

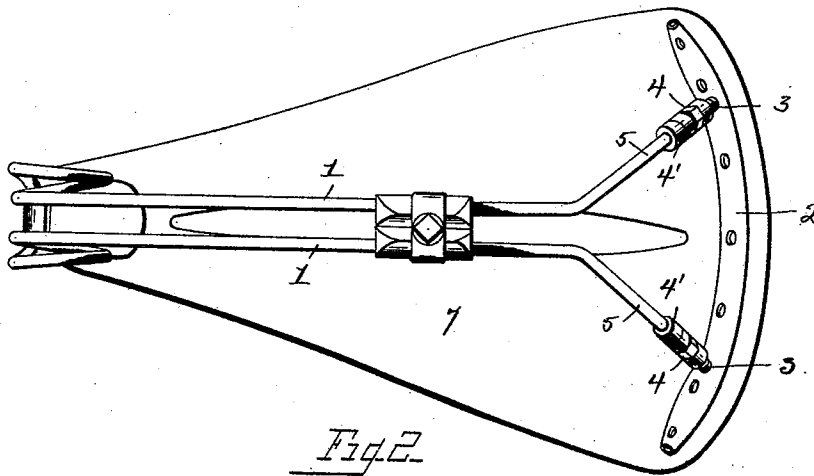
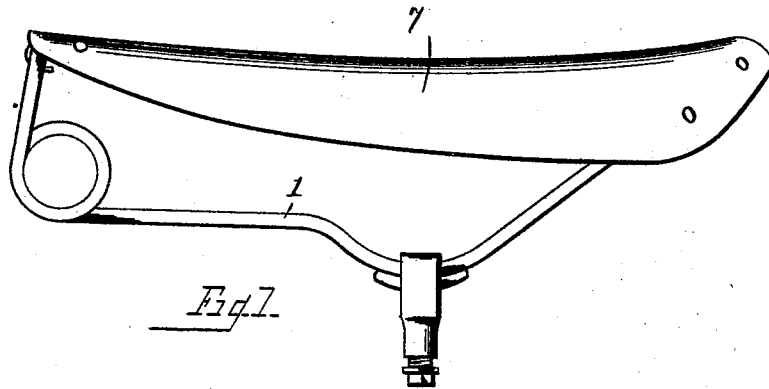
(No Model.)

2 Sheets—Sheet 1.

C. J. MOORE & G. A. BURWELL.
BICYCLE SADDLE.

No. 496,664.

Patented May 2, 1893.



WITNESSES

Carroll J. Webster
Floyd R. Webster

INVENTORS

Charles J. Moore
George A. Burwell
By William Webster
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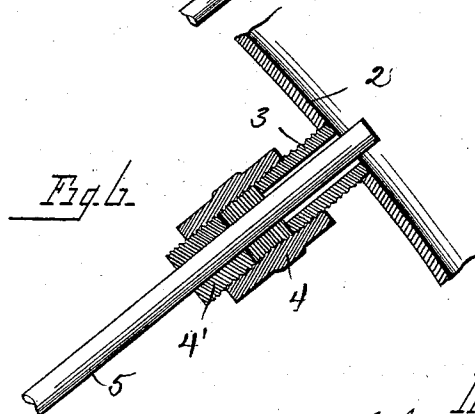
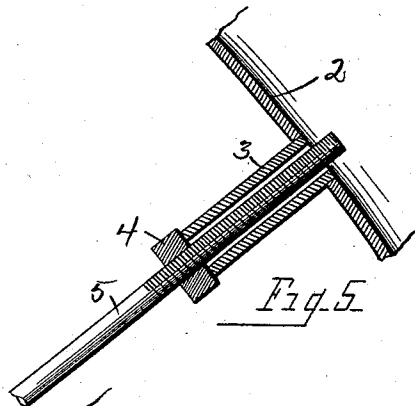
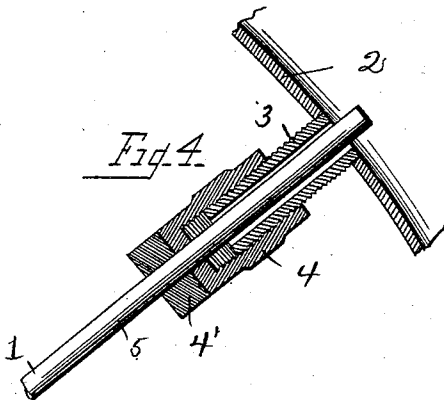
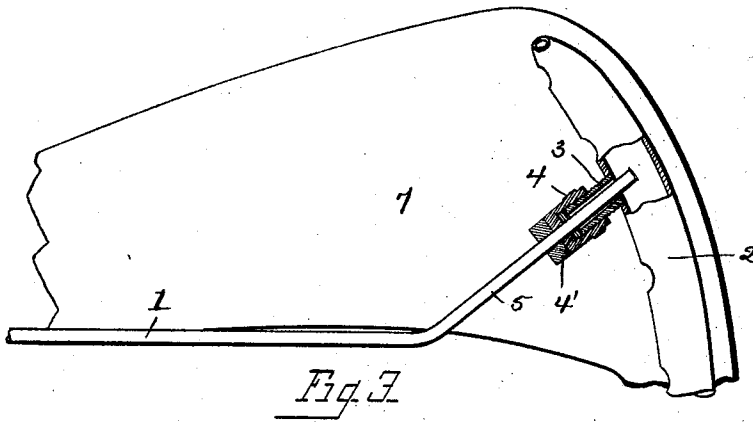
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2 Sheets—Sheet 2.

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BICYCLE SADDLE.

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WITNESSES

Leahoe J. Webster
Floyd R. Webster.

INVENTORS

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UNITED STATES PATENT OFFICE.

CHARLES J. MOORE AND GEORGE A. BURWELL, OF TOLEDO, OHIO, ASSIGNORS
TO THE LOZIER MANUFACTURING COMPANY, OF SAME PLACE.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 496,664, dated May 2, 1893.

Application filed September 9, 1892. Serial No. 445,409. (No model.)

To all whom it may concern:

Be it known that we, CHARLES J. MOORE and GEORGE A. BURWELL, of Toledo, county of Lucas, and State of Ohio, have invented certain new and useful Improvements in Saddles for Bicycles; and we do hereby declare that the following is a full, clear, and exact description of the invention, which 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 the figures of reference marked thereon, which form part of this specification.

Our invention relates to a saddle for bicycles, and has for its object to provide positive and convenient means for regulating the tension upon the seat leather in order to compensate for the stretch of the same, or to adjust the tension upon the spring to compensate for riders of different weight.

With these objects in view, the invention consists broadly in an adjusting mechanism by which tension is effected, by acting upon the seat springs by means of adjusting nuts which act directly upon each arm upon the rear end of the spring.

In the drawings: Figure 1 is a side elevation of a complete saddle. Fig. 2 is a bottom plan view. Fig. 3 is a detail section bottom plan view of a portion of saddle, with the adjusting mechanism shown in horizontal section to more fully disclose the same. Fig. 4 is an enlarged sectional view of the adjusting mechanism shown in Fig. 1, showing the rear arm of the seat spring, the threaded tube projecting from the seat iron and the tubular threaded telescoping adjusting nut acting directly upon the spring arm. Fig. 5 is a like view showing a modified form of adjusting mechanism, and Fig. 6 is a like view showing a further modification of the same.

In carrying out our invention we employ any of the well known forms of seat springs, and to the rear curved saddle bar 2, we either form integral with, or secure a tubular extension 3 which co-acting with a nut 4, advances or retracts the arms, or rear ends 5 of the seat spring, it being understood that the curved saddle-bar 2 is secured to the rear under side of the saddle leather 7, and the front portion of the spring secured to the front end of the saddle leather in any preferred manner.

In operation, referring to Figs. 3 and 4, tube 3 is externally screw threaded, and nut 4 interiorly screw threaded to screw upon a tube, the face of the nut bearing upon the boss 4', either formed integral with or secured upon the arm 5 of the seat spring whereby when the nut is revolved, it either forces the arm of the spring from the saddle bar, and puts tension upon the spring and consequently the saddle leather or draws the same toward the saddle bar thereby relaxing tension according to the direction in which the nut is turned.

In the modification shown in Fig. 5, the arm is screw-threaded, and nut 4 is run thereon and bears directly upon the tube 3, the operation being the same, the nut being revolved in one direction acts upon the arm to force the same from the saddle bar, to increase the tension, and in an opposite direction to relax the same.

In the modification shown in Fig. 6, the tube is exteriorly screw threaded with a right hand thread a portion of the distance, and a left hand thread the remaining distance, there being a screw threaded boss 4' upon the spring arm, the tube and boss being right and left threaded respectively, so that as the nut is revolved, the spring arm is either advanced or retracted to increase or diminish the tension of the spring and saddle leather.

It will be seen by the foregoing that we have provided positive and easily adjustable means for regulating the resiliency of the spring and the tension of the seat leather to a nicety.

What we claim is—

In a seat for bicycles, a spring formed with rearwardly inclined arms, a seat or saddle leather, having connections for the forward end, a curved saddle bar upon the rear side of the saddle leather, formed with an exteriorly screw threaded tubular extension, a boss upon the spring arms, and interiorly screw threaded nuts connected with the spring arms and run upon the boss.

In testimony that we claim the foregoing as our own we hereby affix our signatures in presence of two witnesses.

CHARLES J. MOORE.
GEORGE A. BURWELL.

Witnesses:

WILLIAM WEBSTER,
CARROLL J. WEBSTER.