No. 614,261. Patented Nov. 15, 1898.

W. A. DICKINSON.

SEAT POST AND SADDLE CLAMP.

(Application filed Jan. 7, 1898.)

(No Model.)

Fig. 1.

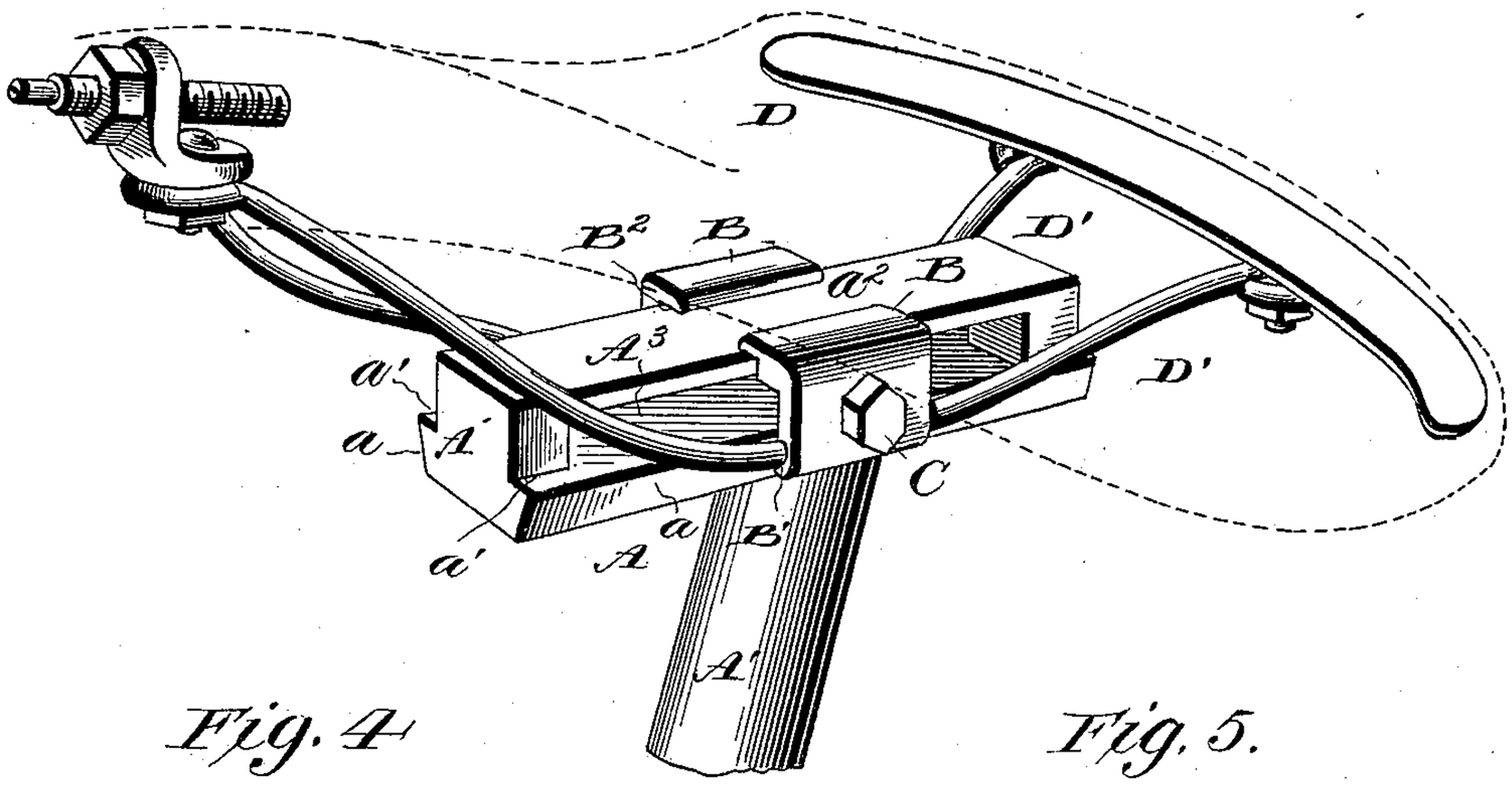
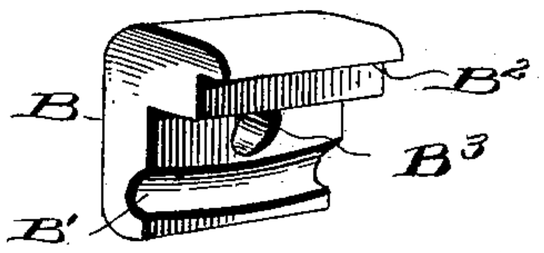
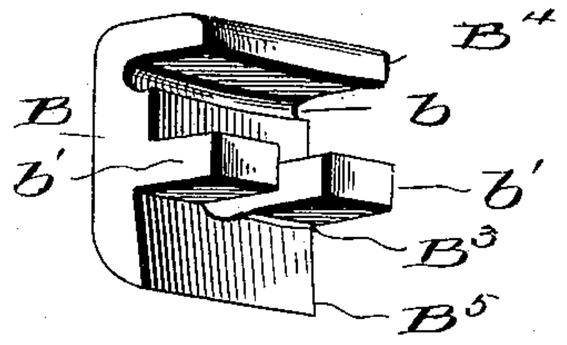


Fig. 4

Fig. 5.





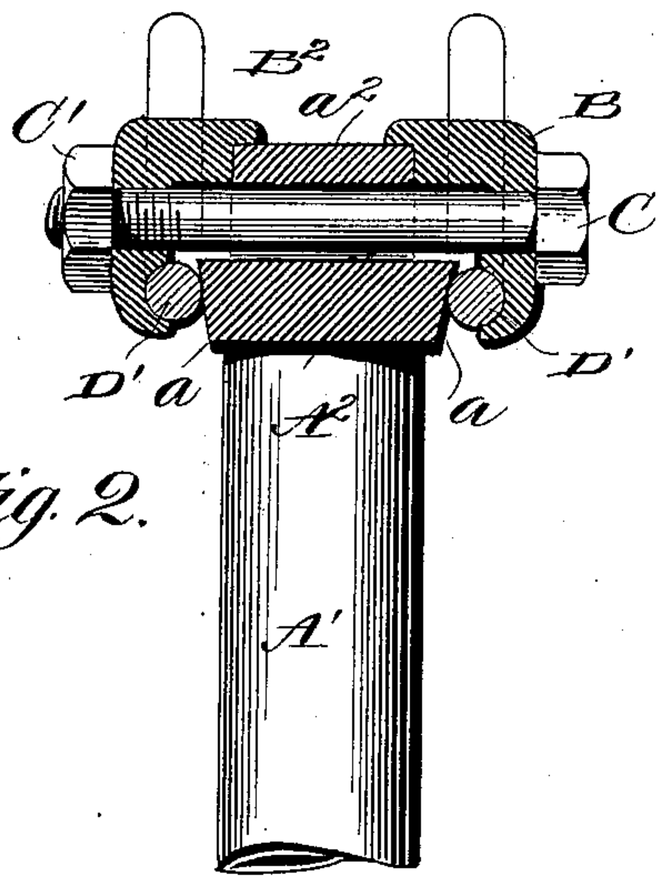


Fig. 2.

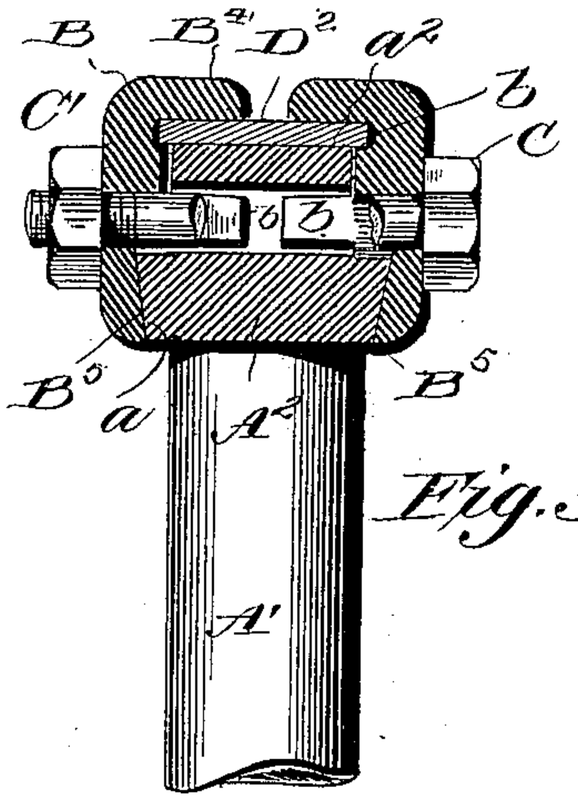


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM A. DICKINSON, OF EAST ORANGE, NEW JERSEY, ASSIGNOR TO THE SEARLS MANUFACTURING COMPANY, OF NEWARK, NEW JERSEY.

SEAT-POST AND SADDLE CLAMP.

SPECIFICATION forming part of Letters Patent No. 614,261, dated November 15, 1898.

Application filed January 7, 1898. Serial No. 665,963. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. DICKINSON, a citizen of the United States, residing at East Orange, in the county of Essex, State of New Jersey, have invented certain new and useful Improvements in Seat-Post and Saddle Clamps, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to seat-post and saddle clamps for bicycles or other similar vehicles, and more particularly to a construction of parts which will permit an extensive adjustment of the saddle to different positions in relation to the frame of the bicycle.

The invention has for its object to provide a construction whereby the saddle may be adjusted laterally in relation to the upright of the seat-post without changing the inclination thereof and also whereby the inclination may be changed without altering the lateral adjustment.

A further object of the invention is to provide a novel construction of clamping-plates which when used in connection with the seat-post prevent any turning or movement of the saddle upon the post.

Other objects and advantages of the invention will hereinafter appear in the following description, and the novel features thereof will be particularly pointed out in the appended claims.

In the drawings, Figure 1 is a perspective of the invention, illustrating the application of a saddle having round supporting-springs. Fig. 2 is a vertical cross-section through Fig. 1. Fig. 3 is a similar view of a modified form of the invention adapted for clamping a flat spring to the seat-post. Fig. 4 is a detail perspective of one of the clamping-plates illustrated in Fig. 1, and Fig. 5 is a similar view of one of the plates illustrated in Fig. 3.

Like letters of reference indicate like parts throughout the several figures of the drawings.

The letter A designates a seat-post composed, essentially, of the upright portion A′, adapted to be suitably attached to the frame of a bicycle, and the T-head or cross-post A^2, extending at an angle to the upright and provided with a groove or way A^3. The upright A′ has been described as the means for attaching the seat-post to a bicycle; but it is obvious that other means may be used when found desirable. The opposite lower portions of the cross-post A^2 or bottom plate are provided with beveled faces a and above the same with a shoulder a'. Above the groove or way A^3 extends a bridge-wall or top plate a^2, against which the clamping means are adapted to be engaged.

In connection with the seat-post just described I provide clamping-plates B, which are located upon opposite sides and through which passes the clamping-bolt C or any suitable means for drawing the plates toward each other and into contact with the cross-post. These clamping-plates may be variously constructed to adapt the same for holding different classes of saddle-springs. For instance, in Fig. 1 the saddle D is illustrated as provided with opposite round supporting-springs D′. These springs are seated within curved grooves B′, formed in the clamping-plates B, and the said plates are provided at their upper portion with a flange or lip B^2, adapted to engage the top plate a^2 of the cross-post. The clamping-bolt C passes through a suitable aperture B^3, formed in each of the clamping-plates, and through the slot A^3 of the cross-post. The parts are clamped together by the application of a suitable nut C′ upon the threaded end of the clamping-bolt C.

When it is desired to secure a saddle provided with a flat spring to the post, a modified form of plate, as shown in Figs. 3 and 5, is used. In this form the spring D^2 of the saddle is clamped against the upper surface of the plate a^2 by means of the projecting lip or flange B^4 and a receiving-groove b, located adjacent to the same. This form of plate is also provided with inwardly-projecting lugs b', which extend upon opposite sides of the bolt-aperture B^3, and the lower portion of the plate is formed with a beveled face B^5, provided upon the lower portion of the cross-post. By means of the application of a clamping-bolt C and nut C′ the two plates are drawn toward each other and into contact with the cross-post, so as to clamp the spring D^2 against the upper surface thereof, whereby the sev-

eral parts are firmly held against any movement.

It will be observed that the saddle is capable of adjustment lengthwise of the slot in the cross-post by simply loosening the bolt C, and the saddle may be thus located directly above the upright or at either side thereof without altering the horizontal position or inclination of the saddle. Likewise the saddle-springs may be shifted in the clamping-plates when the same have been loosened and the horizontal inclination of the saddle altered without moving the same in its relation to the upright of the seat-post. The slot or groove A^3 prevents any accidental disengagement of the clamps from the seat-post, and in the form of the invention shown in Fig. 1 the inner surfaces of the springs are firmly clamped against the inclined faces of the cross-post, so as to prevent any vertical movement or rocking of the saddle upon the post. This same result is secured in the modified construction by means of the beveled walls B^5 upon the lower portion of the clamping-plates. The use of the angular bearing-surfaces upon the cross-piece, in connection with the clamping-plates, firmly secures the saddle against any movement whatever and yet permits the extended adjustment of the same by simply loosening the clamping-bolt, and the bearings of the clamping-plates upon the upper surface of the cross-post prevent any movement of said plates upon their pivot when they are clamped in contact with beveled faces of the cross-post.

The preferred details of construction and configuration of the several parts have been described; but it is obvious that numerous changes may be made therein without departing from the spirit of this invention as defined by the appended claims.

Having described my invention and set forth its merits, what I claim as new, and desire to secure by Letters Patent, is—

1. A seat-post comprising a head or cross post composed of a top plate and a parallel bottom plate having upwardly and outwardly diverging side edges and spaced from said top plate to form a slot between the same, independent clamping-blocks upon opposite sides of said head adapted to engage a saddle-spring and having clamping-faces opposite said diverging side edges and top plate, and a clamping-bolt engaging said blocks and passing through said slot; substantially as specified.

2. A seat-post comprising a head or cross post composed of a flat top plate, a parallel bottom plate having outwardly-diverging side edges spaced from said top plate to form a slot between the same, clamping-blocks having clamping-faces opposite the diverging faces of the bottom plate and having projecting flanges above said top plate, and a clamping-bolt passed through said blocks and slot; substantially as specified.

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

WILLIAM A. DICKINSON.

Witnesses:

EARL LAKE,

H. B. TAYLOR.