(No Model.)

C. H. VEEDER.

VELOCIPEDE SADDLE.

No. 372,994. Patented Nov. 8, 1887.

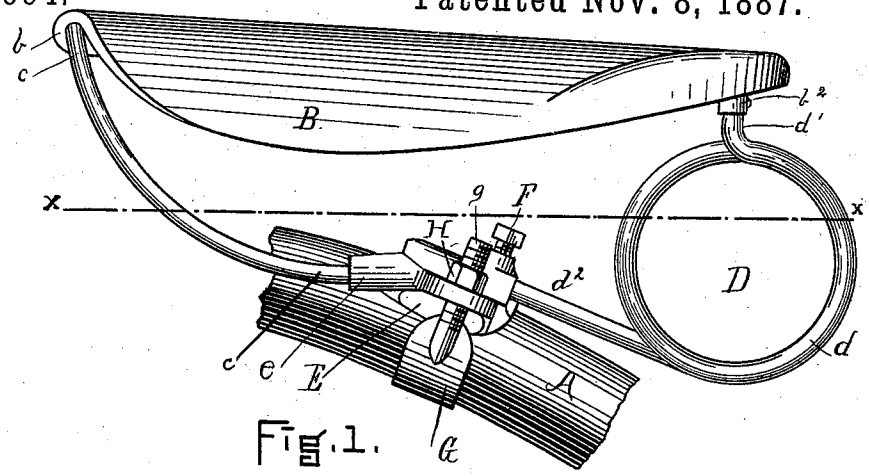

Fig. 1.

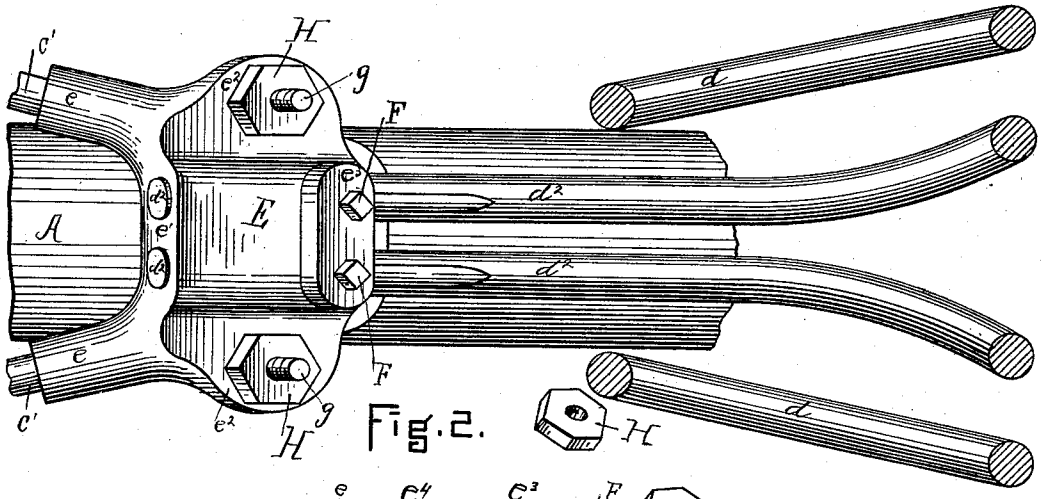

Fig. 2.

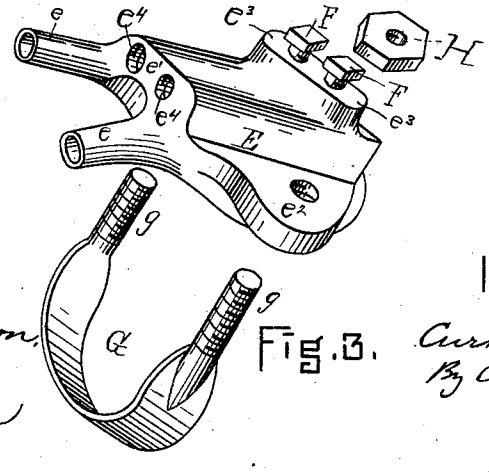

Fig. 3.

WITNESSES.

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UNITED STATES PATENT OFFICE.

CURTIS HUSSEY VEEDER, OF CALUMET, MICHIGAN, ASSIGNOR TO THE POPE MANUFACTURING COMPANY, OF PORTLAND, MAINE.

VELOCIPEDE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 372,994, dated November 8, 1887.

Application filed January 31, 1887. Serial No. 226,096. (No model.)

To all whom it may concern:

Be it known that I, CURTIS HUSSEY VEEDER, of Calumet, in the county of Houghton and State of Michigan, have invented certain new and useful Improvements in Velocipede-Saddles, of which the following is a specification.

My improvements relate to that class of velocipede-saddles known as "suspension saddles," in which the flexile seat-piece, of leather or other similar material, is supported at either end at some distance from any under mechanism, so as to sustain the weight of the rider by the tension of the flexile seat-piece, and not by padding between it and the frame or tree, but in which the flexile seat-piece is carried by metallic under mechanism connected together and complete in itself without including any part of the frame of the velocipede on which it is supported; and in this respect it falls into the class of saddles described in Lamplugh and Brown's English Patent No. 2,751 of 1878. In this English saddle, however, and in the suspension saddles of that class heretofore used in the United States, the under mechanism supporting the flexile seat-piece consisted in a metallic plate shaped by dies, so as to support the front and rear ends of the flexile piece, and to be separated from it under all the middle portion, this under plate being rigid throughout, and this under plate was supported on a suitable spring or springs connected with the frame of the velocipede; but my present saddle belongs, also, to the variety of suspension saddles in which it may be considered that either the under plate or the saddle-spring (or springs) is dispensed with, or that the under plate and supporting-spring are combined in one, the under mechanism, supporting the flexile seat-piece, being flexible and performing the functions of a spring, and in this respect my present saddle falls within the variety of treeless suspension saddles as differentiated by me and described in my Letters Patent numbered 239,629, dated April 5, 1881.

My present saddle also falls within the more specific variety of adjustable tension suspension saddles, as differentiated by me and shown with improvements upon my former saddle in my Letters Patent numbered 244,693, dated July 19, 1881, and No. 252,280, dated January 10, 1882, in which there are positive means in the mechanism directly supporting the flexile seat-piece for adjusting and securing the tension of the flexile seat-piece, and for taking up the slack in it caused by use, and for adjusting the tension of its spring-supports. Now, the nature of my improvements upon these and other previous saddles will be apparent from a description of the saddle adapted for use on bicycles containing my improvements in one form, (shown in the accompanying drawings,) in which—

Figure 1 shows this saddle in elevation as it is in position upon the perch of a bicycle. Fig. 2 shows the same thing in horizontal section, on the line *x x* of Fig. 1, looking downward; and Fig. 3 shows details of parts of the same.

A is the perch or part of the frame of a velocipede.

B is a flexile seat-piece, of leather or other suitable material and cut in any suitable shape, narrow at the forward end and wide at the rear end, to afford a seat for the rider. This flexile seat-piece may have a loop, *b*, at the front end, of leather or other material, forming part of or separate and attached to the flexile seat-piece, and may have at the rear end a metallic strip or strips, with a lug or lugs, b^2, for connection with the rear supporting-spring.

C is a front spring, made of a round rod of metal bent at its middle part, *c*, to form a support for the front end of the flexile seat, and carried downward and backward, and having the two free ends c' c' for attachment to the connecting-plate.

D is a rear spring, composed also of round metallic rod or wire coiled about a horizontal axis, as at *d*, having one end upturned, as at d', for adjustment to the flexile seat-piece by means of its under strip and lug, b^2, and having its lower free end carried forward for attachment to the connecting-plate.

E is a connecting-plate or lug-piece, having lugs *e e* to receive into holes therein the ends c' c' of the front spring, and also having a part, e', containing longitudinal slots or holes e^4 e^4, into which may be entered and passed the ends d^2 d^2 of the rear springs, and also having a lug or thickened portion, as e^3, containing two

holes threaded to receive the set-screws F F, and also having the ears or perforated lugs e^2 e^2 for insertion of the threaded ends g g of the clamp G. I prefer to use simply a bent spring, as shown, for the front supporting-spring, since, while it is desirable to have some elasticity in the front support, it is also desirable to have more elasticity in the rear support of a bicycle-spring. I also prefer to make two rear springs, D, as shown, one for each side of the saddle and a little distance apart, and with the horizontal coils for greater elasticity. I also prefer to make the connecting-plate E of a casting substantially in the form and with the attachments, as shown and described, to fit the perch or part of the frame on which it is to be used on its under portion, and to hold the front springs without adjustment, and to hold the rear springs so that they may be pushed in and through or pulled back and out from the connecting-plate, and when adjusted to any position desired secured there by the small set-screws F F. I also prefer to attach this plate to the perch or frame by means of a simple U-shaped clamp—such as G—having a flattened loop and two threaded cylindrical ends, which may be inserted in the ears of the connecting-plate so as to clasp the perch or frame, and may be tightened and secured in position by the nuts H H; but it is obvious that modifications in the shapes and arrangements of these parts and combinations may be made without departing from the substance of my invention, and I do not mean to limit myself precisely to the things shown and described. It is also obvious that by this construction I secure a saddle which affords an easy seat for the rider, kept from all contact with metallic parts, and in which there is elasticity in the forward support and in the rear support sufficient to make an easy spring-saddle, and that the flexile seat-piece, as well as the spring, may be adjusted for tension, and that the slack of the flexile part induced by use may be taken up by loosening the set-screws F F, drawing the front and rear springs from each other, or, in this construction, drawing the rear springs from the connecting-plate until the proper tension is acquired, and then turning the set-screws F F to a firm seat; also, that the flexile seat-piece, front and rear springs, and connecting-plate form a connected adjustable and independent saddle complete in itself and ready for attachment to the frame of the velocipede, and may be adjusted backward and forward upon the frame without disturbing the tension of the seat.

I do not claim a curved wire front spring and a coiled wire rear spring, and a broad clip or plate connecting and holding them to the perch, nor a curved and coiled continuous wire front and rear spring and two clips, nor a curved wire front spring and a coiled wire rear spring independent and separately held by clips to the perch, nor a lug-plate having sockets to receive the ends of wire springs, nor a lug-plate having two flat rear springs attached to it, and an extensible front plate connecting it with the front end of the saddle, nor the combination of either of these things with a flexile seat-piece.

I claim as new and of my invention—

The combination, in a velocipede-seat, of a flexile seat-piece, B, a curved wire front spring, C, coiled wire rear springs, D D, and lug-plate E, having the lugs e e, e', e^2 e^2, and e^3, guide-holes e^4 e^4, and set-screws F F, all constructed to operate essentially as set forth.

CURTIS HUSSEY VEEDER.

Witnesses:

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