No. 661,461. Patented Nov. 6, 1900.

A. E. McGILL.

SEAT POST FOR BICYCLES.

(Application filed May 22, 1899.)

(No Model.)

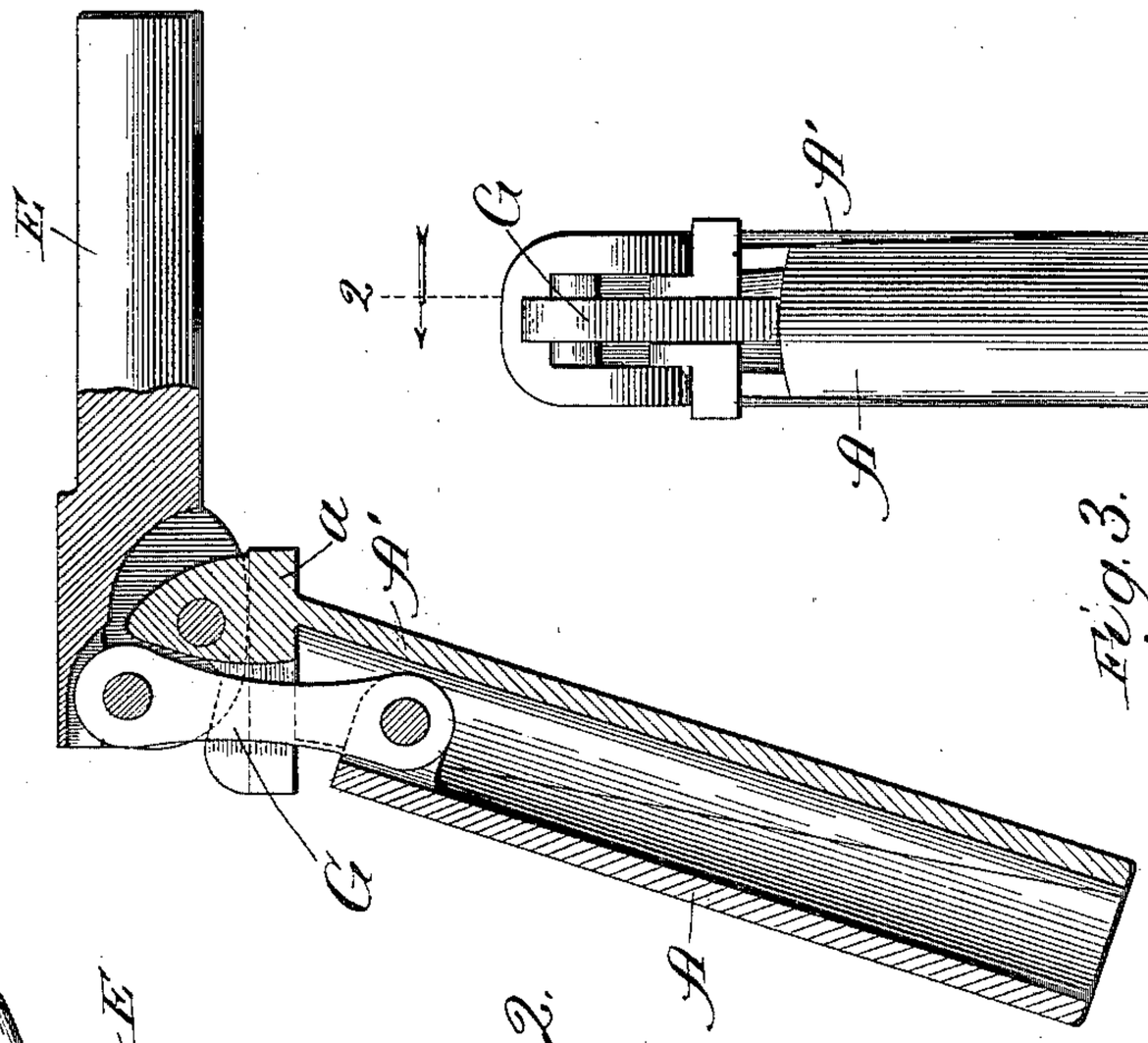

Fig. 2.

Fig. 3.

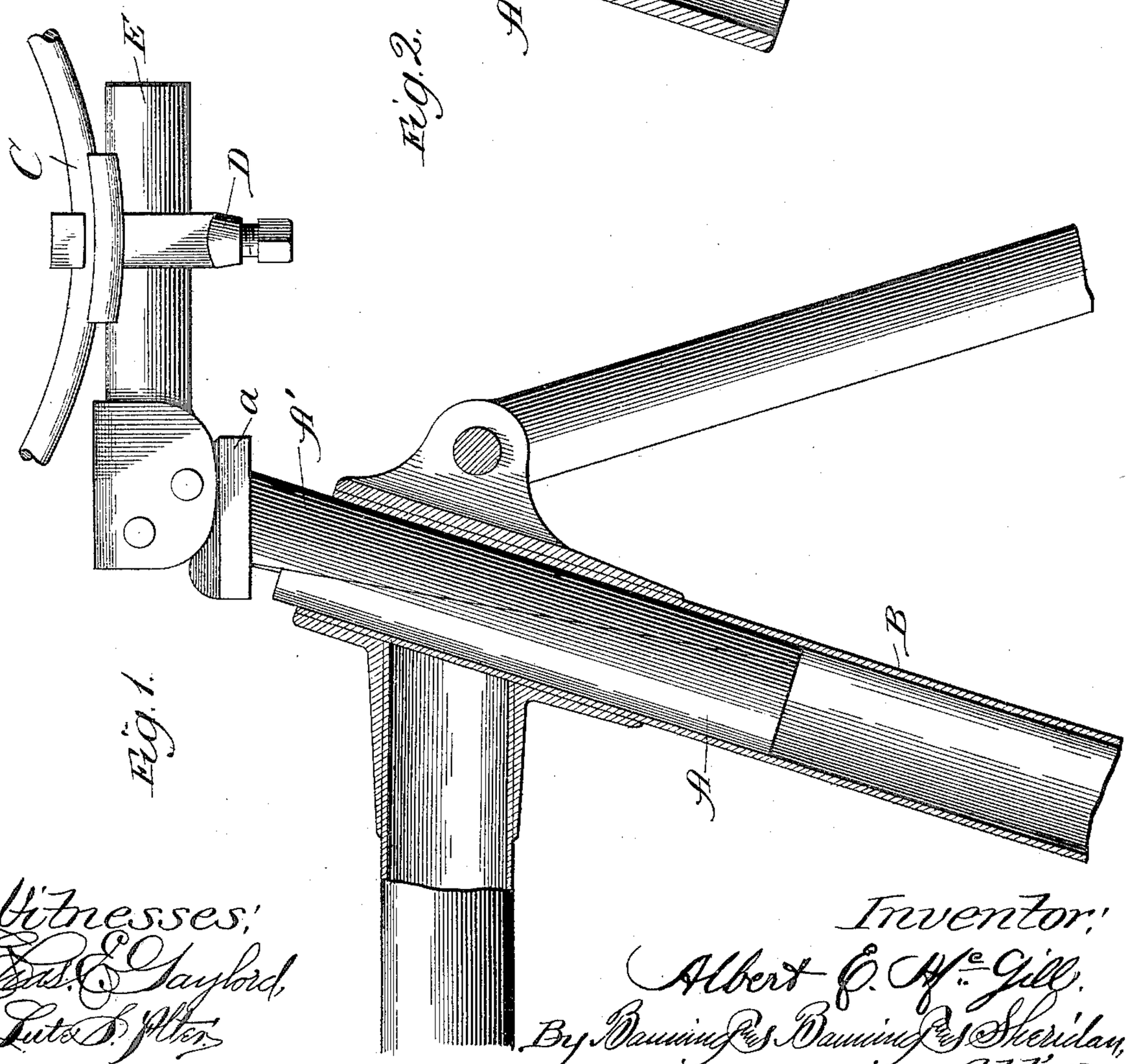

Fig. 1.

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UNITED STATES PATENT OFFICE.

ALBERT E. McGILL, OF CHICAGO, ILLINOIS, ASSIGNOR TO THOMAS A. BANNING, OF SAME PLACE.

SEAT-POST FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 661,461, dated November 6, 1900.

Application filed May 22, 1899. Serial No. 717,740. (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, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Seat-Posts for Bicycles, of which the following is a specification.

My invention relates particularly to that class of seat-posts which are adapted to be used in connection with bicycles of the safety type having a hollow pillar-tube and which are made in at least two parts formed in the shape of wedges and adapted to be held in position by the expansion of such parts and removed by the contraction of such parts and in which the weight of the rider serves to more firmly lock the post in position.

In the accompanying drawings, Figure 1 is a side elevation of my improvements as used in connection with a bicycle and showing a portion of a bicycle-frame partly in section; Fig. 2, a similar view of the mechanism shown separate from the bicycle-frame and partly in section, taken on line 2 of Fig. 3; and Fig. 3, a front elevation of the post.

In constructing a saddle-post in accordance with my improvements I make the post proper in two parts A and A′, preferably in the form of two plano-convex wedges formed of or resembling a cylindrical rod or tube cut at an acute angle to the axis of the tube or rod. These parts when cut as shown in the drawings may be extended to their greatest diameter, so as to firmly lock the post in position, and when pulled apart are contracted, so as to enable the post to be removed from position.

To sustain a bicycle-saddle in position, the springs C and clip D of which are shown in Fig. 1, a tilting lever E is provided and pivotally secured to the head portion *a* of one of the plano-convex wedges which form the post proper. The inner end of this tilting rod or lever is also pivotally connected with the other plano-convex wedge by means of a link G, which is also pivotally secured to the rocking lever.

The operation of the parts is as follows: When it is desired to place the post in position, the lever is tilted upward and in a vertical plane, which action raises the part A′ or depresses the part A, thus contracting the post and allowing it to be withdrawn from the pillar-tube. While in this position it may be reinserted, and by depressing or tilting the rod downward the parts are locked—that is, the diameter of the post is extended to grip the inner surface of the pillar-tube. The weight of the rider on the saddle being transmitted to the supporting-lever acts to more firmly lock and hold the saddle-post in engagement with the pillar-tube.

I claim—

1. A seat-post for bicycles comprising an upwardly-tapering member, a downwardly-tapering member, and a seat-supporting lever fulcrumed upon the first-named member and pivotally connected to the last-named or sliding member, substantially as described.

2. The combination with a tubular seat-post-supporting standard forming a bicycle-frame of a cylindrical seat-post fitting snugly within said standard and formed by cutting the piece of tubing in half longitudinally so as to produce opposing inclined faces on the members thus formed, a lever fulcrumed at its front end upon the member forming the body of the post and adapted to swing in a vertical plane, and pivotally connected to the upper end of the other member near its rear end, and a seat mounted upon the said lever rearward of its connection with the last-named member, substantially as described.

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