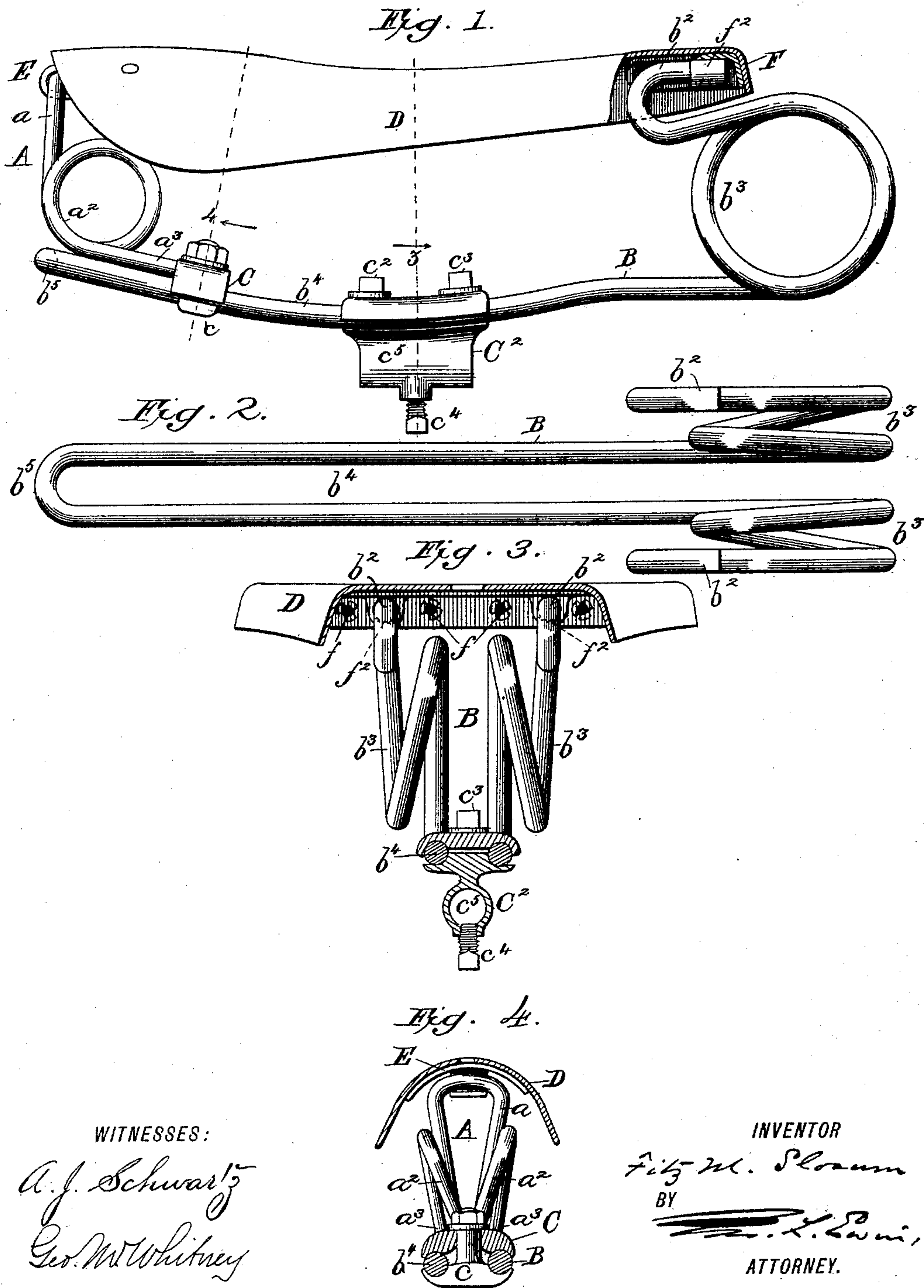


(No Model.)

F. M. SLOCUM.  
VELOCIPED SADDLE.

No. 483,875.

Patented Oct. 4, 1892.





# UNITED STATES PATENT OFFICE.

FITZ M. SLOCUM, OF ERIE, PENNSYLVANIA.

## VELOCIPED-SADDLE.

SPECIFICATION forming part of Letters Patent No. 483,875, dated October 4, 1892.

Application filed November 28, 1891. Serial No. 413,434. (No model.)

*To all whom it may concern:*

Be it known that I, FITZ M. SLOCUM, a citizen of the United States, and a resident of Erie, in the State of Pennsylvania, have invented a new and useful Improvement in Velocipede-Saddles, of which the following is a specification.

This invention relates, primarily, to saddles for "Safety bicycles," but may be embodied in saddles for other styles of velocipedes.

It relates to that class of such saddles in which a flexible seat portion of leather is supported at its front and rear ends upon springs, which are adjustable to keep the seat taut and to render it more or less yielding and more or less tilting or inclined.

The invention consists in a novel combination of parts hereinafter specified and claimed, and its objects are to provide in a peculiar manner for readily making such adjustments and to render the improved saddle at the same time light, strong, inexpensive, and of attractive appearance.

A sheet of drawings accompanies this specification as part thereof.

Figure 1 of the drawings is a side elevation of the improved saddle as constructed for Safety bicycles. Fig. 2 is a top view of its novel main spring. Fig. 3 represents a cross-section at 3, Fig. 1, looking backward; and Fig. 4 represents a cross-section at 4, Fig. 1, looking forward.

Like letters of reference indicate corresponding parts in the several figures.

This improved saddle is composed of two one-part springs A B, both adapted to be readily bent up from a suitable weight of round steel wire, two clamps C C<sup>2</sup>, having four bolts c c<sup>2</sup> c<sup>3</sup> c<sup>4</sup> and a leather seat D, provided with the customary front hook E and an improved cantle-bar F within and beneath its respective ends. The spring A is an ordinary front spring, having an upright central loop a to interlock with said hook E, a pair of upwardly-projecting coils a<sup>2</sup>, and rearwardly-projecting portions a<sup>3</sup> at the extremities of the wire, the latter made fast within the upper main part c' of the clamp C.

The one-part main-spring B (shown detached by Fig. 2) comprises horizontal or substantially-horizontal pivotal rear ends b<sup>2</sup>, formed

by the extremities of the wire, a pair of large coils b<sup>3</sup>, each of one and a half turns, above which the wire is recurved to form said rear ends, and a double downwardly-curved connecting portion b<sup>4</sup>, which extends forward beneath the front spring and terminates in the mid-length bend b<sup>5</sup> of the single wire, of which the whole of the main spring is composed.

The clamps C C<sup>2</sup> are fitted to said double connecting portion b<sup>4</sup> of the main spring and are constructed, as shown in Figs. 1, 3, and 4, with reference to preventing any lateral escape of the wire on either side and the location of the bolts c c<sup>2</sup> c<sup>3</sup> by which it is clamped midway between the two thicknesses of the wire. Otherwise both clamps may be of any approved construction and design. The bolt c<sup>4</sup> of the clamp C<sup>2</sup> provides, in connection with the horizontal socket c<sup>5</sup> into which it projects, for fastening the saddle on the arm of a saddle-post in a customary way.

The hook E is of ordinary construction. The cantle-bar F is fixedly attached to the seat D by rivets f and has wide-apart interlocking sockets f<sup>2</sup>, loosely fitted to said pivotal rear ends b<sup>2</sup> of the main spring.

It will be seen that when the parts are united, as shown in Fig. 1, the improved saddle presents a neat and attractive appearance, and being composed of as few parts as possible and made as regards both springs of ordinary round wire it is at once very strong and simple and of superior efficiency.

Having thus described the said saddle, I claim as my invention and desire to patent under this specification—

An improved velocipede-saddle composed of two one-part springs of round wire, a pair of screw-clamps, one of which adjustably connects said springs and the other provides for adjustably supporting the saddle, and a flexible seat having within and beneath its respective ends a hook which engages with a central loop of the front spring and a cantle-bar which connects directly with the main spring at the rear end of the saddle, substantially as hereinbefore specified.

FITZ M. SLOCUM.

Witnesses:

JAS. L. EWING,

GEO. M. WHITNEY.