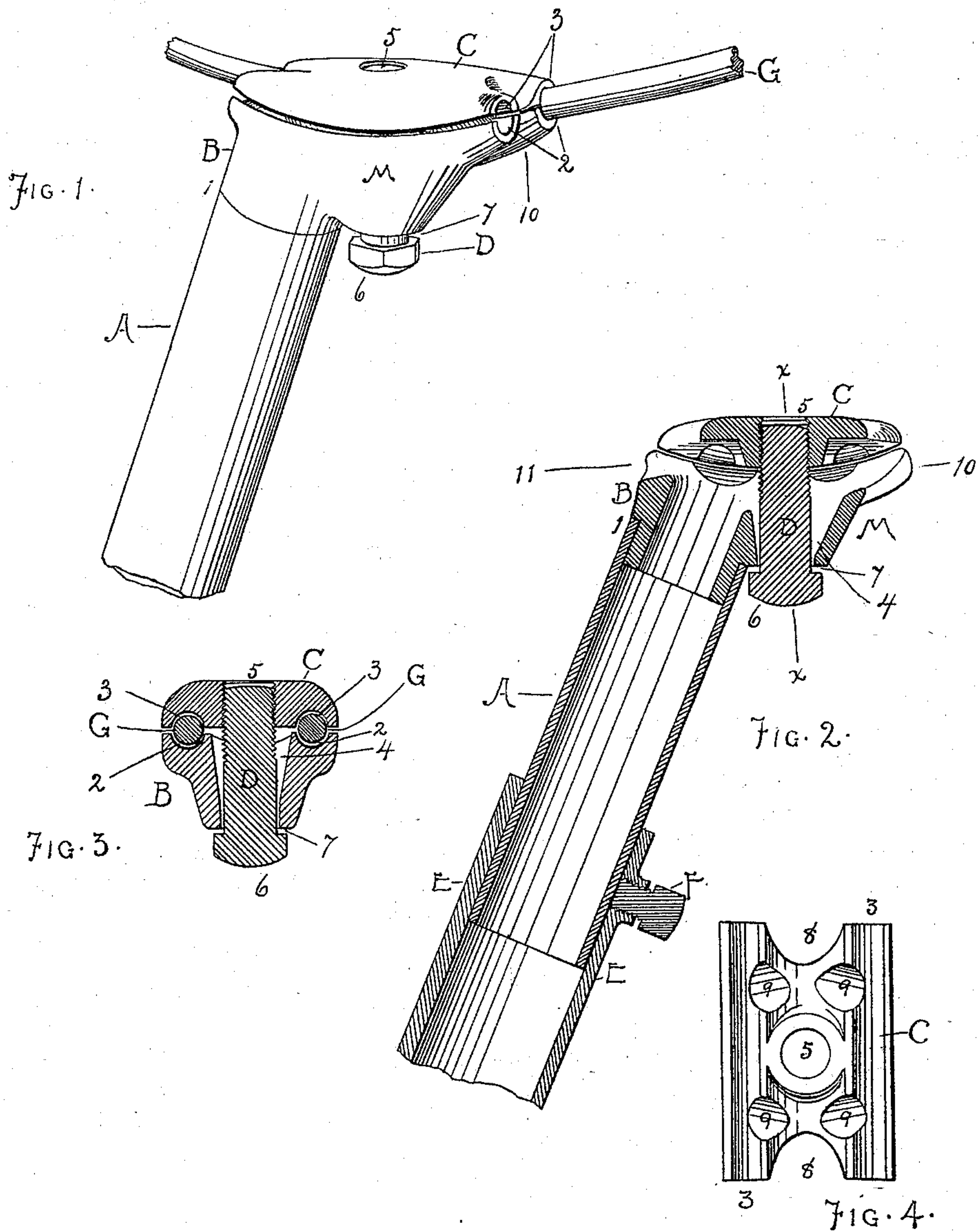


(No Model.)

E. C. STEARNS.  
SUPPORT FOR BICYCLE SADDLES.

No. 540,118.

Patented May 28, 1895.



WITNESSES:

*Fred C. Draper*  
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BY

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ATTORNEY



# UNITED STATES PATENT OFFICE.

EDWARD C. STEARNS, OF SYRACUSE, NEW YORK.

## SUPPORT FOR BICYCLE-SADDLES.

SPECIFICATION forming part of Letters Patent No. 540,118, dated May 28, 1895.

Application filed March 12, 1895. Serial No. 541,428. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD C. STEARNS, a citizen of the United States, residing at Syracuse, in the county of Onondaga and State of New York, have invented a new and useful Support for Bicycle-Saddles; and I do hereby declare that the following, in connection with the accompanying drawings, is a full, clear, and exact description of the invention.

My invention relates to the support for a bicycle-saddle, and consists in a novel combination of seat-post and clamp, which combines strength, lightness, and simplicity of construction. Its essential features are a seat-post which fits into the rear vertical post of the frame, and a clamp made in two parts. The lower member of this clamp is brazed to the saddle post, and is provided on its upper surface, near the side edges, with two longitudinal parallel grooves for receiving the springs of the saddle. The upper member of the clamp is perfectly smooth on its upper surface, while its lower is made to correspond to the upper surface of the lower member, and is like that provided with two longitudinal parallel grooves, one on each side and near the edge, which correspond to the grooves in the lower member. The upper member is attached to and drawn firmly down on the lower, by means of a bolt inserted from below with its head projecting downward, by which means when the saddle is set in position with its two springs resting in the grooves in the lower member, and the upper member set in position and clamped firmly by means of the bolt, the two springs fit closely and are gripped firmly in the two pair of grooves, and the saddle is held in place with great rigidity.

The simplicity of my invention, which has been arrived at by study and experiment, is in itself a great advantage; and by my special construction I have produced a saddle support which is light and yet strong and rigid, and permits it to be adjusted forward or backward sufficiently. The springs of the saddle are so firmly gripped between the upper and lower members as to prevent any play or loosening, no matter what strain they are subjected to. Finally and of particular importance, the upper member is made smooth and nearly flat on top, so as to avoid injury to the person in case of accidental contact, and the

bolt being inserted and tightened from below adjustment is easy, and the bolt-head is arranged out of the way of the rider, and yet in the most convenient place to be reached by the wrench.

My invention will be better understood by reference to the accompanying drawings, in which the same letters and numerals refer to like parts in all the views.

Figure 1 is a perspective view of the device with one of the seat-springs shown in position. Fig. 2 is a vertical section through the longitudinal axis partly in elevation. Fig. 3 is a vertical cross-section on line  $xx$ , showing in section the two saddle-springs in position in the grooves. Fig. 4 is a plan view of the lower side of the upper member of the clamp.

A is the saddle post to which is brazed at 1, or otherwise integrally secured, the lower member B of the clamp, having the rearward projection M. This is perforated with the circular opening 4 for the bolt D which engages in the screw-threaded hole 5 in the upper member C, and when tightened draws the upper member tightly down on the lower member, clamping between them the springs G G of the saddle. The lower member B of the clamp is provided with the grooves 2—2 on its upper side, and the upper member with the corresponding grooves 3—3 on the lower side. These grooves are formed to fit the springs of the saddle which are preferably circular in cross section as here shown, but may be of any other desired shape. The bolt D is provided with the head 6 at its lower end, which bears against the shoulder 7 on the rearward extension M when the bolt is tightened. It will be noticed that the bolt is made of sufficient length to come flush with the upper member C, but does not project above it.

It will be noticed that the upper member C is cut out at 8—8, and the inner walls of the grooves 3—3 are also cut away at 9—9—9—9 to save weight and material. The lower member B is also cut out at 10 and 11 for the same purpose.

The combined post and clamp have the usual vertical adjustability in the bicycle frame E, which is shown in section at Fig. 2; and is secured therein at the desired height by means of the set screw F.

It will be observed that I have shown the



clamp extending rearwardly from the post, but where desired this arrangement may be reversed, and it may extend forward without departing from my invention, so long as the other features are preserved.

I have not thought it necessary to show the entire saddle, but in Fig. 1 there is shown in position in the clamp one of the springs G G, which are the lower part of the saddle. By slightly loosening the bolt D the saddle may be adjusted backward or forward to some extent, and very easily, and when adjusted the bolt is again tightened.

My invention affords rigid securing of the saddle in position, by a light, simple clamp, combining easy adjustability and removability of saddle; smooth top surface to clamp, and bolt arranged to be conveniently and safely adjusted from below.

Having thus fully described my invention, what I claim, and desire to protect by Letters Patent, is—

1. A combined seat-post and clamp, having the post and lower member of the clamp integral, the upper member smooth on top, and a bolt adjusted from below.

2. The support for a bicycle saddle, composed of a seat-post and clamp, the lower member of the clamp integral with the post and having a rearward extension, the upper member of a clamp smooth on top and adapted to fit the lower member on its under side, and a bolt adjusted from below for drawing the upper member down on to the lower, substantially as described and shown.

3. The support for a bicycle saddle composed of a seat-post and clamp, the lower member of the clamp made integral with the post and provided on its upper surface with grooves for receiving the seat-springs, the upper member of the clamp provided with corresponding grooves on its lower surface to fit the seat-springs, and a bolt for attaching the upper

member to the lower and tightening it thereon, substantially as described and shown.

4. The support for a bicycle saddle composed of a seat-post, a supporting member integral therewith, having grooves for receiving the seat-springs, a clamping member having corresponding grooves on its lower surface, and a smooth upper surface, and a screw-bolt engaging with and connecting said supporting member and said clamping member, said bolt being arranged with its head beneath and bearing against the supporting member, substantially as described and shown.

5. The combined seat-post and clamp for a bicycle saddle having the lower member B integral with the saddle-post A, and provided with the rearward projection M and grooves 2—2; an upper member smooth on its upper surface, and provided on its lower with grooves 3—3; bolt D engaging with hole 5, and having head 6 engaging with shoulder 7, substantially as described and shown.

6. The combined seat-post and clamp for supporting a bicycle saddle, composed of the seat-post A, the lower member of the clamp B integral therewith and having a rearward projection M, grooves 2—2, cut-outs 10 and 11, and opening 4; the upper member C of the clamp smooth on its upper surface and provided on its lower with grooves 3—3, cut-outs 8—8 and 9—9—9—9 and also provided with screw-threaded hole 5; and bolt D engaging with said upper and lower members, substantially as described and shown.

In witness whereof I have hereunto set my hand, in the presence of two attesting witnesses, at Syracuse, in the county of Onondaga, in the State of New York, this 9th day of March, 1895.

EDWARD C. STEARNS.

Witnesses:

ALFRED WILKINSON,  
L. F. WEISBURG.