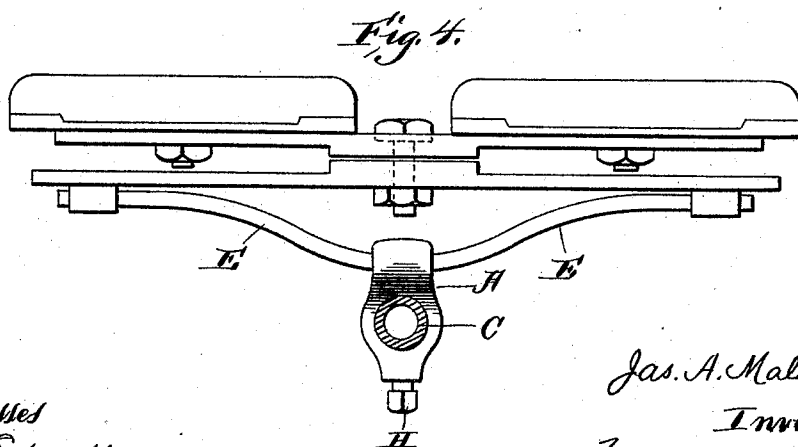
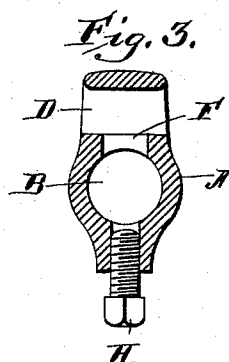
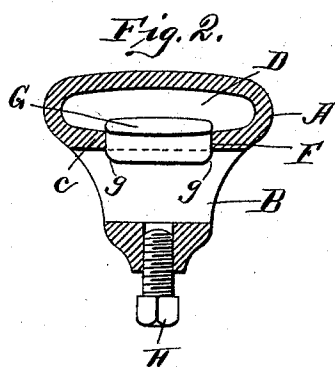
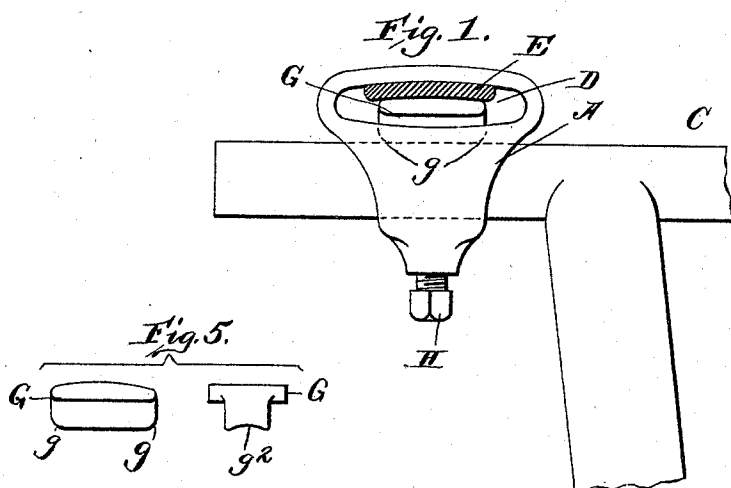


(No Model.)

J. A. MALONEY.
SADDLE CLAMP.

No. 585,585.

Patented June 29, 1897.



Witnesses
J. H. Edwards
Philip C. Massi.

Jas. A. Maloney
Inventor
by E. W. Anderson
his Atty.

UNITED STATES PATENT OFFICE.

JAMES A. MALONEY, OF WASHINGTON, DISTRICT OF COLUMBIA.

SADDLE-CLAMP.

SPECIFICATION forming part of Letters Patent No. 585,585, dated June 29, 1897.

Application filed January 28, 1897. Serial No. 621,118. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. MALONEY, a citizen of the United States, and a resident of Washington, in the District of Columbia, have
5 invented certain new and useful Improvements in Saddle-Clamps; and I do 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 appertains to
10 make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view with
15 the saddle-spring in section. Fig. 2 is a longitudinal vertical section of the clamp removed. Fig. 3 is a transverse vertical section of the same. Fig. 4 is a front view showing the clamp applied to a saddle, and Fig. 5 is a
20 detail view of the clamping-piece.

This invention is designed to provide a clamp of improved character for use in connection with bicycle-saddles for the purpose
25 of securing them to the seat-post of the machine; and it consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letter A designates the body portion of the
30 clamp, having therethrough a lower opening B to receive the seat-post C and an upper opening D to receive the saddle-spring E.

The clamp which I have shown is designed
35 for use in connection with saddles whose springs are arranged transversely thereof, as shown in Fig. 4, and consequently the two openings B and D therein are at right angles to each other. When designed for use with
40 saddles having a longitudinal spring, the said openings will be parallel with each other, as in the clamps now commonly used. In the wall c, which separates the two openings, is formed a narrow oblong slot F, which extends
45 in the same direction as the opening B. Seated loosely in this slot is a clamp-piece G of T form in cross-section and of such dimensions that it can be introduced to its seat through the opening D. Said opening D is formed
50 with a curved or concave upper wall, as shown

in Figs. 1 and 2, and the upper face of the piece G has a corresponding convexity from end to end, as shown in Figs. 1, 2, and 5.

The spring E is convexo-concave in cross-section either throughout its entire length or
55 at its middle portion only, its upper face being adapted to fit closely the upper wall of the opening D, while its lower face fits the convex surface of the piece G. The lower end portions or corners of the said piece are
60 rounded off, as indicated at *g*, and its lower face is concave, as shown at *g*², to fit the seat-post. When the clamp is removed from the seat-post, the piece G drops partially through
65 into the opening B, as shown in Fig. 2, being prevented from falling entirely therethrough by reason of its flanged or T head. When the clamp is placed on said post, the latter passes
70 the rounded corners *g* and forces the piece G up into contact with the spring E, as shown in Fig. 1. The usual clamping-screw H is then set up against the said post. The saddle may be readily adjusted to elevate or depress
75 its forward edge by loosening the said screw and moving the spring backward or forward on the convex head of the piece G.

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

1. In a saddle-clamp, the body portion having the two openings B and D, separated by
80 a wall c having therein a narrow oblong slot, and a clamping-piece loosely seated in said slot and adapted to project through the same, said piece having a laterally-flanged or T head
85 and also having its lower face concave and its lower corners rounded, substantially as specified.

2. The combination with the saddle-clamp having the upper opening D for the saddle-spring, said opening having a curved or concave upper wall, the lower opening for the
90 seat-post and at right angles to the said opening D, the oblong slot connecting the said openings, the clamping-piece loosely seated in said slot and having a laterally-flanged convex head, and the clamping-screw, of the
95 spring having its intermediate portion of convexo-concave form in cross-section, whereby it fits adjustably the concave upper wall of
100

said upper opening and also the convex head of the clamping-piece, substantially as specified.

3. In a saddle-clamp, the combination with
5 the body portion having an opening there-
through for the saddle-spring, said opening
having a curved or concave upper wall, and
a lower opening for the seat-post at right an-
gles to the first-named opening, of the spring
10 convexo-concave in cross-section, a clamping-

piece arranged to be pressed upwardly by the seat-post against the said spring and having a convex upper face, and the clamping-screw, substantially as specified.

In testimony whereof I affix my signature 15
in presence of two witnesses.

JAMES A. MALONEY.

Witnesses:

GEORGE H. PARMELEE,
PHILIP C. MASI.