

J. B. BROOKS.
CYCLE SADDLE ATTACHMENT BOSS.

No. 575,542.

Patented Jan. 19, 1897.

Fig. 1

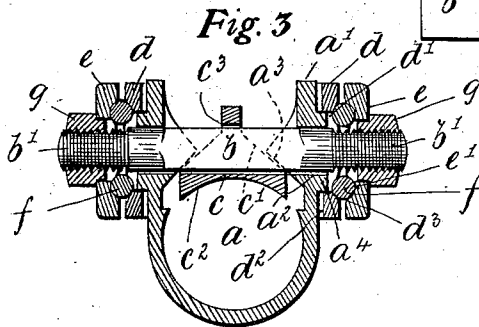
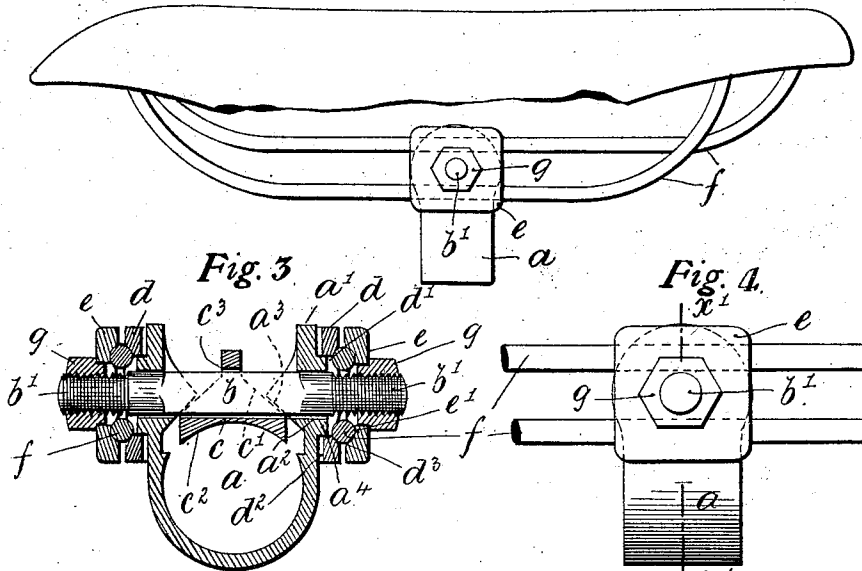


Fig. 4.

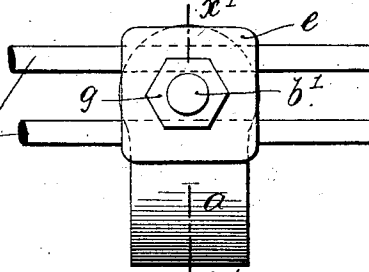


Fig. 5

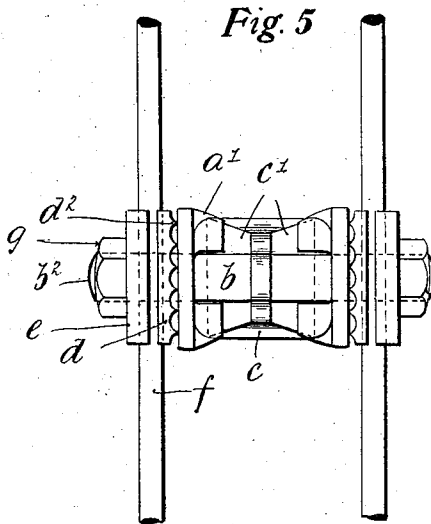
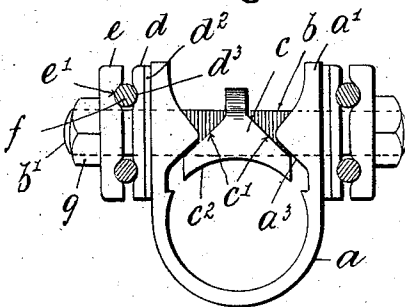


Fig. 2



WITNESSES

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Robert G. Smith

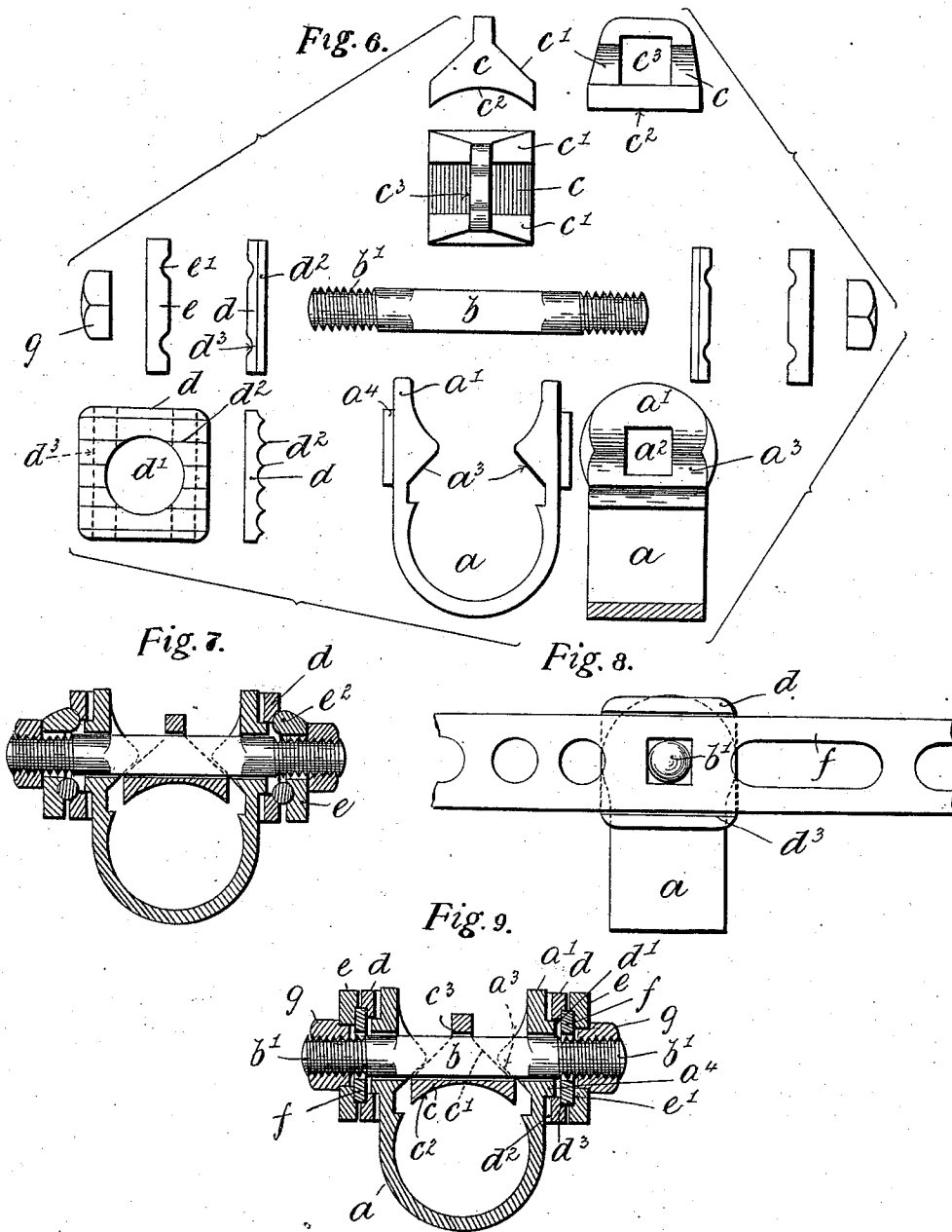
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By *Samuel L. Norris,*
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(No Model.)

3 Sheets—Sheet 3.

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Fig. 10.

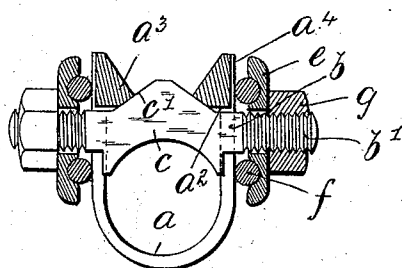
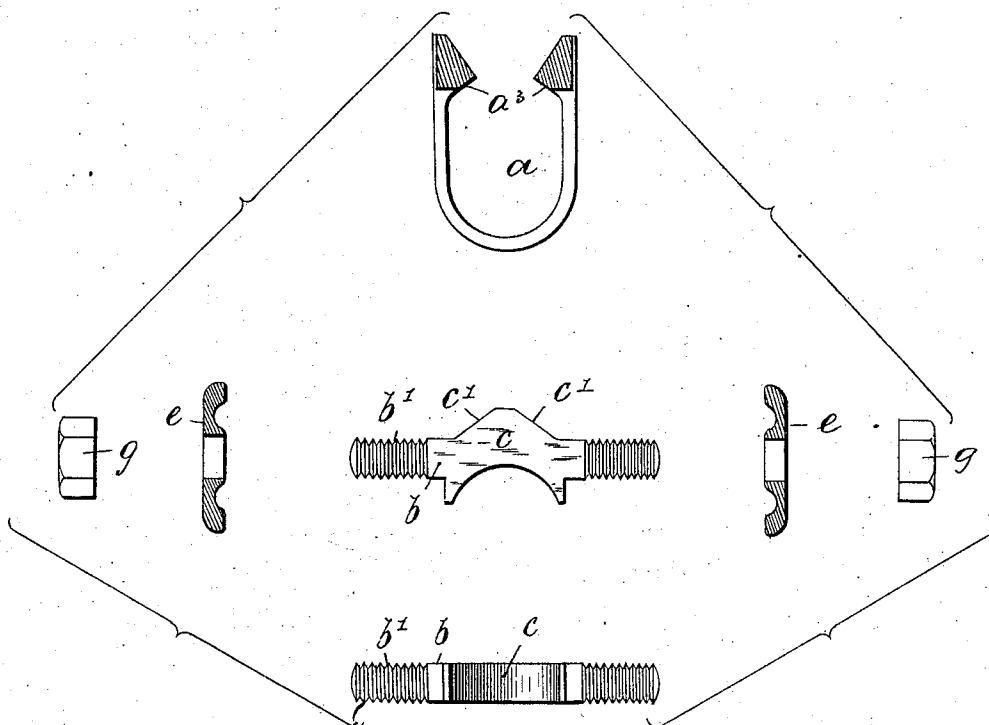


Fig. 11.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN BOULTBEE BROOKS, OF BIRMINGHAM, ENGLAND, ASSIGNOR TO J. B. BROOKS & CO., LIMITED, OF SAME PLACE.

CYCLE-SADDLE ATTACHMENT-BOSS.

SPECIFICATION forming part of Letters Patent No. 575,542, dated January 19, 1897.

Application filed September 19, 1896. Serial No. 606,390. (No model.) Patented in England September 24, 1894, No. 18,090.

To all whom it may concern:

Be it known that I, JOHN BOULTBEE BROOKS, manufacturer, trading as J. B. BROOKS & COMPANY, a subject of the Queen of Great Britain, residing at Criterion Works, Great Charles Street, in the city of Birmingham, England, have invented certain new and useful Improvements in Cycle-Saddle Attachment-Bosses, of which the following is a specification, and for which I have obtained Letters Patent of Great Britain bearing date the 24th day of September, 1894, and numbered 18,090.

This invention relates to the attachment-bosses of cycle-saddles, and has for its object more efficient means of securing the saddle-framing to the boss and the boss to the L-pin or seat-pillar of a machine by one operation.

Figure 1 of the accompanying drawings represents a cycle-saddle with the framing fitted with a boss made according to my invention. Fig. 2 represents an end elevation of the boss with the framing sides of the saddle in section. Fig. 3 is a vertical section of Fig. 2 upon the dotted line α' . Fig. 4 is a side elevation of Fig. 2, and Fig. 5 is an under side plan of Fig. 2. Fig. 6 represents elevations and sections of the separated component parts of the boss. Fig. 7 shows my invention applied to single-sided wire framings. Figs. 8 and 9 represent front and side elevations of my improved boss applied to a saddle having a pierced sheet-metal frame. Fig. 10 represents a modified form of my invention. Fig. 11 shows the component parts of the same separated.

In Figs. 1 to 6, a is a band-clip whose free ends a' are bossed and formed with eyes or holes a^2 , wherethrough the transversely-directed pin b , having a middle bearing-block c threaded upon it, passes, while the inner faces of the said ends a' are formed with inclined planes a^3 , which impinge upon like inclined planes c' of the pressure-block c , whose bearing-face c^2 is concaved to the general contour of the L-pin or seat-pillar, and the eye c^3 , wherethrough the pin b passes, has a clearance to admit of the advancement of the block onto the L-pin or seat-pillar.

d are inner washers threaded upon the pin b and coming on the opposite side of the clip and with the holes d' in the same taking over

the set collars a^4 on the outer faces of the said clip ends, while the hardened teeth or serrations d^2 on the inner faces of the said washers are adapted to be embedded into the softer metal of the adjacent faces of the clip when the same is tightened up.

d^3 are keep-grooves between which and opposed keep-grooves e' , made across the faces of the outer washers e , also threaded on the respective ends of the pin b , the frame wires or rods f come and are there secured by the screwing up of nuts g on the wormed outer ends b' of the said pin.

It will be observed that the keep-grooves in the opposed washers run in a direction at right angles to the teeth d^2 on the inner faces of the inside washers d .

To secure the framing to the boss and the boss to the L-pin or seat-pillar, rotate one or other of the nuts g^2 on the ends of the pin b , when the free ends a' of the clip are gradually closed and the inclined planes a^3 on their inner faces are made to impinge upon the inclined planes c' of the pressure or bearing block c and bring the same down by a wedge action upon the L-pin or seat-pillar embraced by the clip a , and on the tightening up of the said nuts the frame sides f are gripped between the opposed washers d and e , which are capable of rotating to admit of the universal tilting adjustment of the framing-wires of the saddle clamped between them.

When the parts of the boss are loose, the framing-wires admit of tilt adjustment by rotating with the gripping-washers, and also of longitudinal adjustment relative to the clip by sliding between the said washers, and, further, the clip can be bodily moved along the L-pin or up and down the seat-pillar, and after the framing and parts of the boss have been adjusted to their required positions the framing is secured to the boss and the boss to the L-pin or seat-pillar by the single operation of screwing up one of the nuts g .

In Fig. 7 the outer washers e each have a foot e^2 , which takes into one of the keep-grooves of the inner washer d , and thus retain the said washers parallel when a single frame-wire only is employed at each side.

Figs. 8 and 9 are marked with the same letters of reference as Figs. 1 to 6.

In Figs. 10 and 11 the pressure-bearing

block is made integral with the pin. Thus a is the clip, with the free wedge-shaped ends a^3 impinging upon the inclined planes c' of the pressure-block c , formed at the middle of and integral with the cross-pin b , which passes through holes a^2 in the free ends of the clip, whose outer faces are serrated at a^4 and are opposed to keep-grooved washers e , and between the faces a^4 and washers e the frame-rods f come and are clamped by the screwing up of nuts g on the wormed ends b' of the pin.

Having fully described my invention, what I desire to claim and secure by Letters Patent is—

1. In a cycle-saddle attachment, the combination of the band-clip a provided upon the inner adjacent faces of its free ends with inclined planes a^3 , the cross-pin b passing through said ends of the clip and provided with nuts tapped over its ends for drawing the ends of the clip toward one another, means for attaching a saddle-frame to said clip, and a pressure-block c carried by said cross-pin and provided with inclined planes c' which are engaged by the inclined planes a^3 when the ends of the clip are clamped and

the pressure-block thereby caused to grip the saddle-support, substantially as described.

2. In a cycle-saddle attachment, the combination of the band-clip a provided upon the inner adjacent faces of its free ends with inclined planes a^3 , the cross-pin b passing through said ends of the clip, a pressure-block c carried by said cross-pin and provided with inclined planes c' which are engaged by the inclined planes a^3 on the clip, washers arranged on the opposite ends of the cross-pin and grooved on their adjacent faces for grasping the saddle-frame and nuts tapped over the threaded ends of said cross-pin outside said washers and operating when screwed up to cause said washers to grasp the saddle-frame and cause the inclined planes to force the pressure-block against the saddle-support in the clip, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN BOULTBEE BROOKS

Witnesses:

ALBERT NEWEY,

ARTHUR T. SADLER.