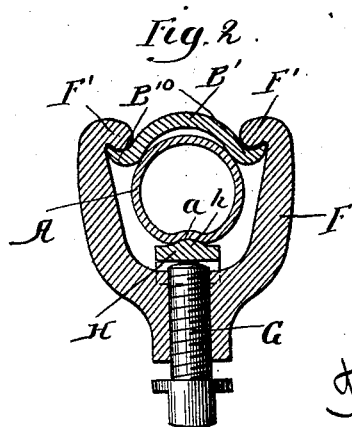
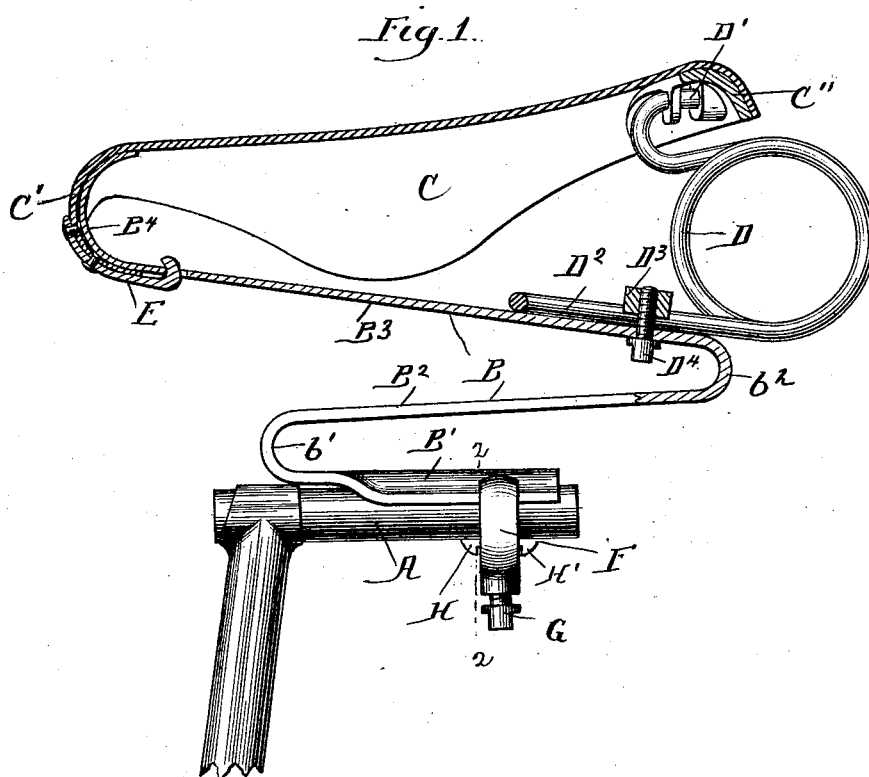


(No Model.)

T. B. JEFFERY.  
VELOCIPED SADDLE.

No. 454,172.

Patented June 16, 1891.



Witnesses:  
H. B. Hallock  
Julia Baker

Inventor:  
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By Burton W. Burton  
his Attorney

# UNITED STATES PATENT OFFICE.

THOMAS B. JEFFERY, OF RAVENSWOOD, ILLINOIS.

## VELOCIPED-SADDLE.

SPECIFICATION forming part of Letters Patent No. 454,172, dated June 16, 1891.

Application filed October 18, 1890. Serial No. 368,577. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS B. JEFFERY, a citizen of the United States, residing at Ravenswood, county of Cook, and State of Illinois, have invented certain new and useful Improvements in a Velocipede-Saddle, which are hereby fully set forth in the following specification, reference being had to the accompanying drawings, forming a part thereof.

In the drawings, Figure 1 is a sectional side elevation of a saddle and its support embodying my invention. Section is made through the saddle and upper part of the supporting-spring in a vertical plane at the middle line. Fig. 2 is a section at 2 2 on Fig. 1.

A is the saddle-supporting arm of the velocipede.

B is the saddle-spring and direct support.

C is the seat-leather.

D is the rear spring.

E is a metal clip employed to attach the seat-leather to the spring-support B.

F is the clamping-yoke employed to attach the spring-support B to the arm A.

G is the clamping-bolt or set-screw in the yoke F.

H is a key-block, which receives directly the pressure of the set-screw G and binds the arm A.

The seat-leather has the usual rear stretcher C', a metal frame to which the rear end of the seat-leather is secured, and the rear spring, of a familiar form, has its ends D' engaged with this rear stretcher, and the loop D<sup>2</sup> clamped onto the upper side of the spring-support B, by the binding-block D<sup>3</sup> and the clamping-bolt D<sup>4</sup>.

My invention resides in the form and character of the spring-support B and its fastening to the seat-leather at one end and to the arm A at the other end. This spring-support is a piece of flat steel bar folded at b' and b<sup>2</sup> to form the three members B', B<sup>2</sup>, and B<sup>3</sup>, the first of which is in a peculiar manner adapted to be clamped onto the arm A, the second extending from the forward end of the first, where the bend b' is formed, rearward to a point underneath the rear end of the seat-leather, where the bend b<sup>2</sup> is formed and the third member B<sup>3</sup> commences, and whence it extends forward to the forward end of the

seat-leather, where it is curved upward and rearward, forming a nose B<sup>4</sup>, which constitutes the pommel of the saddle or "spoon," over which the seat-leather is stretched at the forward point.

The S form of spring-seat support which affords the advantage of pivotal spring action over two pivots, one at the forward part and one at the rear, has heretofore, so far as I am aware, been obtained only by means of wire springs duplicated on opposite sides of the middle line from front to rear of the saddle, thus permitting and resulting in a lateral rolling motion consequent upon the yielding of one side without corresponding yielding of the other side when any lurch of the machine tends to throw the rider's weight toward one side. This defect is avoided in my present invention by the employment of the strap or flat bar zigzag or S spring directly under the middle line of the seat, and of sufficient thickness and width to resist twisting, which would cause the rolling motion. In addition to this advantage, I obtain the advantage of stretching the seat-leather directly over the end of the spring-seat support instead of securing it to a clip, to which it must be riveted, and which must in turn be fastened to the support. By this construction the rigid part of the seat at the nose or pommel is made as short as possible, and much shorter than it could be if a separate clip-fastening were employed, because in the latter case the seat-leather would have to be riveted to such clip far enough from the end of the leather to prevent tearing out, and this would require the clip to extend back considerably from the point of the seat under the leather. By my construction it is only necessary to carry the end of the spring-support up and back far enough to make the curve easy and avoid a too abrupt corner where the leather leaves it, extending to the rear. The leather is then extended in the tongue C', down around the whole curved nose or spring-support, and gets its hold all around that curve at the forwardly-facing end of the saddle, instead of holding merely at rivets at the forward part of the seat on top.

The fastening of the end of the tongue C' may in such a construction be effected by a

metal clip, which is riveted onto the outside of the leather between it and the nose of the spring-support, the clip being hooked into said support beyond the tongue C'. As illustrated such an exterior clip could not well be used except by providing such a nose as B<sup>4</sup>, so that the leather could be carried down in front, because otherwise such an exterior clip would be liable to catch the clothing in mounting and dismounting.

The member B' of the spring-support is shaped transversely in double-circumflex form, or like a conventional archer's bow, to fit over the arm A and give the upturned or hooked edges B<sup>10</sup> B<sup>10</sup> for the engagement of the hook ends F' F' of the clamp-yoke F.

The arm A is creased or grooved longitudinally at the under side at *a*, and the key H is provided with a ridge *h* to enter such crease or groove, and with the ears H' H', by which it clasps the yoke F and is retained in relation to it. By this means the spring-support may be adjusted on the arm A and the clamp-yoke adjusted relatively to both the arm A and the member B' of the spring-support, and the clamping-bolt may cause the key H to bite the arm A as firmly as necessary without danger of rupturing or dinting the same, as is liable to occur by the use of the set-screw impinging directly on the pipe which constitutes that arm.

I claim—

1. A saddle spring and support consisting of a flat metal bar or strap folded into three members with intermediate bends, the lower bend being at the forward end of the lower member, said lower member being adapted to be secured onto a fixed arm of the vehicle and the upper member being terminated at the forward end by an upward and rearward bend to form the pommel or nose over which the seat-leather may be stretched at the forward point, substantially as set forth.

2. In combination with the seat-leather, the zigzag flat strap or bar spring-seat support located under the middle line of the seat from front to rear and having its upper spring bend at the rear and its lower bend at the front, the rear spring secured onto the zigzag spring-seat support, the seat-leather being se-

cured directly to the upbent forward end of said spring-seat support, substantially as set forth.

3. In combination, substantially as set forth, the zigzag flat strap or bar spring-support having its upper bend at the rear and adapted to have its lower member secured to an arm of the vehicle, the rear spring secured onto the upper member near the rear bend, said upper member having an upbent forward end or nose, and the seat-leather having its forward end stretched around said nose and secured thereto below the seat-surface of the leather and its rear end connected to the rear spring.

4. In combination with the spring-seat support terminating at the upper forward end in a forwardly-convex bend, the seat-leather terminating forwardly in a tongue which is wrapped forward and down around such bend, and the clip H, riveted onto the outside of the tongue of the seat-leather and hooked into the spring-support back of the bend, substantially as set forth.

5. In combination with the supporting-arm A, the spring-seat support having its lower member transversely shaped in the form of an archer's bow and receiving the arm A under the middle curve of the bow, the end curves projecting beyond it, and the yoke having the hook ends F' adapted to lodge in said end curves, and the clamping-bolt to draw the yoke tight, substantially as set forth.

6. In combination with the tubular arm A, longitudinally creased on the lower side, the spring-seat support lodged on the upper side of said arm, the yoke engaging the edges of said support, the key H, striding the yoke and having a ridge which lodges in the crease, and the bolt G, screwed through the yoke and forcing the key against the arm, substantially as set forth.

In testimony whereof I have hereunto set my hand, at Chicago, Illinois, in the presence of two witnesses, this 15th day of October, A. D. 1890.

THOS. B. JEFFERY.

Witnesses:

CHARLES S. BURTON,  
H. B. HALLOCK.