(No Model.)

A. E. McGILL.

SADDLE POST.

No. 603,472. Patented May 3, 1898.

Fig. 1.

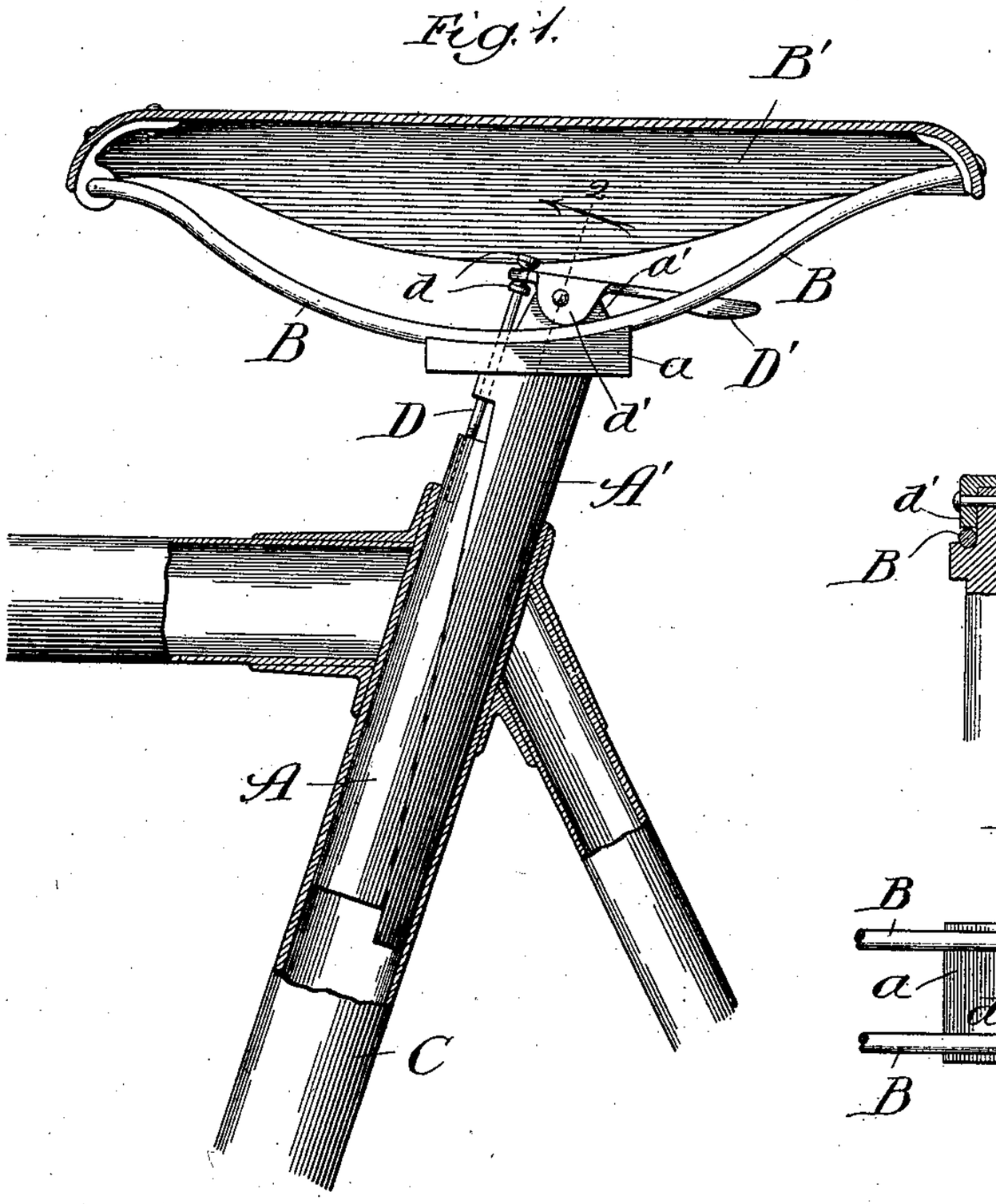


Fig. 2.

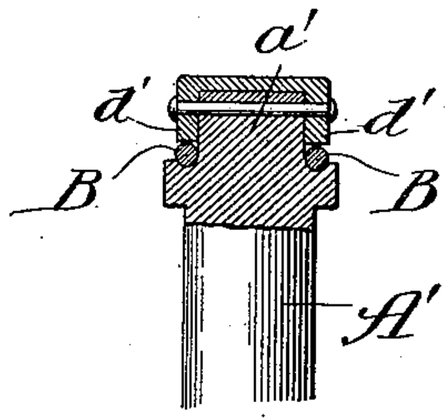


Fig. 3.

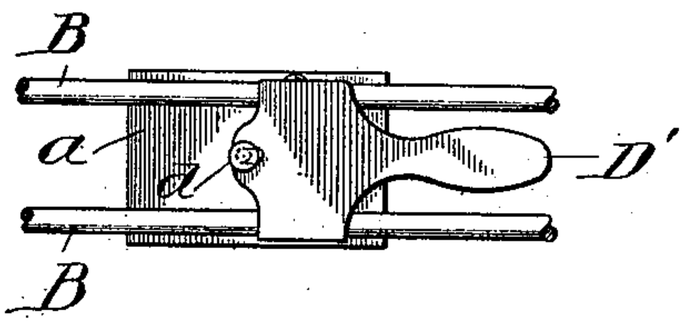


Fig. 4.

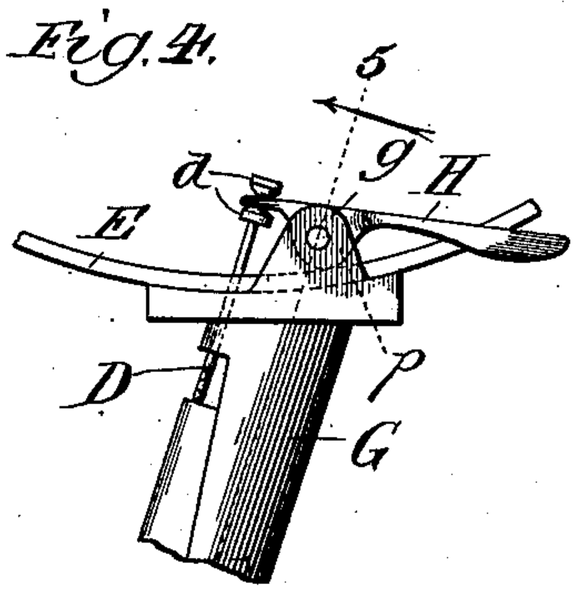
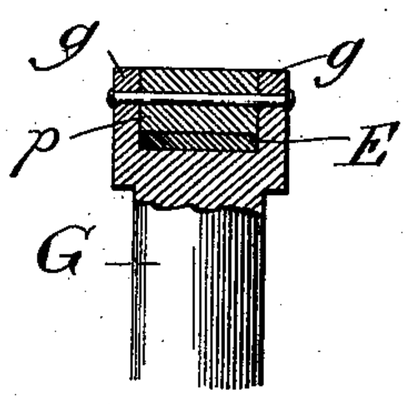


Fig. 5.



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UNITED STATES PATENT OFFICE.

ALBERT E. McGILL, OF CHICAGO, ILLINOIS.

SADDLE-POST.

SPECIFICATION forming part of Letters Patent No. 603,472, dated May 3, 1898.

Application filed November 27, 1896. Serial No. 613,578. (No model.)

To all whom it may concern:

Be it known that I, ALBERT E. McGILL, a citizen of the United States, residing at Chicago, Cook county, Illinois, have invented certain new and useful Improvements in Saddle-Posts, of which the following is a specification.

The object of my invention is to provide a simple, economical, and efficient saddle-post, one that is adapted to support a saddle in riding position on a velocipede and that is readily and easily adapted to be secured in position to the vehicle-frame or released therefrom.

The invention consists in the features, combinations, and details of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a sectional elevation of a portion of my improvements shown in connection and as secured to a portion of a bicycle-frame; Fig. 2, a sectional detail of a portion of the mechanism, taken on the line 2 of Fig. 1; Fig. 3, a plan view of a portion of the clamping mechanism, looking at it from the top; Fig. 4, a side elevation of the clamping mechanism adapted to grasp a flat saddle-spring, and Fig. 5 a sectional detail taken on the line 5 of Fig. 4.

In constructing a saddle-post in accordance with my improvements I make the post proper in two parts or portions A and A′, which are substantially two plano-convex wedges, or, in other words, is a cylindrical rod cut at an angle to its axis. One portion, preferably the part A′, is fitted with a head-piece *a*, upon which rest the springs B of a saddle B′. This post is fitted into the opening of a pillar-tube C of a saddle-frame, and in order to tighten the same the two parts of the post are brought together, which practically increases their diameter and forces them into a positive frictional engagement with the inner surface of the pillar-tube. In order to accomplish this result, I provide the portion A with a rod D, that extends up above the head-piece, and the head-piece with a pivoted lever D′, which engages with suitable projections *d* on the rod. From an examination of the drawings it will be seen that by depressing the free end of the lever the rod and portion A are raised, and consequently the post is forced into positive and rigid engagement with the pillar-tube.

In order to hold the saddle in position on the saddle-post and having particular reference to Figs. 1, 2, and 3 of the drawings, I provide the operating-lever with two cam-lugs *d′*, that straddle or extend down on each side of a projection *a′* of the post-head. The spring-rods B of the saddle are placed between the cam portions of the lever and the head-piece, and by depressing the free end of the operating-lever the cams are forced into contact with such springs and grasp such springs between them and the head portion of the post in such manner as to firmly hold the saddle in riding position.

It will further be seen by an inspection of the drawings that the same action or operation that tends to secure the saddle-post in positive engagement with the vehicle-frame also tends to secure the saddle and post rigidly together.

In Figs. 4 and 5 I have shown my improvements arranged to grasp a saddle that has a single flat spring E. In these figures the saddle-post G is provided with two projecting lugs *g*, arranged at each side of the center, while the operating-lever H is provided with a single central cam portion *h*, arranged between the lugs of the post. The operation of the parts and the method of securing the parts together are the same as described in connection with Figs. 1, 2, and 3.

While I have described my improvements with more or less minuteness as regards details and as being embodied in certain precise forms, I do not desire to be limited thereto unduly, no more than is pointed out in the claims. On the contrary, I contemplate all proper changes in form, construction, and arrangement, the omission of immaterial elements and the substitution of equivalents, as circumstances may suggest or necessity render expedient.

I claim—

1. In a saddle-post for vehicles, the combination of a saddle-post made in two plano-convex wedge-shaped portions, and means for operating the parts to cause the proper engagement or disengagement, substantially as described.

2. In a saddle-post for vehicles, the combination of a post formed of two plano-convex wedge-shaped portions, a head on one of such portions, a rod on the other of such portions, and a lever arranged on the head and in contact with the rod so that its operation tends to move the parts and cause the proper engagement or disengagement, substantially as described.

3. In a saddle-post for vehicles, the combination of a saddle-post formed of two plano-convex wedge-shaped portions, a head on one of such portions, a rod on the other portion extending above the head, the head portion arranged and adapted to receive the spring or springs of a saddle, a projection on such head portion, a cam-lever straddling such projection and arranged to contact the rod and to grasp the saddle-spring between its cam-shaped portions and the head portion so that its operation tends to cause the engagement or disengagement of the saddle-post with a vehicle-frame and a saddle with the saddle-post, substantially as described.

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