No. 628,743. Patented July 11, 1899.

T. J. BIGGS.

CLAMPING ATTACHMENT FOR SADDLES.

(Application filed Dec. 28, 1897.)

(No Model.)

Fig. 1.

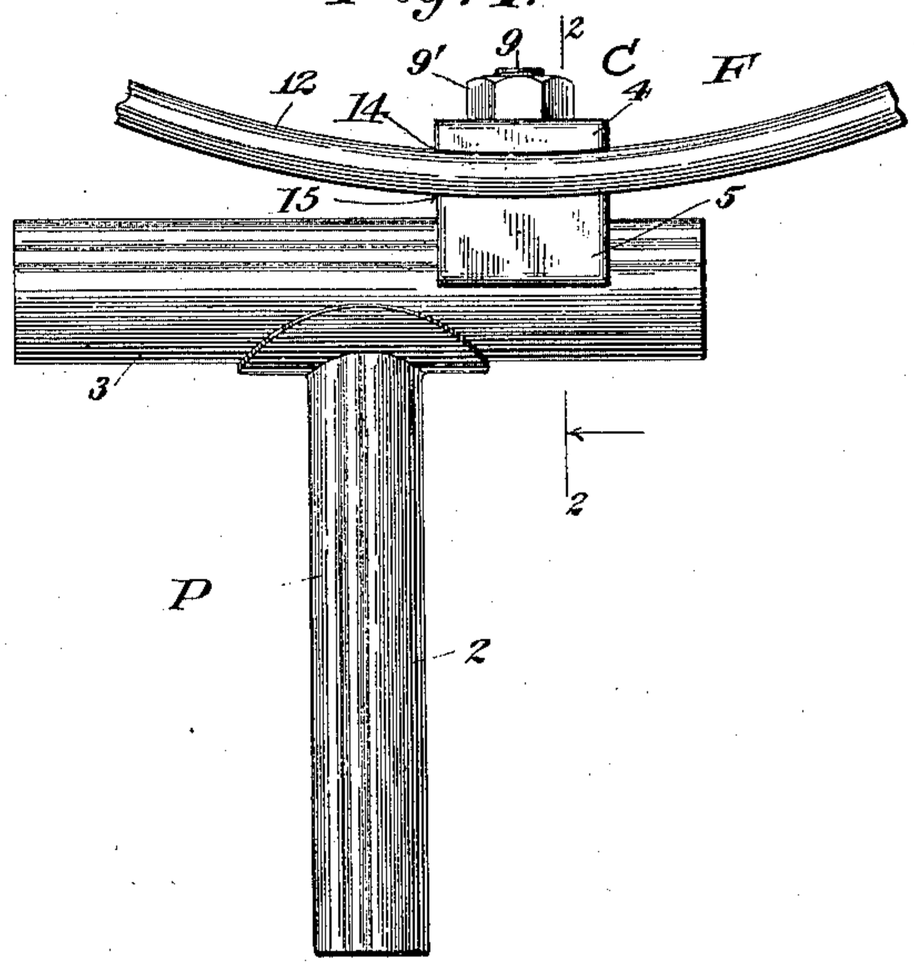


Fig. 2.

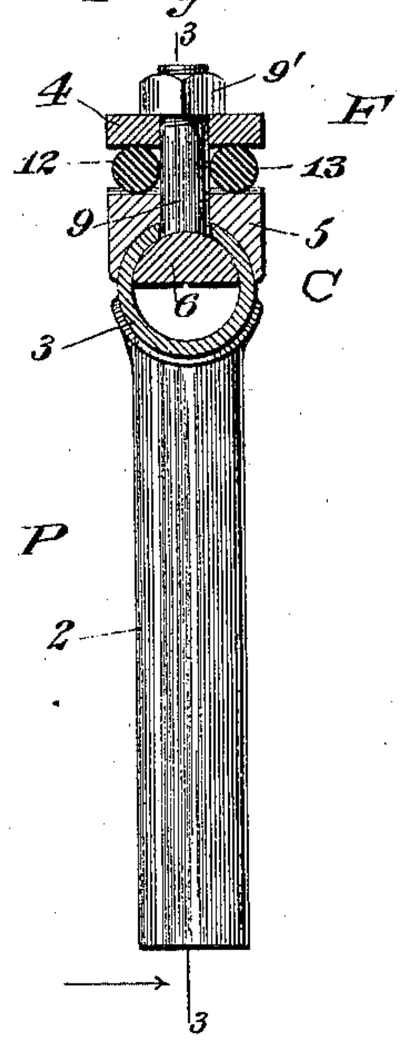


Fig. 3.

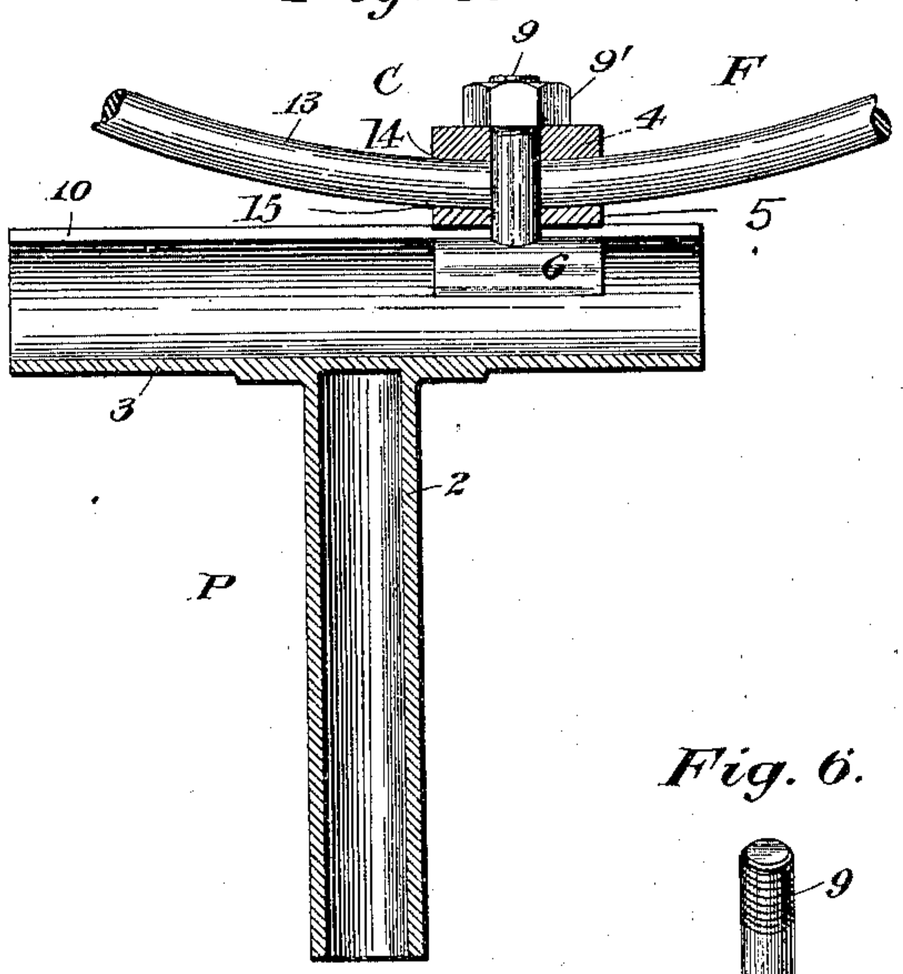


Fig. 4.

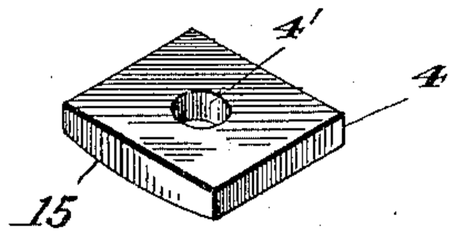


Fig. 5.

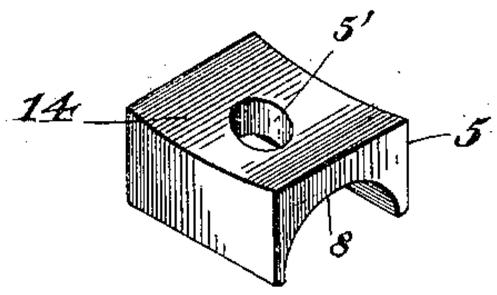
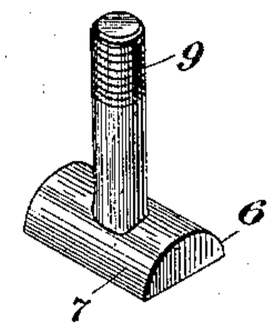


Fig. 6.



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UNITED STATES PATENT OFFICE.

THEODORE JAMES BIGGS, OF FROME, ENGLAND, ASSIGNOR OF ONE-HALF TO WILLIAM W. TUCKER, OF HARTFORD, CONNECTICUT.

CLAMPING ATTACHMENT FOR SADDLES.

SPECIFICATION forming part of Letters Patent No. 628,743, dated July 11, 1899.

Application filed December 28, 1897. Serial No. 663,864. (No model.)

To all whom it may concern:

Be it known that I, THEODORE JAMES BIGGS, a subject of the Queen of Great Britain, residing in Market Place, Frome, in the county of Somerset, England, have invented certain new and useful Improvements in Clamping Attachments for Saddles, (for which I have obtained a patent in England, dated November 26, 1891, No. 20,605,) of which the following is a specification.

This invention relates to cycles, and more especially to the saddle-posts thereof, the object of the invention being to provide a simple device of this character constructed to permit a wide range of adjustment of the saddle upon the head of the post and efficient and compact means for holding said saddle in an adjusted position.

My improved saddle-post in the present case has a tubular head, in connection with which a saddle-carrier is employed, said saddle-carrier being mounted for sliding movement and including two sections, one of which is supported in said tubular head, and means are employed for clamping the saddle-carrier to the head, and these parts may be of any construction suitable for the purpose. The transverse head upon which the saddle-carrier is mounted preferably extends oppositely from the post, and the saddle-carrier is preferably movable from end to end thereof, whereby a considerable adjustment of the saddle can be obtained. The head of the post is generally made cylindrical, and the two pieces of the saddle-carrier, hereinbefore alluded to, have a sliding engagement with the head, one of them being outside and the other inside the same, and they are shaped to agree with the curvature of the head, whereby they may be slid from end to end thereof with facility. The head is also preferably longitudinally slotted, and a clamping device, which holds said sections in fixed engagement with the head, preferably passes through the slot, the latter being usually open-ended, by reason of which the saddle-carrier as a whole can be quickly detached by simply loosening or freeing the clamping device.

In the drawings accompanying and forming part of this specification, Figure 1 is a side elevation of my improved saddle-post. Fig. 2 is a transverse sectional end elevation, the section being taken in the line 2 2, Fig. 1, and looking in the direction of the arrow. Fig. 3 is a vertical sectional side elevation, the section being taken in the line 3 3, Fig. 2, and looking in the direction of the arrow; and Figs. 4, 5, and 6 are perspective details, on an enlarged scale, of the three members of the saddle-carrier.

Similar characters designate like parts in all the figures of the drawings.

My improvements are represented applied to a saddle-post P, consisting of the post proper, 2, and the transverse head 3, the latter being shown in Figs. 2 and 3 as a cylindrical tube and in Figs. 1 and 3 as extending oppositely from the post, and the saddle-carrier, which is supported for sliding movement by the transverse head, is designated by C and is in the nature of a duplex clip consisting, respectively, of the parts 4, 5, and 6, the parts 5 and 6 being disposed, respectively, outside and inside the tubular head 3 and being adapted to grip the head, while the parts 4 and 5 coöperate to secure a saddle, a single device being generally employed to hold the several parts in fixed positions.

The section 6, which is located in the tubular head 3, is convexed, as at 7, to fit against the inner upper side of the head, while the part 5 is concaved, as at 8, to fit against the outside of said head, as shown clearly in Fig. 2.

As hereinbefore stated, the parts 5 and 6 cooperate to hold the saddle-carrier to the head, while the parts 4 and 5 act to secure the saddle to the carrier, and the several parts of the latter are held in fixed relation by the screw 9, provided with the nut 9′, the screw preferably being rigidly secured to the part 7 and extending vertically through the longitudinal slot 10 in the upper side of the carrier and also through the openings 5′ and 4′ in the parts 5 and 4, respectively. The slot is preferably open-ended, as indicated in Fig. 3, whereby the saddle-carrier as a whole can be removed by simply loosening the nut 9′ and sliding the parts longitudinally of the head.

The saddle or its frame is generally maintained between the clip-sections 4 and 5, and

I have represented a portion of an ordinary saddle-frame, (designated by F,) including two branches 12 and 13, disposed, respectively, at opposite sides of the clamping-screw 9, as shown in Fig. 2. In said Fig. 2 the parts are illustrated in their assembled positions, it being assumed that the nut 9′ has been turned on the screw 13 to draw the part 6 in firm engagement with the outside surface of the head 3 and the part 4 against the saddle-frame F, thereby to bind the latter tightly in place. To move the saddle-carrier along the post, the nut is loosened, which operation permits the saddle-carrier to be moved to any point between the ends or extremes of the head by the screw, which serves as a convenient and actuating member, and when said saddle-carrier is in its proper position the nut is tightened. To detach the saddle-carrier as a whole, the nut is loosened, so that the saddle-carrier may be slid along said head and the screw passed through either end of the slot 10, and the nut serves to hold the several parts assembled when thus disunited from the head.

The adjacent surfaces 14 and 15 of the parts 4 and 5, which are directly engaged by the frame F of the saddle, are preferably curved, so that by moving said frame either forward or backward the position of the saddle can be regulated.

It will be evident from the preceding description that my improvements include, in combination with a slotted head, a device, such as the part 6, hereinbefore referred to, located inside of and in engagement with said head, a clamping-clip, which may consist of two parts, such as 5 and 4, fitting over the head and adjacent to said device, and a connection, such as the screw 9, serving both to actuate the clamping-clip and to secure the same and said device to the head.

Having described my invention, I claim—

1. The combination, with a saddle-support having a tubular head, of a saddle-carrier including two sections in sliding engagement with said head; a bolt attached to one of said sections, and means carried by said bolt for detachably uniting the sections to the head and for also clamping the saddle thereto.

2. The combination, with a saddle-post having a tubular head, of a saddle-carrier consisting of two separate slidingly-mounted sections located, respectively, inside and outside of said head; and a screw-bolt and nut for clamping said carrier at the desired point along the head and for also clamping the saddle thereto.

3. The combination, with a saddle-post having a longitudinally-slotted head, of a saddle-carrier including sections adapted to engage said head; a screw-bolt attached to one section and passing through the slot in the head; and a nut on said screw-bolt, said screw-bolt and nut serving to unite the sections to the head and also for clamping the saddle thereto.

4. The combination, with a saddle-post having a tubular longitudinally-slotted head, of a saddle-carrier including two sections, one of which is supported for movement in said head, and the other of which is mounted on the exterior of said head, both parts being shaped to conform to the configuration of the head; and a screw-bolt and nut for clamping the carrier to the head and for also clamping the saddle thereto.

5. The combination, with a saddle-post having a tubular longitudinally-slotted head extending equally on each side of said post, of a saddle-carrier having sections, one mounted inside and the other outside the head; a screw-bolt attached to the inner section; a clip-section loosely mounted on said bolt; and a nut threaded on the bolt and bearing against the clip-section, said screw-bolt and nut serving to unite the sections to the head and also for clamping the saddle thereto.

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