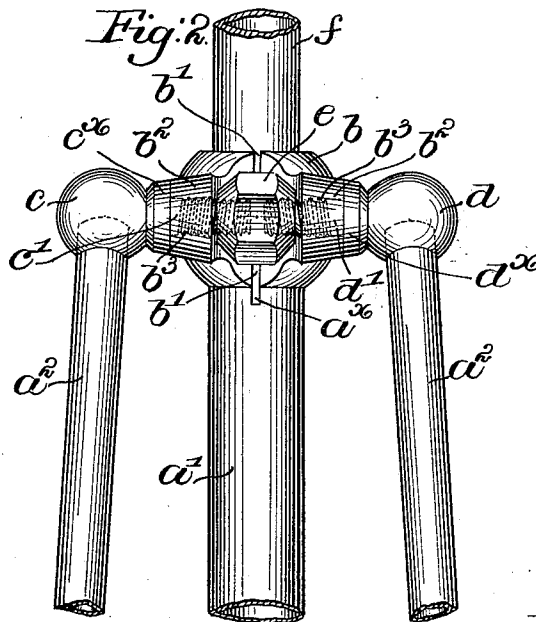
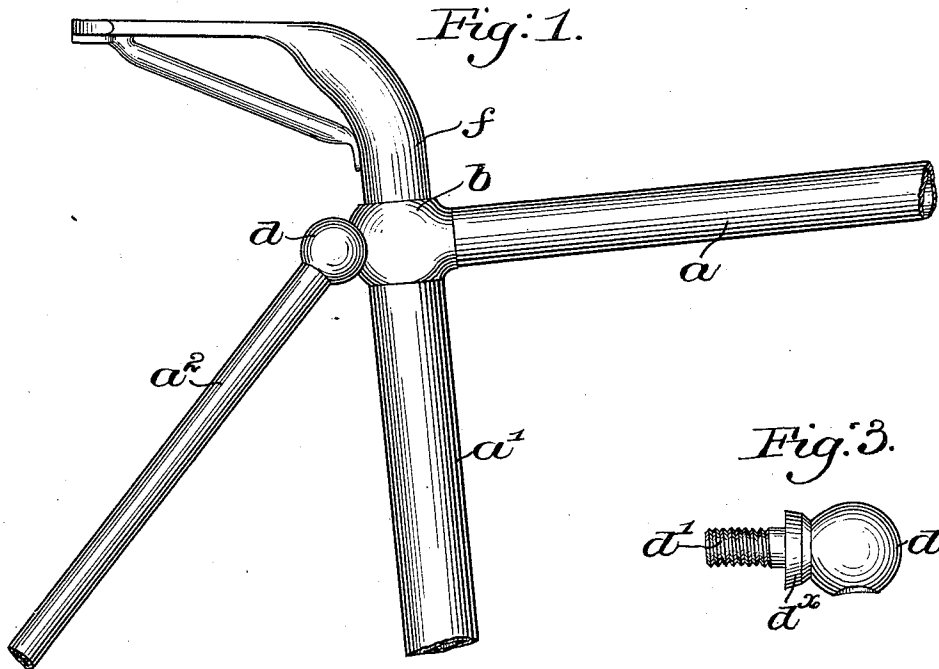


(No Model.)

L. S. KALLAJIAN.  
SUPPORT FOR BICYCLE SEAT POSTS.

No. 512,379.

Patented Jan. 9, 1894.



*Witnesses.*  
*Louis M. Lowell*  
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# UNITED STATES PATENT OFFICE.

LAZARUS S. KALLAJIAN, OF BOSTON, MASSACHUSETTS.

## SUPPORT FOR BICYCLE-SEAT POSTS.

SPECIFICATION forming part of Letters Patent No. 512,379, dated January 9, 1894.

Application filed July 29, 1893. Serial No. 481,813. (No model.)

*To all whom it may concern:*

Be it known that I, LAZARUS S. KALLAJIAN, of Boston, county of Suffolk, State of Massachusetts, have invented an Improvement in  
5 Supports for Bicycle-Seat Posts, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention has for its object the production of a simple, strong and durable support for the seat post or lug of a bicycle, whereby the said post may be rigidly clamped in adjusted position more rapidly and firmly than is possible in the constructions now known  
15 to me.

In accordance therewith my invention consists in a bicycle, of the backbone, and brace, and a clamp connecting them and adapted to receive the seat post, combined with headed shanks supported by the clamp and oppositely threaded, recesses in the heads to receive the rear fork, and a nut engaging the inner ends of the shanks, to expand or contract the clamp around the post, substantially as will be described.  
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Other features of my invention will be hereinafter described and particularly pointed out in the claims.

Figure 1 in side elevation represents my invention as applied to the backbone and rear wheel forks of a "safety" bicycle. Fig. 2 is a rear end view thereof, somewhat enlarged, and Fig. 3 is a detail to be described.  
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As herein shown the backbone *a*, diagonal brace *a'* and rear wheel forks *a<sup>2</sup>* are tubular, and of usual construction. The backbone *a* and brace *a'* are rigidly secured to a hollow head or clamp *b*, split from top to bottom, as at *b'*, Fig. 2 at its rear side, and provided with projecting lugs or ears *b<sup>2</sup>*, having lateral openings *b<sup>3</sup>* therethrough, see dotted lines Fig. 2, through which are extended loosely shanks *c'* and *d'*, provided respectively with right and left hand threads, one of said shanks being  
35 shown separately in Fig. 3. The shanks are provided with heads *c* and *d*, the bottom of each head being extended and flattened, as at *c<sup>x</sup>* and *d<sup>x</sup>*, to bear against the cheeks of the lugs or ears *b<sup>2</sup>*.

Referring to Fig. 2 it will be seen that the inner ends of the screws are separated a  
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greater distance than the width of the slot *b'* of the clamp, and an internally threaded nut *e* receives the inner ends of the threaded shanks. The heads *c* and *d*, as herein shown, 55 are provided with sockets to receive the upper ends of the wheel forks *a<sup>2</sup>*, which latter prevent the shanks from turning in the ears or lugs. It is evident that rotation of the nut *e* in one or the other direction will separate 60 or draw the two shanks together simultaneously, and by an equal amount, and that when the shanks are drawn together their heads will bear against the outer cheeks of the lugs or ears *b<sup>2</sup>*, in turn drawing them together and 65 closing the slot *b'*, causing the clamp to contract around the post. In order to permit free movement of the clamp the brace *a'* is also slotted, as at *a<sup>x</sup>*. The seat post or lug *f* is dropped into the clamp, and is held in ad- 70 justed position by tightening the clamp as described. Inasmuch as the clamp surrounds the post *f* it is clamped equally around its circumference, and much more firmly held than would be possible by means of the usual set 75 nuts or similar clamping devices now in common use. Furthermore, the post is not marred or worn by my improved clamp.

The clamp described is very strong and rapid in operation, for by the use of the two 80 oppositely threaded shanks I double the effective movement of the clamp for a given amount of rotation of the nut *e*, so that it may be clamped or unclamped very quickly. When the nut is exposed the faces soon be- 85 come worn by the slipping of the wrench thereon, but with the construction herein shown the nut is protected by the rear side of the clamp and the inner sides of the lugs or ears. The internal diameter of the brace 90 *a'* is great enough to receive within it the post *f* and acts as a guide therefor.

By my improved construction of clamp I provide means for rigidly securing the backbone, brace and rear forks together in a strong 95 and durable manner.

I claim—

1. The backbone, and brace, and a clamp connecting them and adapted to receive the seat post, combined with headed shanks supported by the clamp and oppositely threaded, 100 recesses in the heads to receive the rear fork,

and a nut engaging the inner ends of the shanks, to expand or contract the clamp around the post, substantially as described.

2. The frame, a clamp provided with lugs  
5 and rigidly secured to said frame, and a seat  
post movable longitudinally in the clamp, combined with oppositely threaded shanks extended through and held in said lugs the outer  
ends of the shanks being connected to the  
10 rear fork, and a threaded nut engaging the

shanks between the lugs, rotation of the nut compressing or expanding the clamp around the post, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of 15  
two subscribing witnesses.

LAZARUS S. KALLAJIAN.

Witnesses:

GEO. W. GREGORY,  
JOHN C. EDWARDS.