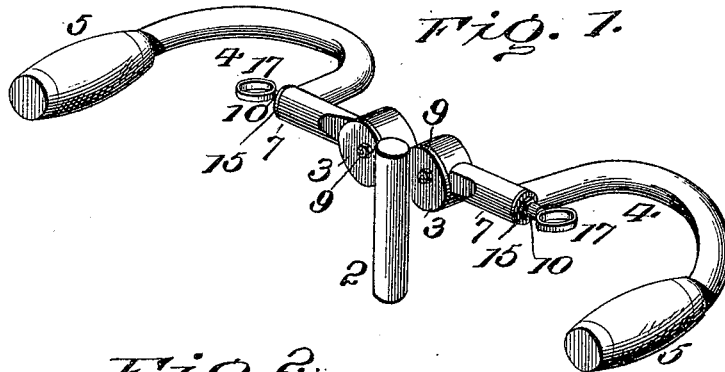


Fig. 2.

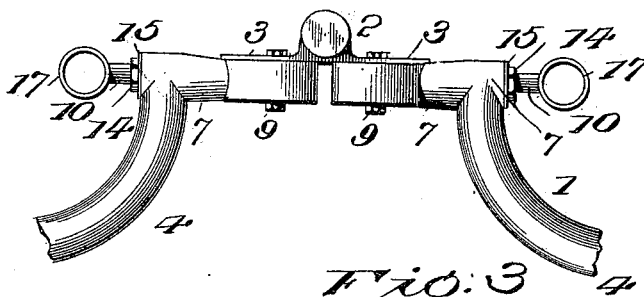


Fig. 3.

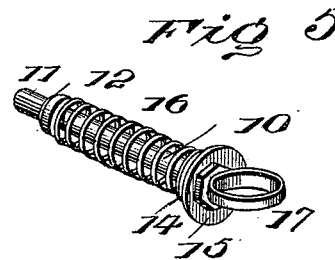


Fig. 5.

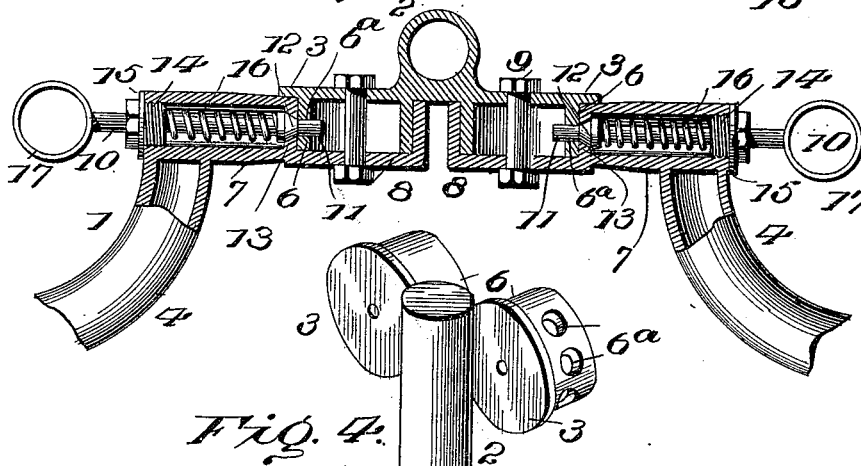


Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

JAMES M. BLASHFIELD, OF JACKSON, MICHIGAN, ASSIGNOR OF ONE-HALF
TO ARTHUR E. ELLITHORP, OF SAME PLACE.

BICYCLE HANDLE-BAR.

SPECIFICATION forming part of Letters Patent No. 645,884, dated March 20, 1900.

Application filed June 23, 1899. Serial No. 721,629. (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 Bicycle Handle-Bars; 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 certain new and useful improvements in bicycle handle-bars of the type shown in my United States Letters Patent No. 610,469, dated September 6, 1898, wherein the handle-bar sections carrying the grips are independently adjustably mounted upon a T-head or central section adapted to be fitted in the head-tube of the bicycle, said handle-bar sections being held fixed or immovable in the desired position by locking-bolts having heads or exterior projections, whereby the bolts may be retracted and the bar-sections adjusted without the necessity of the rider removing his or her hands from the bar.

The object of the present invention is to improve generally the construction of handle-bar shown in said patent, provide a more durable and efficient form of adjusting and locking mechanism, and arrange the parts so as to avoid slotting the adjustable sections and permit of the locking-bolts being operated directly from the grips.

With this and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, which will be hereinafter more fully described, and particularly pointed out in the appended claim, reference being had to the accompanying drawings, forming a part of this specification, wherein—

Figure 1 is a perspective view of a handle-bar embodying my invention. Fig. 2 is a top plan view thereof. Fig. 3 is a horizontal section through the joint or swivel connections of the handle-sections of the bar. Fig. 4 is a perspective view of the central post or T connection. Fig. 5 is a detail view of one of the locking-bolts and connections.

Referring now more particularly to the

drawings, wherein like reference-numerals designate corresponding parts throughout the several views, the numeral 1 represents the handle-bar, which comprises in its construction a central T post or connection 2, adapted to be fitted in the head-tube of the bicycle in the usual manner and having lateral ears or wings 3 projecting from or arranged adjacent to the front or outer surface thereof, and the two handle-sections 4, provided at their outer ends with suitable grips 5. The said central T post or connection is provided on each side with a vertically-arranged cup or case section formed by the ears and annular flanges 6, projecting therefrom, said flanges being provided with a series of seats in the form of depressions or openings 6^a. The handle-sections 4 are U-shaped or bowed or curved outwardly and carry at their inner ends short transverse tubes or sleeves 7, terminating at their inner ends substantially in line with the inner surfaces of the handle-sections and having their outer ends projecting laterally beyond the outer surfaces of said sections at the proximal ends of the latter and provided with cups 8, which receive and inclose the flanges 6 and are connected thereto by pivot-bolts 9. The two joint cases or cup-sections 6 and 8 thus constructed and united form together a swivel cup or case on which each handle-section 4 is adapted to turn in a vertical plane to vary the angle of adjustment of the grips or handle-grasps.

The locking mechanism for holding each handle-section fixed in adjusted position comprises a bolt 10, slidably mounted in the transverse tube or sleeve 7 and having a locking end 11, adapted to engage the seats 6^a in the flange 6, and a shoulder 12 adjacent thereto to abut against a shoulder 13 on the interior of the sleeve 7, and thereby limit the throw of the bolt in its locking movement. The bolt is retained against displacement by a hollow screw cap or nut 14, through which it loosely slides and which is threaded into the inner end of the sleeve and provided with a flange 15 to exclude dust and dirt. A spiral spring 16 encompasses the bolt between the shoulder and screw cap or nut and serves to hold the bolt projected, and the tension of this spring may be adjusted as desired by screw-

ing up or loosening the nut. The bolt is adapted to be operated through the medium of a ring or loop 17, secured to or formed integrally upon the outer end thereof. Into this ring the thumb of the hand of the rider grasping the adjacent grip may be inserted to retract the bolt when it is desired to change the adjustment of the handle-section, and it will be readily observed that owing to the construction and arrangement of the parts before described the ring is brought close enough to the grip to permit of this operation being effected without the necessity of the rider taking his hand off the bar or removing it wholly from the grip. This is of great importance in that the rider may quickly and easily adjust the handle-bar when riding and at the same time maintain complete control over the machine.

It will of course be understood that changes in the form, proportion, and minor details of construction may be made within the scope of the invention without departing from the spirit or sacrificing any of the advantages thereof.

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

In an adjustable handle-bar for bicycles, the combination of a central post provided upon

its front face with integral ears projecting laterally and having annular flanges projecting forwardly therefrom and formed with seats, two outwardly bowed or curved handle-sections each provided at its inner end with a transverse tubular sleeve having its outer end internally threaded and its inner end provided with a stop-shoulder and a rearwardly-projecting cup receiving and inclosing the flange on the adjacent ear of the post, a pivot-bolt uniting the ear and the cup, a sliding bolt extending through the tubular sleeve and having at its inner end a locking projection to engage the seats in said flange and a shoulder to abut against the shoulder of the tube and at its outer end an operating device, a spiral spring surrounding the bolt and bearing at one end against the shoulder thereof, and a flanged screw-cap fitted into the said threaded outer end of the transverse tubular sleeve and bearing against the adjacent end of said spring, substantially as described.

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

JAMES M. BLASHFIELD. [L.S.]

Witnesses:

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