

No. 634,772.

Patented Oct. 10, 1899.

W. H. SMITH.
SHEET METAL SEAT POST BRACKET.
(Application filed June 12, 1899.)

(No Model.)

Fig. 1.

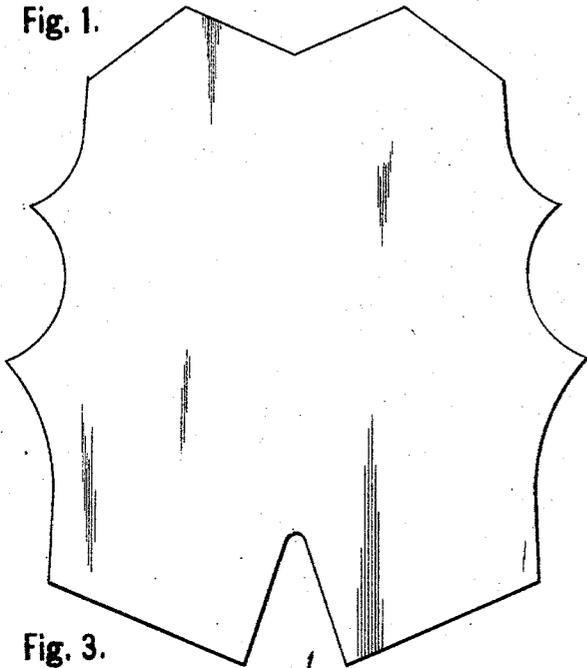


Fig. 2.

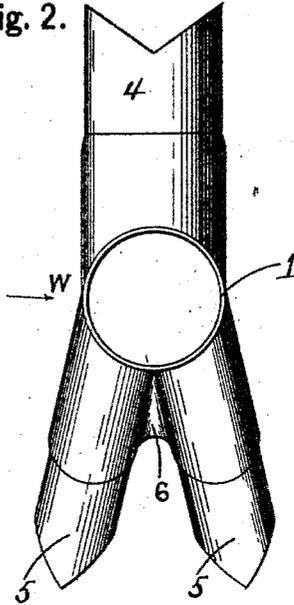


Fig. 3.

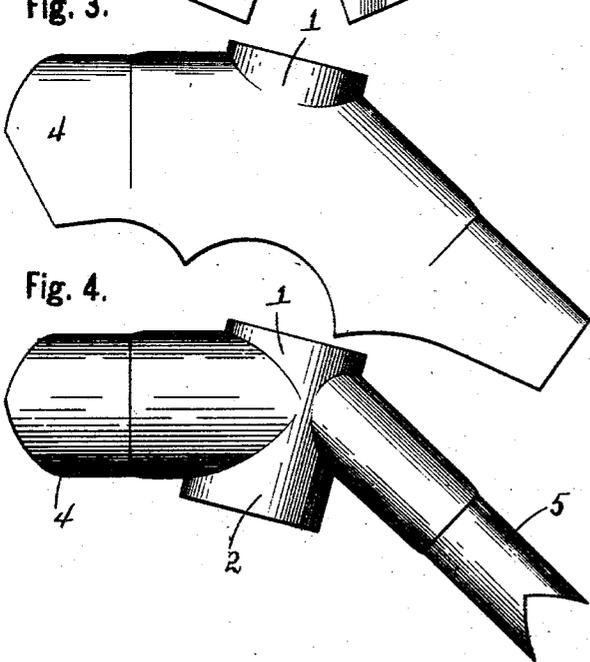
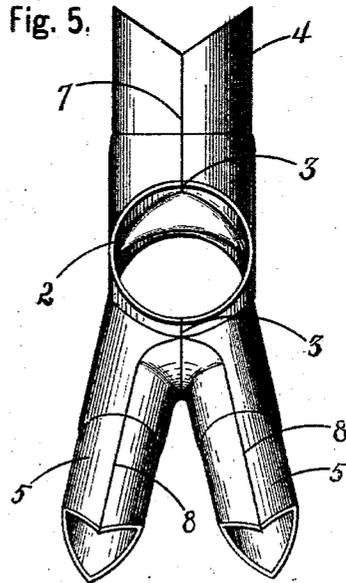


Fig. 4.

Fig. 5.



WITNESSES:

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WILLIAM H. SMITH, OF BUFFALO, NEW YORK, ASSIGNOR TO JOHN R. KEIM,
OF SAME PLACE.

SHEET-METAL SEAT-POST BRACKET.

SPECIFICATION forming part of Letters Patent No. 634,772, dated October 10, 1899.

Application filed June 12, 1899. Serial No. 720,137. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. SMITH, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Sheet-Metal Seat-Post Brackets, of which the following is a specification.

My invention relates to an improved sheet-metal seat-post bracket principally adapted to jointed bicycle-frames; and the object of the invention is to form a bracket of a single portion of sheet metal having a forward extension adapted to fit the upper horizontal frame-tube and two rearwardly-extending connections adapted to fit in the upper extreme of the rearwardly-extending stay-tubes, so that the upper surface of the bracket will be seamless and the circular top wall surrounding the opening in which the seat-post tube extends will be continuous and without seams or joints, all of which will be fully and clearly hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 represents a plan view of the sheet-metal blank from which my improved bracket is formed. Fig. 2 represents a plan view of a partially-completed bracket. Fig. 3 is a side elevation, looking in the direction of arrow W, Fig. 2. Fig. 4 is a side elevation of one of the improved brackets. Fig. 5 is a bottom or inverted view of the representation illustrated in Fig. 5.

In referring to the drawings in detail like numerals represent like parts.

Heretofore seat-post brackets employed in joining the tubes of flush-joint bicycle-frames and having rear extensions which fit into the upper ends of the rear stay-tubes, a forward extension which fits into the rear end of the top-frame tube, and an upright tube which fits around the seat-post-frame tube were formed with seams in the upright tube and in the top surface of the rear and forward extensions. In brackets constructed in this manner the upright tube is extremely liable to spread at the seam, enlarge in circumference, and unevenly distribute the brazing material, thereby materially weakening the joint with the frame-tube. In my improved

bracket the upper portion of the upright tube is continuous and without seam, thus avoiding any tendency to spread or enlarge in circumference.

The preferred form of my improved bracket comprises an upright tubular member having upper and lower portions 1 and 2, the upright portion 1 having a continuous circular wall and the lower portion 2 being formed with a longitudinal seam 3 on each side. A forward tubular member 4 extends forward from a point between the upper and lower portions of the upright tubular member and has a longitudinal seam 7 upon its under surface, and two rear stay members 5 extend diagonally rearward and downward from the rear of the upright tubular member and at a point intermediate the upper and lower portions thereof and gradually diverge from each other. These stay members are provided with longitudinal seams 8 upon their under surface and are connected at the top for a portion of their length from the upright tube by a strengthening-web 6.

In constructing my improved bracket the blank is first cut into substantially the form shown in Fig. 1. It is then stamped in one set of dies into partially-completed form (shown in Figs. 2 and 3) and finally pressed in a second set of dies into completed form. (Shown in Figs. 4, 5, and 6.)

I am aware that changes in the form and proportion of parts in the details of construction of the device herein shown and described as the preferred embodiment of my invention may be made by a skilled mechanic without departing from the principle or sacrificing any of the advantages of my invention, and I therefore reserve the right to make such modifications and alterations as fairly fall within the scope of my invention.

It is obvious that my improved bracket can be employed in the building of bicycle-frames other than flush-jointed frames, and I therefore reserve the right to its adaptation to any and all styles of bicycle-frames.

I claim as my invention—

1. A seat-post bracket for joining bicycle-frame tubes formed from a single sheet-metal blank pressed into shape and having an upright tubular member, a forwardly-extending

member; and two rearwardly-projecting stay members; said upright tubular member having its upper portion formed in a continuous seamless wall, and said forwardly-extending member having a seam on its under surface.

2. A seat-post bracket for joining bicycle-frame tubes formed from a single sheet-metal blank and having an upright tubular member, a forwardly-extending member, and two rearward-projecting stay members, said upright tubular member having its lower portion provided with a seam and its upper portion formed in a continuous seamless wall.

3. A seat-post bracket for joining bicycle-frame tubes formed from a single sheet-metal blank, and having an upright tubular member provided with a continuous seamless walled upper portion, a forwardly-extending member and two rearward-projecting stay members, said rear stay members being connected at the top to the continuous seamless walled upper portion for a portion of their length by a strengthening-web, and having seams on their under surface.

4. A seat-post bracket for flush-joint bicycle-frames, formed from a single sheet-metal blank pressed into shape and comprising an upright tubular member having a lower portion provided with two side seams and a continuous seamless walled upper portion, a forward tubular member extending forward from the front of the upright tubular member between its upper and lower portions, and having a longitudinal seam on its under surface and rear stay members projecting diagonally downward and backward from the rear of the upright tubular member and between its upper and lower portion and having longitudinal seams on their under surfaces, substantially as set forth.

5. A seat-post bracket for flush-joint bicycle-frames, formed from a single sheet-metal blank pressed into shape and comprising an upright tubular member having a lower

portion provided with two side seams and a continuous seamless walled upper portion, a forward tubular member extending forward from the front of the upright tubular member between its upper and lower portions, having a longitudinal seam on its under surface, and rear stay members projecting diagonally downward and backward from the rear of the upright tubular member, and between its upper and lower portions and having longitudinal seams on their under surfaces and a strengthening-web connecting said members for a portion of the length, substantially as set forth.

6. A seat-post bracket for bicycle-frames, formed from a single sheet-metal blank pressed into shape and comprising an upright tubular member having a lower portion provided with seams and a continuous seamless walled upper portion, a forward tubular member extending forward from the front of the upright member between the upper and lower portions, and rear stay members projecting diagonally downward and backward from the rear of the upright tubular member and a strengthening-web connecting the top of said forward tubular member and rear stay members having seams on their under surfaces, substantially as set forth.

7. A seat-post bracket for joining bicycle-frame tubes formed from a single sheet-metal blank pressed into shape and composed of forwardly and rearwardly projecting members and an upright tubular member; said upright tubular member having its lower portion provided with a seam or seams on its side and its upper portion formed in a continuous seamless wall.

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Witnesses:

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