

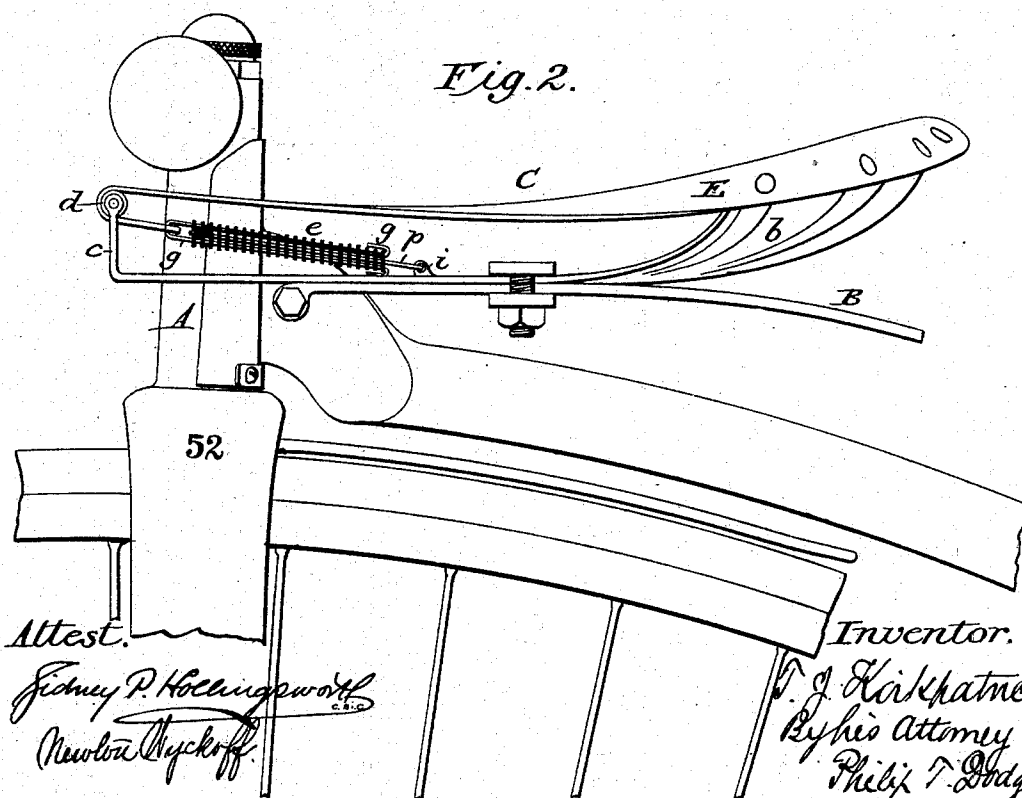
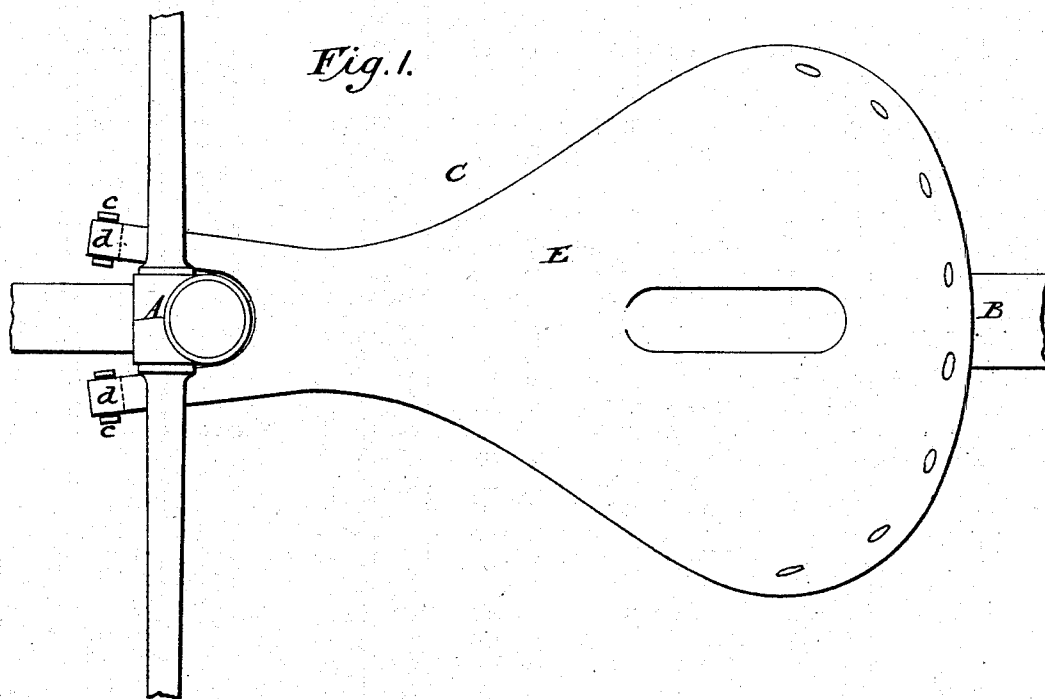
(No Model.)

T. J. KIRKPATRICK.

BICYCLE SADDLE.

No. 278,560.

Patented May 29, 1883.



Attest.

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UNITED STATES PATENT OFFICE.

THOMAS JEFFERSON KIRKPATRICK, OF SPRINGFIELD, OHIO.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 278,560, dated May 29, 1883.

Application filed February 28, 1883. (No model.)

To all whom it may concern:

Be it known that I, T. J. KIRKPATRICK, of Springfield, in the county of Clarke and State of Ohio, have invented certain Improvements in Bicycle-Saddles, of which the following is a specification.

To those familiar with the subject it is well known that in the use of the ordinary bicycle it is the aim of all expert riders to sit for various reasons as near the head of the machine and as nearly over the center of the main wheel as possible. In so doing great annoyance and danger are experienced because of the hard and unyielding character of the saddles at their forward ends or necks.

It is the aim of my invention to produce a saddle which will possess a high degree of elasticity in its neck, so that the operator may ride well forward thereon with comfort and safety, while retaining perfect freedom of motion on the part of his legs.

To this end it consists in a saddle having its forward end or neck forked, so as to embrace or pass around the head of the machine, and suspending the top sheet of the saddle between two elevated points, one of which is forward of the point at which the weight is received thereon; also, in a peculiar arrangement of the springs, and in other details.

Figure 1 represents a top plan view of my saddle in position on a machine. Fig. 2 is a side elevation of the same.

A represents the upper end of the swiveling fork, in which the wheel is mounted, commonly denominated the "head" of the machine; and B, the spring, to which the saddle is attached, said parts and others represented, with the exception of the saddle, being of ordinary form and arrangement.

C represents my improved saddle. It is attached to the spring, as usual, and is made at the rear end of substantially the usual form, but at the upward end is forked or divided in such manner as to pass forward on both sides of the head a greater or less distance, as fancy may dictate. This forward end of the saddle may be rendered soft and elastic in various ways, the preferred plan being represented in the drawings.

The tree or frame of the saddle is made of

essentially the same outline as the top, with the divided forward end. The rear end is turned upward, as shown at *b*, and the two forward ends turned up, as shown at *c*, and each provided with a horizontal roller, *d*. The seat *E*, composed of leather or equivalent pliant material, is secured firmly to the rear edge of the tree by rivets or otherwise, but has its two arms or ends at the front passed over and inward under the rollers *d* and connected to spiral springs *e*, secured to the tree. In this manner the seat is suspended, so that it may sink with freedom at all points between its ends. Thus constructed it affords immediately in rear and at the sides of the head the same softness and elasticity as at other points. It is preferred to apply a compressing strain to the springs by passing rods through the same, as shown. The rod *g*, to which the strap is attached, engages with the rear end of the spring, while the retaining-rod *p* passes from the front end of the spring to the hook *i* on the tree.

In place of the spring-connection shown, the saddle may be upholstered or padded, or may have a sack filled with air inserted between the tree and the seat. Generally the details may be modified as desired, provided the forked forward end is retained, in combination with the seat or cushion, applied in such manner as to afford elasticity immediately adjacent to the head of the machine. While designed more particularly for bicycles, the saddle is also applicable to tricycles and other vehicles.

I am aware that a seat-supporting spring has been perforated at its forward end and extended around the head of the machine, and this I do not claim. A clear distinction is to be drawn between an extended spring which gives support to the seat as a whole, and a forwardly-extended saddle, the upper surface of which is adapted to conform to the person of the occupant immediately adjacent to the head of the machine, the elasticity of the spring sustaining the seat, and the elasticity of the seat proper differing in their effects and results from each other.

The present invention is restricted to those matters and things which are hereinafter claimed, and as to all matters which may be

described or shown, but which are not claimed, the right is reserved to make the same the subject of a separate patent.

Having thus described my invention, what I claim is—

1. In a saddle for bicycles and similar vehicles, a saddle-frame having its forward end or neck forked or divided, as shown, in combination with a seat suspended at the forward and rear ends of said frame, substantially as described, whereby an elastic suspension-surface is afforded immediately adjacent to the head of the machine.

2. The combination of the saddle tree or frame having the upturned rear end, the forked or divided and upturned forward end,

and the seat E, of corresponding form, suspended at its ends upon said frame, as described and shown.

3. In combination with the saddle tree or frame having the upturned rear end, and the two upturned arms c at the forward end, the seat O, and springs e, constructed and combined as described and shown.

4. In combination with the saddle-frame, forked at its forward end, the suspension-seat E, rollers d, and springs g, as described and shown.

THOMAS JEFFERSON KIRKPATRICK.

Witnesses:

WM. M. KING,

CHAS. E. THORNE.