(No Model.)

# T. E. BECK.

## BICYCLE OR VELOCIPEDE SADDLE.

No. 583,445. Patented June 1, 1897.

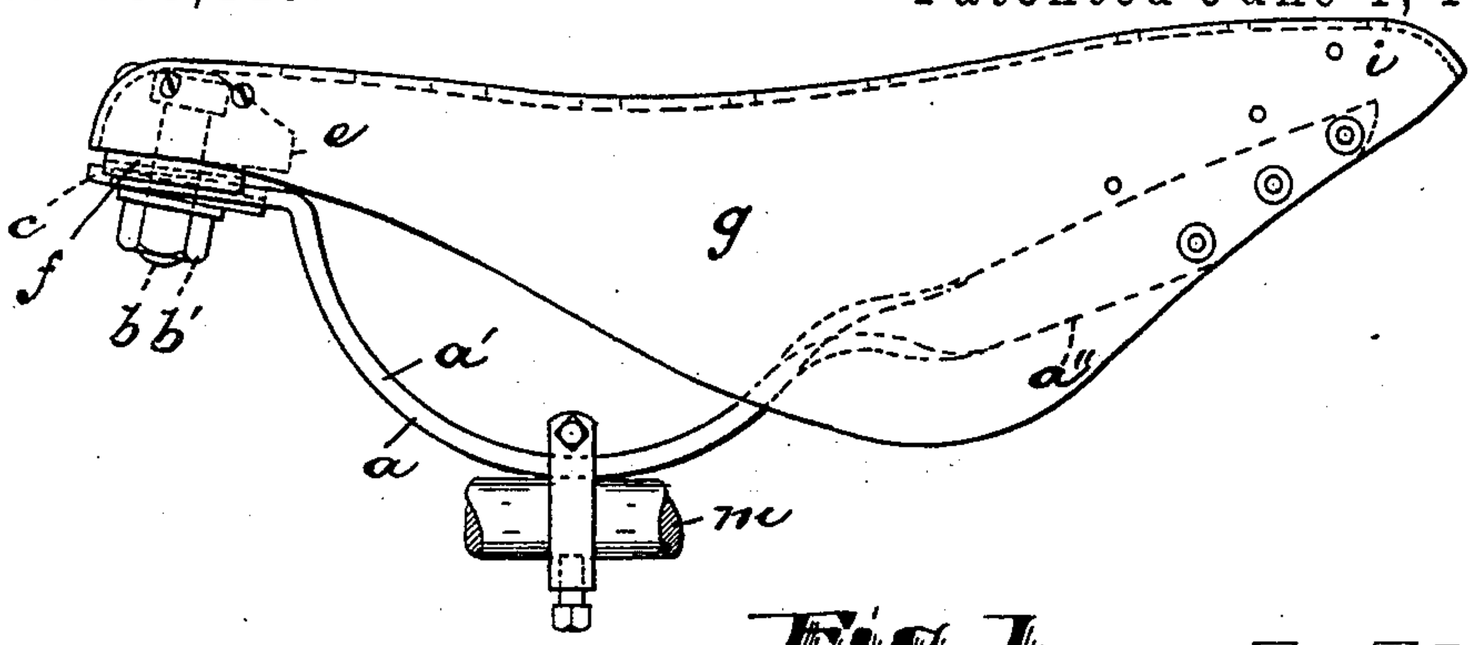



Fig. 1.

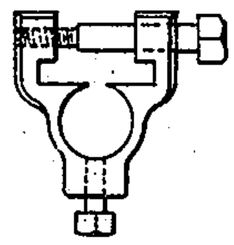


Fig. 6.

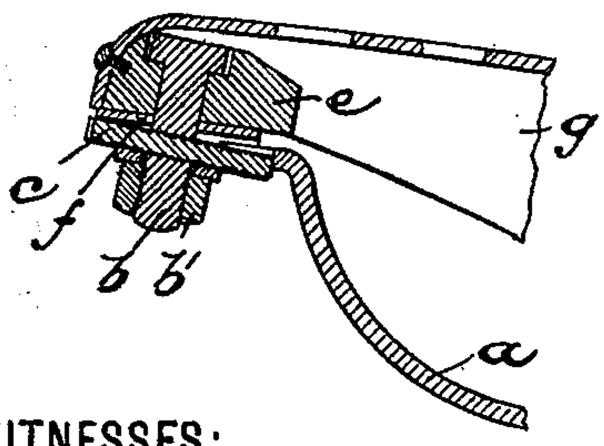



Fig. 2.




Fig. 5.

Fig. 4.



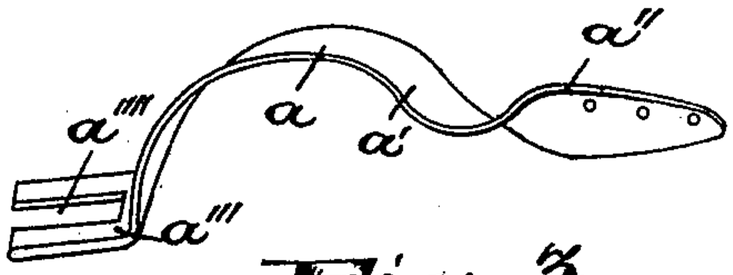




Fig 3.

WITNESSES:
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# UNITED STATES PATENT OFFICE.

THEODORE E. BECK, OF NEWARK, NEW JERSEY.

## BICYCLE OR VELOCIPEDE SADDLE.

SPECIFICATION forming part of Letters Patent No. 583,445, dated June 1, 1897.

Application filed April 11, 1896. Serial No. 587,058. (No model.)

*To all whom it may concern:*

Be it known that I, THEODORE E. BECK, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in 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 appertains to 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.

The objects of this invention are to reduce the cost of construction, to provide a saddle that has easier riding qualities, to cushion more effectually the pommel ends of the saddle, to facilitate manufacture, and to secure other advantages and results, some of which may be referred to hereinafter in connection with the description of the working parts.

The invention consists in the improved saddle for bicycles and other velocipedes having the arrangements and combinations of parts, all substantially as will be hereinafter set forth, and finally embraced in the clauses of the claim.

Referring to the accompanying drawings, in which like letters of reference indicate corresponding parts in each of the views, Figure 1 is a side elevation of the improved saddle, and Fig. 2 is a reverse plan of the same. Fig. 3 indicates in detail the supporting-spring on which the leather seat is stretched. Fig. 4 is a section taken on line $x$ of Fig. 2. Fig. 5 is a section taken on line $y$, and Fig. 6 is a detail of a certain clamp.

In said drawings, $a$ indicates the supporting-spring, which may be clamped upon the L-shaped rod or other support of the bicycle-frame in any usual manner. Said spring is of a peculiar construction. It is of a single flat or strap-like piece of spring metal, the center $a'$ of which, where it receives the L-shaped rod, is bowed, as shown in Figs. 1 and 3, and at its opposite ends it provides bearings to which the seat is fastened. The pommel end $a''$ of the said strap-like spring is bent to lie in a vertical plane or at right angles to the horizontal plane of the saddle, as will be understood upon reference to Fig. 3. The vertically-disposed pommel part is perforated to receive a series of rivets $h$, by means of which the pommel end of the seat is permanently fastened to the spring.

At the rear or cantle end of the saddle the same is bent to approximate a horizontal plane, as at $a'''$, and is slotted at $a''''$ to receive a certain fastening-bolt $b$, an adjusting-screw $c$, and to provide a bearing $d$ for the said screw.

$e$ indicates a cantle-plate adjustably secured upon the said spring by the bolt $b$ and nut $b'$. The said cantle-plate is preferably bowed and on the under side is preferably provided with an intermediate plate $f$, of brass or other suitable material, to provide a better bearing for the cantle end of the spring than is afforded by the cantle-plate when the same is of wood.

At the pommel the leather seat $g$ is fastened at its opposite sides directly to the spring $a$ by a series of the rivets $h$, the parts being so arranged as that the leather seat forms a raised loop $i$, Fig. 5, which projects considerably above the metal and forms a comparatively soft and narrow pommel-cushion, by which the seat is rendered much more easy to the rider. The cushion being narrow the action of the legs is not interfered with, as said legs are allowed to remain close together in their normal positions, thus conducing to increase ease and a less tiresome movement.

When the saddle-seat is made of other than leather—such, for example, as duck or other heavy textile fabric—I may line the same with rubber, so as to maintain in the loop a sufficient resiliency and supporting quality, as will be understood. I may also employ the rubber lining in connection with leather, and especially so when the said leather is light.

The adjustable connection of the spring and cantle-plate is shown in Figs. 2 and 4. The slot $a''''$ of the spring $a$ opens rearwardly, and through the same extends the vertical bolt $b$, by which the spring is clamped to the cantle-plate. Said bolt is perforated at a point in line with the horizontal part of the spring and receives the adjusting-screw $c$ thereat. The said adjusting-screw lies in said slot and bears directly upon the bearing $d$ at the end of said slot, as shown in Fig. 2. The bolt $b$ is also threaded to receive the

threaded adjusting-screw, and thus when said adjusting-screw is turned the bolt *b*, the cantle-plate, and the cantle end of the seat are moved toward or from the pommel, thus increasing or relaxing the tension on said seat as will be understood.

Having thus described the invention, what I claim as new is—

1. The combination with the saddle-seat, of a spring having its forward end perforated, the seat being riveted directly upon said spring and a raised loop or cushion being formed in said seat above the metal of the spring, substantially as set forth.

2. In a bicycle-saddle, the combination with the spring having its pommel end bent vertically, of a saddle-seat fastened against the opposite sides of said spring, a loop being formed in said seat which extends above the said spring, substantially as set forth.

3. In a bicycle-saddle, the combination with the spring consisting of a strap-like piece of metal bent or twisted near the pommel end and forming a vertically-disposed portion *a''*, which is provided with a series of perforations, of a saddle-seat looped over the upper edge of said vertically-disposed portion and riveted against the opposite sides, substantially as set forth.

4. In a bicycle-saddle, the combination of a spring of flat or strap-like metal bent or twisted near its pommel end and forming a vertically-disposed portion *a''*, and a saddle-seat fastened to said spring, the pommel of said saddle being thus rendered thin or narrow in plan where it covers said vertically-twisted portion, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 23d day of March, 1896.

THEODORE E. BECK.

Witnesses:

CHARLES H. PELL,

C. B. PITNEY.