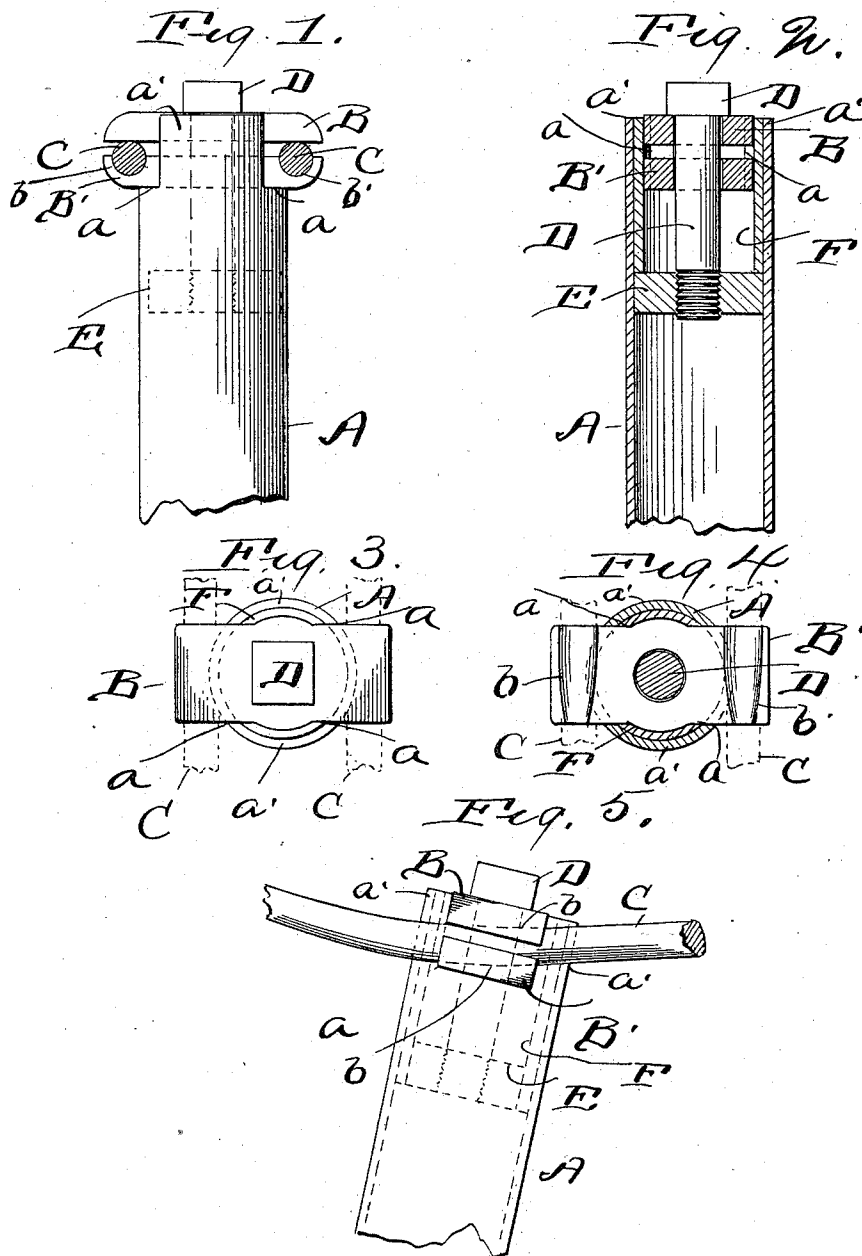


(No Model.)

D. S. HITCHCOCK.
CLAMP FOR BICYCLE SADDLES.

No. 566,517.

Patented Aug. 25, 1896.



Witnesses,
E. B. Gilchrist
W. E. Donnelly

Inventor,
David S. Hitchcock
By M. D. Seggett & Co.
his Attorneys.

UNITED STATES PATENT OFFICE.

DAVID S. HITCHCOCK, OF CLEVELAND, OHIO, ASSIGNOR TO THE WHITE SEWING MACHINE COMPANY, OF SAME PLACE.

CLAMP FOR BICYCLE-SADDLES.

SPECIFICATION forming part of Letters Patent No. 566,517, dated August 25, 1896.

Application filed November 5, 1895. Serial No. 567,993. (No model.)

To all whom it may concern:

Be it known that I, DAVID S. HITCHCOCK, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and useful Improvement in Clamps for Bicycle-Saddles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

My invention relates to saddles and saddle-posts of bicycles, and more especially to the manner of securing the saddle to the saddle-post; and it consists in securing the saddle in such a manner that while the saddle, when adjusted, is held securely in position, it can at the same time be quickly and easily moved either backward or forward and to any pitch or angle desired by simply loosening a clamp-screw.

In the drawings, Figure 1 is a view in front elevation of a bicycle saddle-post, showing the clamp attached and the saddle-springs in section. Fig. 2 is a sectional view showing the bicycle saddle-post in side elevation with clamp in section. Fig. 3 is a view looking at the saddle-post from above. Fig. 4 is a cross-section taken through the saddle-post and clamp; and Fig. 5 is a view in side elevation of a saddle-post, showing more clearly the clamp-grooves.

A represents a saddle-post of a bicycle. This post is of the tubular class and formed of thin steel tube properly finished. The tube A is provided with openings *a a* at its upper end formed by cutting away portions at opposite sides and leaving projecting parts *a' a'*.

B B' are two members or jaws, which are formed just wide enough to fit into the openings *a a* and between the projections *a' a'* at the upper end of the saddle-post A. The jaws B B' are preferably formed one the counterpart of the other and are provided with grooves *b b'* at their ends. These grooves are formed so as to accommodate the spring-wires C of the saddle and the inclination of the saddle-post A, but they must also be formed so that they will allow of the jaws B B' clamping the spring-wires when the jaws

are brought toward each other by means of the screw D, which passes through a suitable hole formed in the central part of each of the jaws B B', said screw D engaging at its lower end a nut E, which is secured in the saddle-post, as will be more fully hereinafter set forth. As hereinbefore stated, the nut E is secured to the interior of the saddle-post A at a distance from the top of the same about equal to the length of the screw D. Between the upper face of the nut E and the lower face of the lower jaw B', I insert a bushing or reinforcing piece or lining F, which is also secured to the saddle-post in such a manner as to bear on the nut E at its upper face and act as a brace between the nut and the lower face of the jaw B'. The bushing or reinforcing piece F may, if desired, extend up so as to strengthen the projections *a' a'*, as shown in the drawings.

By my improvement as above set forth I attain economy in time and construction in manufacturing and assembling the parts and also lightness and strength, inasmuch as a saddle-post can be made of light tubing and the reinforcing of the upper end holds the clamp and saddle securely in place and allows of the clamp being tightened very tight without displacing the nut. The jaws of the clamp being formed one the counterpart of the other and both separate from the saddle-post, they are easily interchangeable, and if any part is broken that part only must be replaced, and it is not necessary to send either the machine or the part to a shop for repairs.

What I claim is—

1. In a clamp for bicycle-saddles, the combination with a tubular saddle-post having a recess at its upper end adapted to receive two jaws of a clamp, said jaws being independent of the saddle-post, of a screw passing through the clamping-jaw and engaging with a nut located in the interior of the saddle-post whereby the jaws of the clamp are loosened or tightened on the springs of the saddle, substantially as shown and described.

2. A clamp for use in securing bicycle-saddles to the saddle-post, the same consisting of a tubular post having its upper end recessed to receive the clamping-jaws, said post con-

taining a nut adapted to engage a screw passing through said jaws and being held from upward displacement by means of a bushing or reinforcing-piece which extends between
5 the nut and lower jaw of the clamp, substantially as shown and described.

In testimony whereof I sign this specifica-

tion, in the presence of two witnesses, this 1st day of October, 1895.

DAVID S. HITCHCOCK.

Witnesses:

W. E. DONNELLY,
ELLA E. TILDEN.