

No. 619,204.

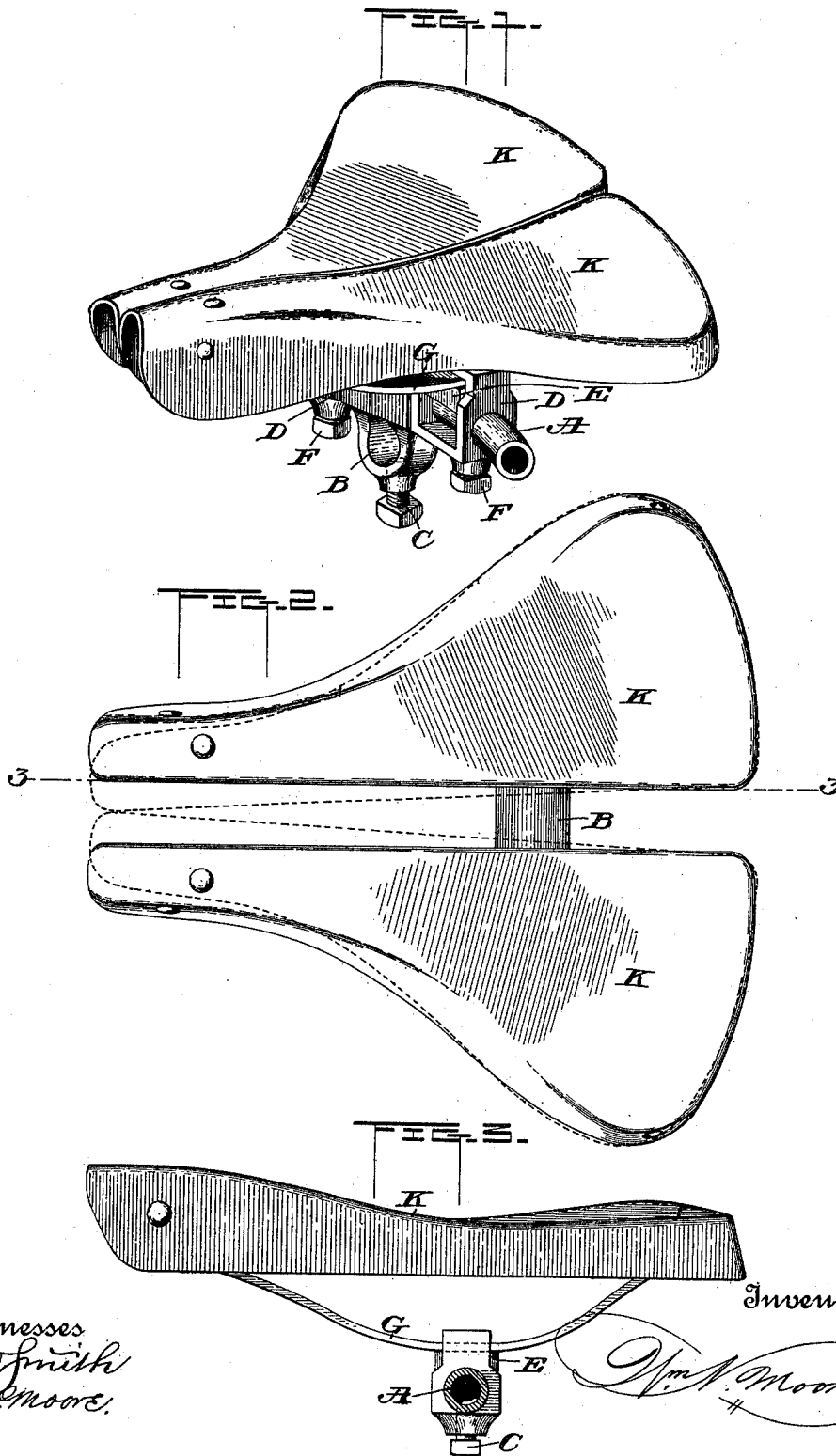
Patented Feb. 7, 1899.

W. N. MOORE.
BICYCLE SADDLE.

(Application filed Aug. 27, 1898.)

(No Model.)

2 Sheets—Sheet 1.



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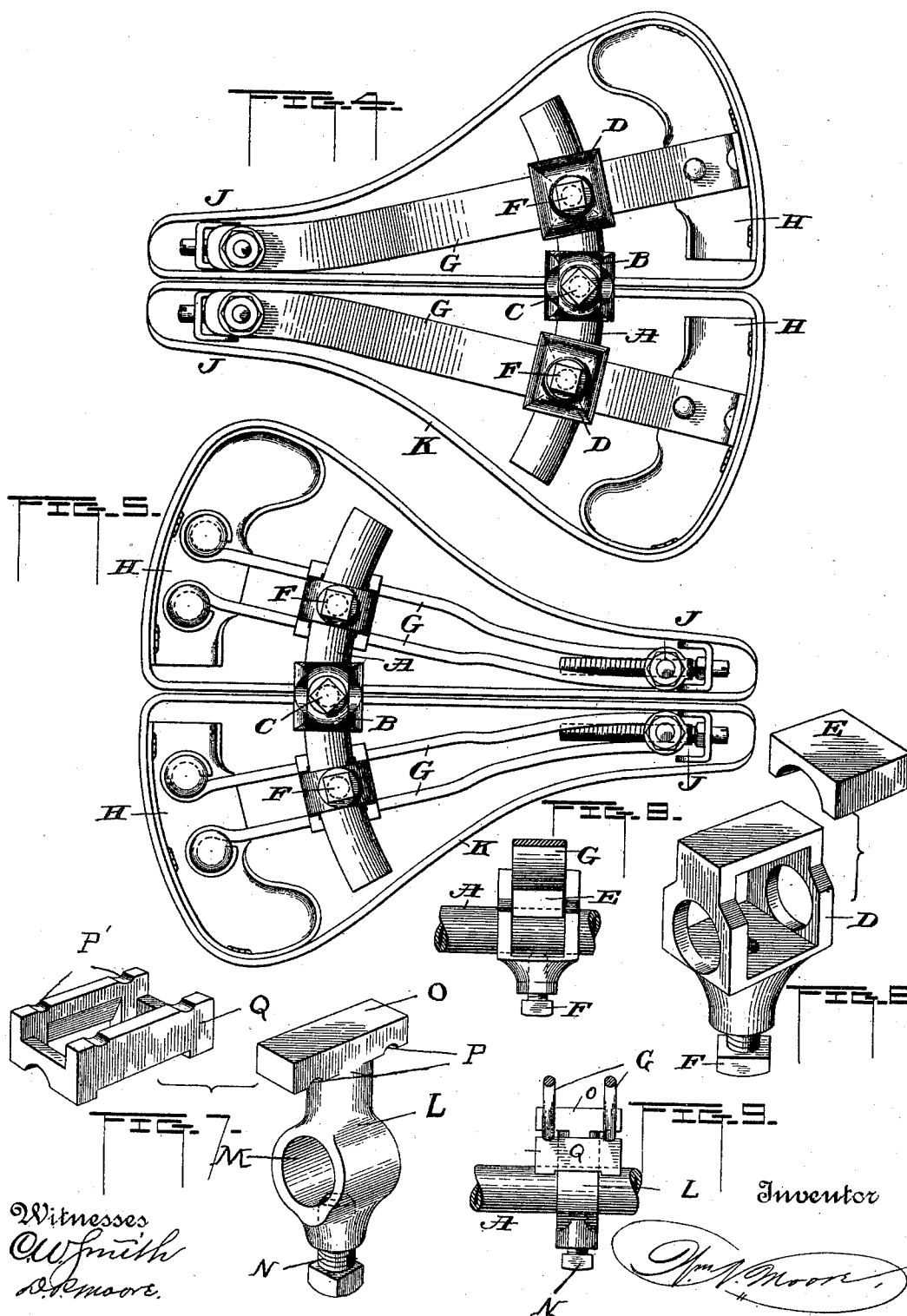
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2 Sheets—Sheet 2.



UNITED STATES PATENT OFFICE.

WILLIAM N. MOORE, OF WASHINGTON, DISTRICT OF COLUMBIA.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 619,204, dated February 7, 1899.

Application filed August 27, 1896. Serial No. 604,131. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM N. MOORE, a citizen of the United States, residing at Washington, in the District of Columbia, 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.

My invention relates to improvements in bicycle-saddles; and one object of my invention is the provision of a saddle which will have a universal adjustment in order that it may be arranged to suit the desire and comfort of any rider.

Another object of my invention is the provision of a saddle which will form a perfect support for the body and impose the weight directly upon the pelvis-bones and remove all pressure from the prostate gland.

Another object of my invention is the provision of a saddle which will be attractive in appearance, which will be cool and insure proper ventilation, and which can instantly be adjusted to suit riders of any size.

Another object of my invention is the provision of a saddle which will entirely remove all harmful pressure, and which will have a spring or cushion action under each section thereof to remove all jar and shocks and absorb the roughness of the road.

Another object of my invention is the provision of a saddle which will be of inexpensive and durable construction and which is thoroughly practical and efficient.

To attain the desired objects, my invention consists of a divided or two-part adjustable saddle embodying novel features of construction and combination of parts, substantially as disclosed herein.

In order that the construction in detail and the numerous advantages possessed by my saddle may be readily understood and appreciated, I have illustrated in the accompanying drawings a saddle constructed in accordance with and embodying my invention.

Figure 1 represents a perspective view of my saddle. Fig. 2 represents a top plan view with the sections spread or adjusted laterally and in dotted lines with the rear portion of the sections spread apart and the peaks re-

tained together. Fig. 3 represents a vertical sectional view on the line 3 3 of Fig. 2 to show the peculiar shape of each section. Fig. 4 represents a bottom plan view of the saddle. Fig. 5 represents a bottom plan view of a modified construction, and Figs. 6, 7, 8, and 9 represent detail views of the clamps for holding the springs in the proper position.

Referring by letter to the drawings, in which similar letters of reference denote corresponding parts in the several views, A designates the cross-piece or support, which is curved or segmental in form and is arranged transversely with reference to the machine and is formed or provided with the lug B, provided with the opening to receive the usual post and has the clamping or binding screw C for rigidly securing the support. Mounted upon the support on each side are the clamps D, which are provided with binding-blocks E and with clamping-screws F, which clamps act upon the springs G to hold said springs in any desired position. In one form of my invention I use flat springs and in the other form I employ springs made from a single piece of wire, and in each case the springs are properly curved and have their ends arranged in the same general plane. Also the springs are arranged in an incline or converge from the rear of the saddle toward the peak in order that the weight may be properly distributed and a perfect cushion throughout be insured.

The clamps illustrated by Figs. 7 and 9 and which are of the construction employed when the wire springs are used are of a somewhat different construction from the clamp used in connection with the flat springs. This clamp consists of the stem L, having the transversely-disposed opening M to receive the cross-piece, and further provided with the binding-screw N for securing the clamp, and the stem is formed with the transverse head O, having on the under side the grooves P, which, in connection with the grooves P' of the clamping-block Q, secure the spring in any desired adjustment and assume the position, when the parts are assembled, shown in Fig. 9, as will be readily understood.

To the rear end of the springs are rigidly connected the plates H, which are slightly concaved, and to the other or forward end

- are connected the adjusting devices J, and to the adjusting devices and the plates are connected the tops or covers K. The peculiar construction of the plates and springs gives to the tops or covers a concave surface, with the central portion depressed throughout, and by this means the body rests with the pelvis-bones supported upon each section and all pressure through the center is entirely removed.
- 10 From this description and drawings it is evident that I provide a saddle which can be adjusted to any desired position, according to the desires of the rider, which will accommodate and fit riders of any size or shape,
- 15 which removes all harmful pressure and imposes the weight directly upon the pelvis-bones, which is light in weight and insures proper ventilation, and which overcomes all defects known to exist in saddles in general use.
- 20 I claim—
1. A bicycle-saddle, consisting of a transverse support, clamps mounted upon said support and arranged to be rotatably and laterally adjusted upon said support, two longitudinally-disposed springs bodily movable with the clamps and having a sliding and longitudinal adjustment in said clamps, and two seat-sections carried by and supported upon said longitudinal springs; whereby the sections may be adjusted laterally, longitudinally and to various inclines.
 2. A bicycle-saddle, consisting of a curved cylindrical support, two clamps surrounding

said support and capable of a rotary and lateral adjustment on the support, two springs bodily movable with the clamps and having a longitudinal adjustment in said clamps and two seat-sections secured to and movable with the springs.

3. A bicycle-saddle, consisting of a curved cylindrical support, clamps having transverse openings to fit on the support and also provided with longitudinal openings, springs arranged in said longitudinal openings and carrying the seat-sections; whereby by the manipulation of the clamps the seat-sections may be adjusted laterally, longitudinally and to various inclines and may be spread at the rear and closed at the front without moving the support.

4. A bicycle-saddle, consisting of a curved transverse support, clamps mounted upon said support, and arranged to be rotatably and laterally adjusted on said support, two longitudinally-disposed springs bodily movable with and longitudinally adjustable in the clamps, two seat-sections carried by and supported upon said longitudinal springs, and adjusting devices connected to the seat-sections and springs.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM N. MOORE.

Witnesses:

C. A. NEALE,
D. P. MOORE.