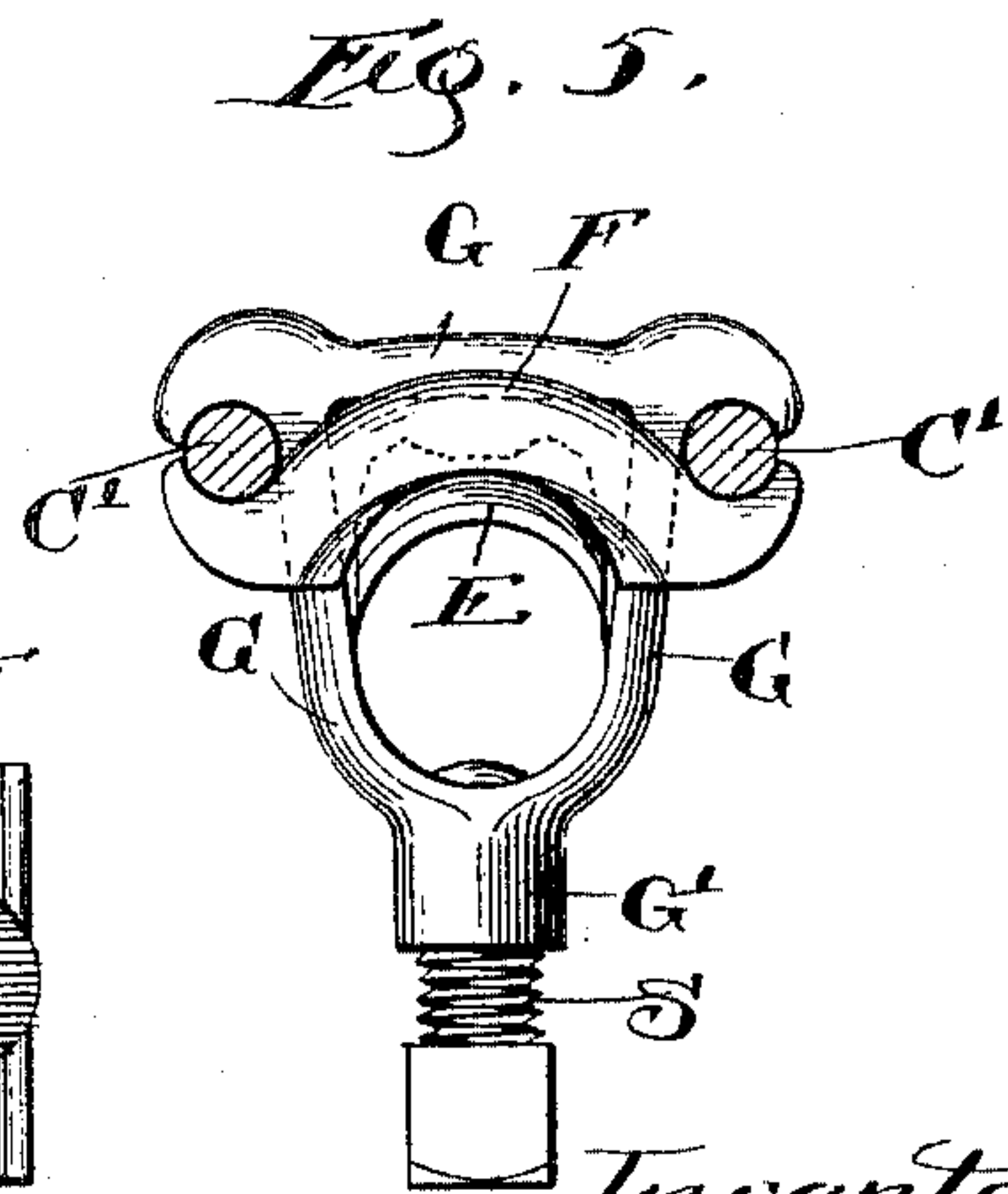
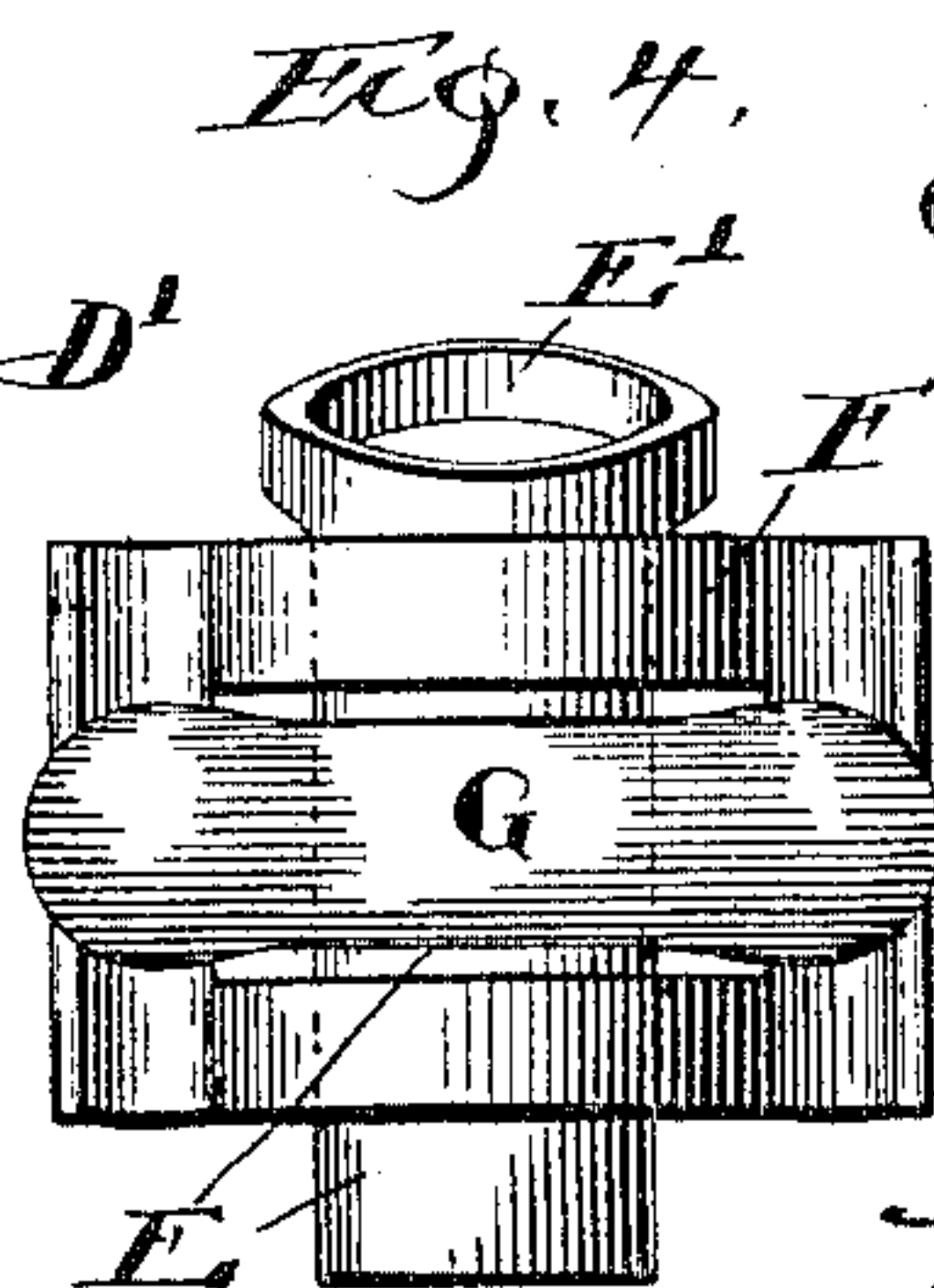
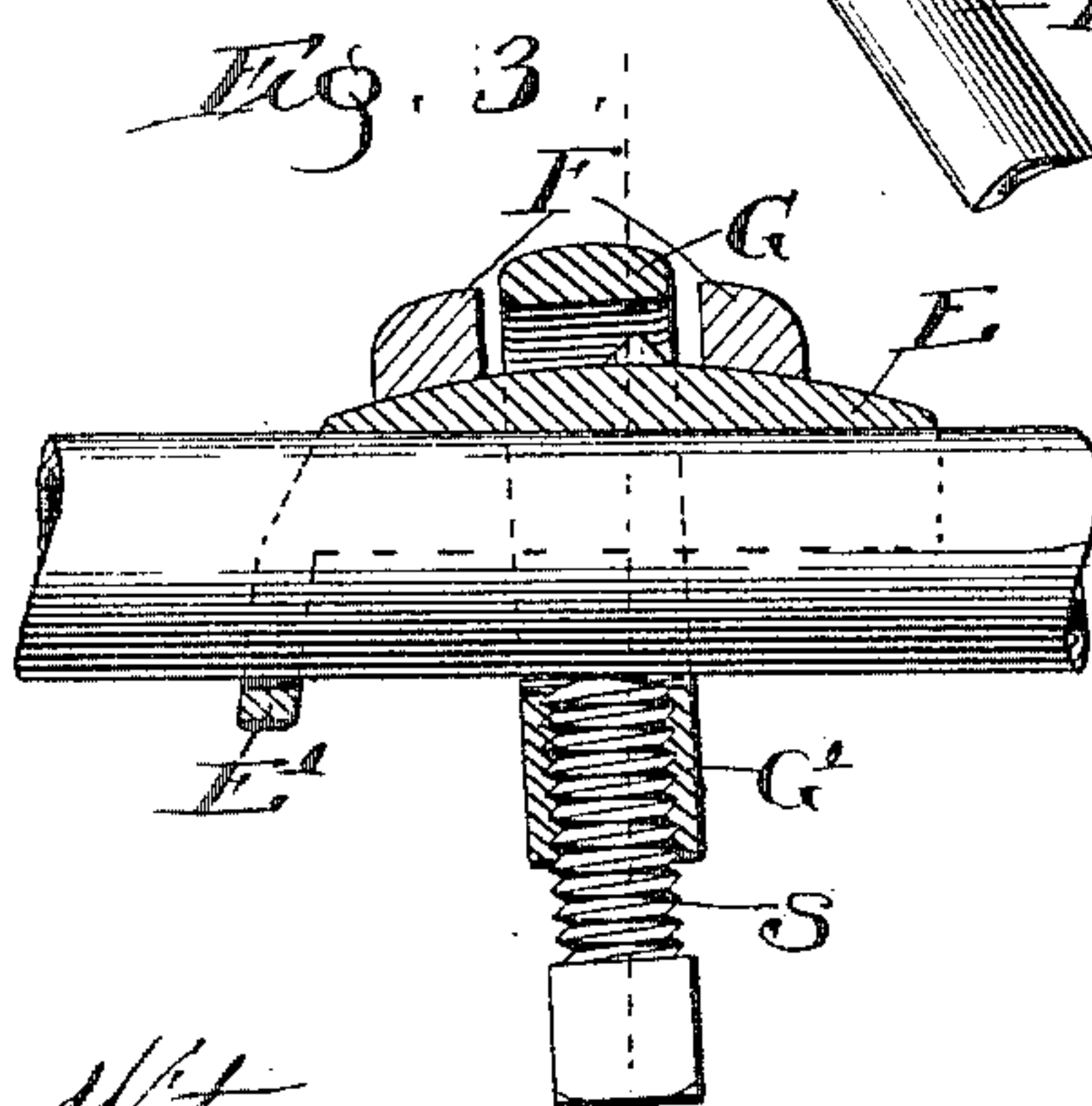
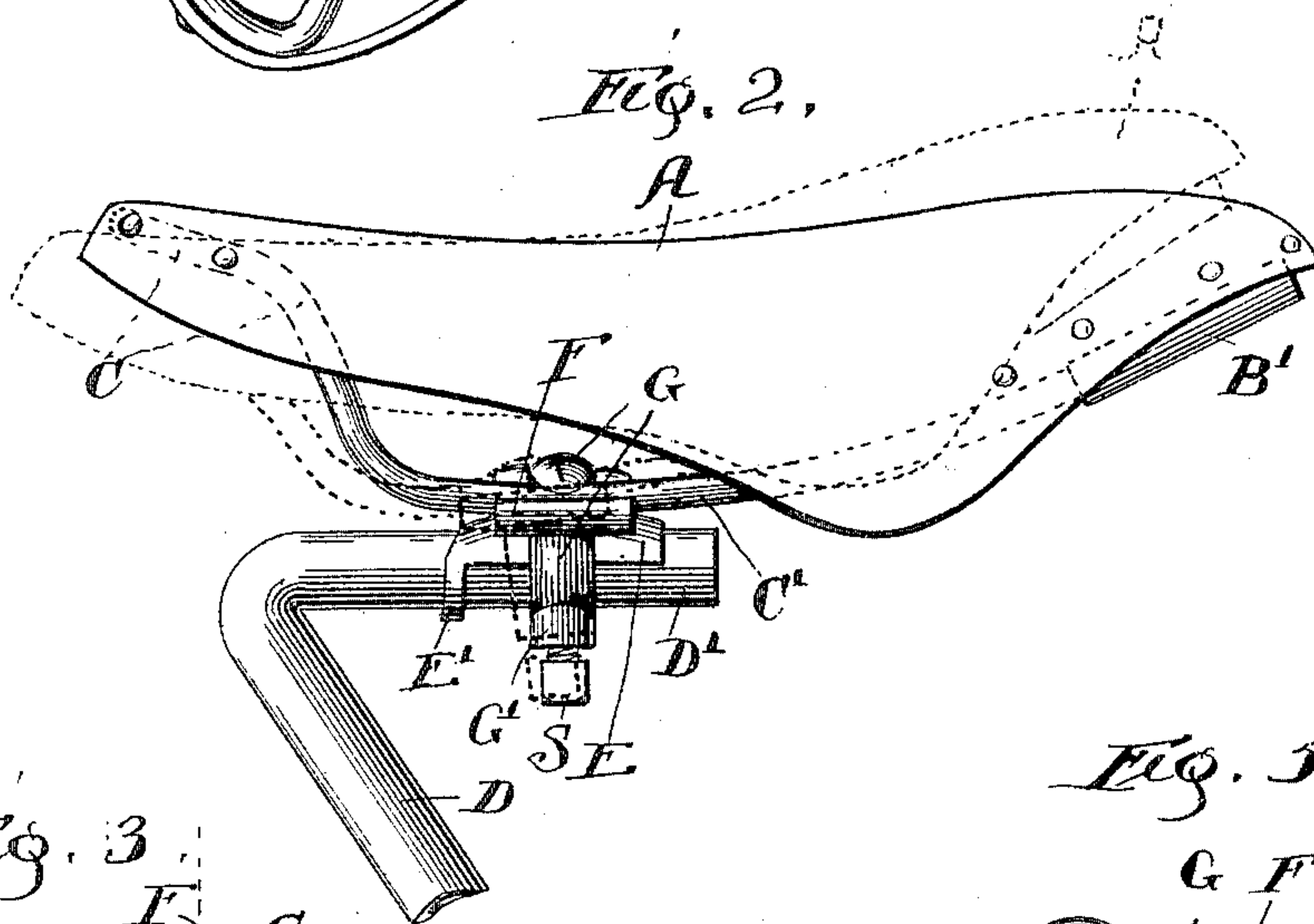
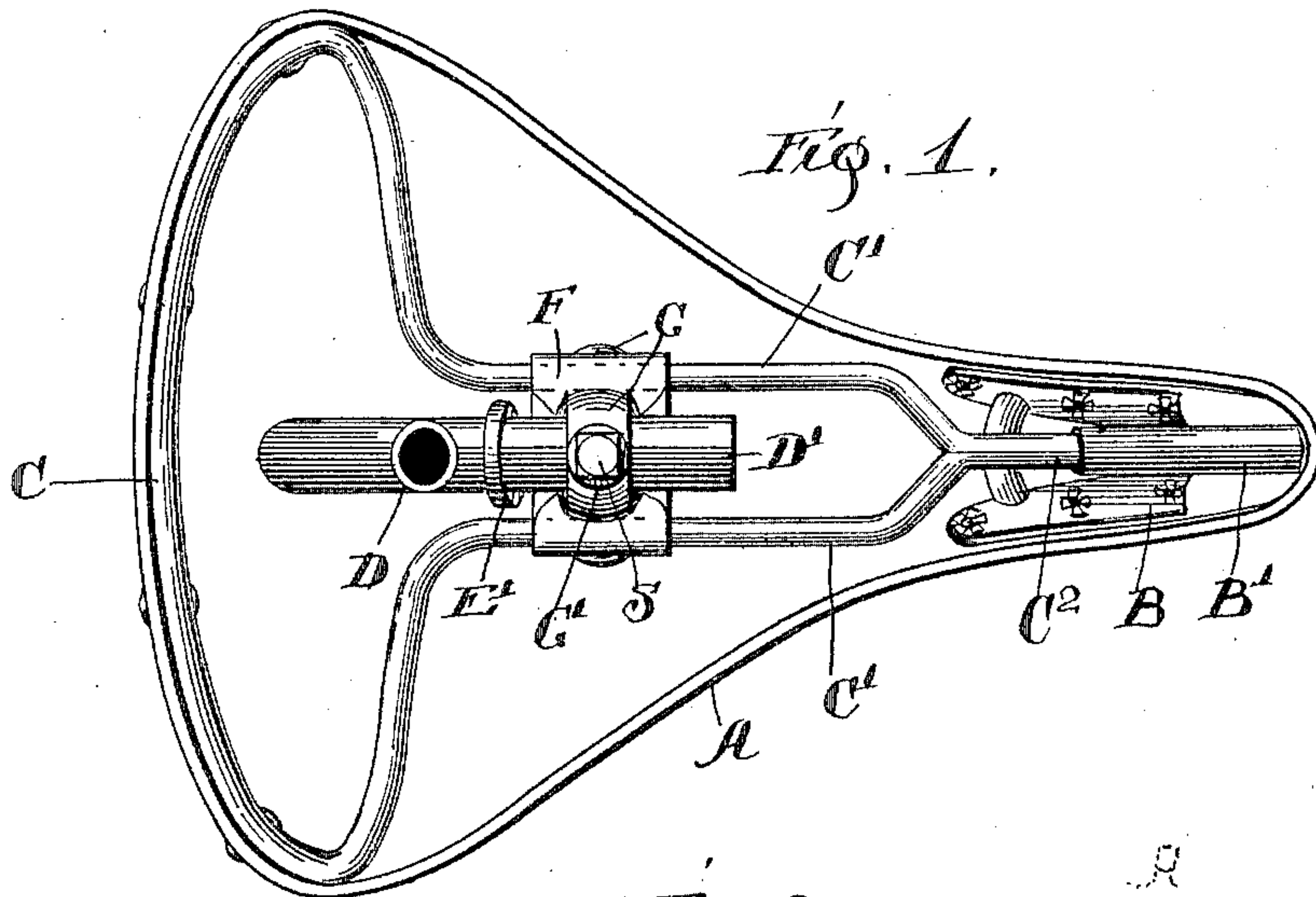


(No Model.)

L. M. DEVORE.
BICYCLE SADDLE.

No. 581,881.

Patented May 4, 1897.



Witnesses:
Chas. O. Shervey,
M. L. Shahan.

Inventor:
Levi M. Devore
by Niles. Grimes & Bitan
Atty

UNITED STATES PATENT OFFICE.

LEVI M. DEVORE, OF FREEPORT, ILLINOIS, ASSIGNOR OF ONE-HALF TO
M. H. WILCOXON, OF SAME PLACE.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 581,881, dated May 4, 1897.

Application filed April 2, 1896. Serial No. 585,915. (No model.)

To all whom it may concern:

Be it known that I, LEVI M. DEVORE, a citizen of the United States of America, residing at Freeport, in the county of Stephenson and State of Illinois, have invented certain new and useful Improvements in Bicycle-Saddles, of which the following is a specification.

My invention relates to improvements in bicycle-saddles and is fully described and explained in this specification and shown in the accompanying drawings, in which—

Figure 1 is a bottom plan of a saddle and the saddle-post on which it is mounted. Fig. 2 is a side elevation of the saddle and post. Fig. 3 is an enlarged view of the horizontal portion of the saddle-post and the clamp for attaching the saddle thereto, the view being partly in longitudinal vertical section and partly in side elevation. Fig. 4 is a top plan of the clamp adapted to secure the saddle to the saddle-post. Fig. 5 is an end elevation of the clamp, the two members of the saddle-spring being shown in transverse section in their working relation to the clamp.

In the saddle illustrated in Figs. 1 and 2, A is the usual leather seat, B is a pommel-iron fastened to the front end of the seat and adapted to support the same, and B' is a tubular socket supported by the pommel-iron, the connection of the pommel-iron and socket being the same as that illustrated and claimed in an application of even date herewith having the serial number 585,914. To the rear end of the seat is fastened a suitably-curved cantle C, formed from a spring-wire whose ends are bent inward and carried forward in two parallel members C' C', the front ends of which converge and have their contiguous faces flattened, so as to form a single cylindrical bar C², which is seated in the tubular socket B'. The entire element C C' C² thus forms at once the spring and cantle of the saddle, and while in operation I have found it perfectly effective for all purposes to which it is designed it is evidently not only extremely simple, but may be manufactured at a very low cost. The central portion or cantle C may be fastened to the edge of the seat in any desired manner, but I have found it preferable to fasten it directly to the seat by

perforating the rod and securing it by means of rivets, as illustrated in Fig. 1.

The saddle thus described may be held in place and suitably adjusted as to its bodily position and inclination by means of the clamping device illustrated in Figs. 2, 3, 4, and 5, in which D is an approximately vertical saddle-post provided with a horizontal extension D', by which the saddle is directly supported. Upon this extension rests a longitudinally-movable plate E, conforming, approximately, to the extension D' and formed at one end with a ring E', embracing the extension, the upper surface of this plate being convex longitudinally, as clearly shown in Fig. 3. Upon this plate rests a skeleton saddle F, having its lateral edges turned upward to form longitudinal seats for the members C' C' of the saddle-spring, and in the opening in the skeleton saddle hangs a stirrup G, adapted to embrace the extension D' of the saddle-post, the lateral extremities of the upper portion of the stirrup being turned downward to rest upon the two members of the saddle-spring, as illustrated in Fig. 5.

The lower margin of the stirrup G is provided with a neck G', which receives a set-screw S, adapted to impinge upon the lower surface of the extension D'. When the saddle-spring lies in the seats between the members F G of the clamp, the entire clamping device may evidently be moved longitudinally upon the extension D' of the saddle-post for the purpose of giving the saddle desired bodily adjustment, and, furthermore, the parts F G, together with the saddle-spring, may be brought into contact with different parts of the plate E, and thereby adjusted to different angles of inclination, as indicated by the dotted lines in Fig. 2.

In assembling the parts of the clamp the stirrup G is dropped downward through the saddle F. The plate E is then slipped longitudinally into the opening in the stirrup and brought into suitable relation to the saddle F, and the entire clamp is then slipped longitudinally upon the extension D' of the saddle-post. The members C' C' of the saddle-spring may be seated in the recesses in the clamp during the process of assembling the parts of the clamp, or they may be brought

into relation to the clamp after all is placed upon the saddle-post, provided the parts are sufficiently loose.

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

1. The combination with a seat and a longitudinally-extending spring attached thereto, of a plate adapted to rest upon the horizontal member of a saddle-post and having a longitudinally-convex upper surface, a saddle adapted to rest upon said plate, and a stirrup adapted to embrace the horizontal member of the saddle-post and provided with a depending set-screw socket and set-screw, the stirrup and saddle being adapted to clasp between them the longitudinal saddle-spring and being longitudinally adjustable upon the

convex surface of said plate, whereby the inclination of the saddle-spring may be varied. 20

2. The combination with the saddle having the spring formed with parallel members C', C', of the clamp comprising the stirrup G, and saddle F, adapted to clasp the members C', C', and the plate E, having the longitudinally-convex upper surface, the plate E, and stirrup G, of the clamp being adapted to clasp the horizontal member of a saddle-post and the parts F, G, of the clamp being longitudinally adjustable upon the plate E, whereby the inclination of the saddle-spring may be varied. 25 30

LEVI M. DEVORE.

Witnesses:

CHAS. O. SHERVEY,

M. L. SHEAHAN.