

(No Model.)

S. L. MYERS.
BICYCLE SADDLE.

No. 569,796.

Patented Oct. 20, 1896.

Fig. 1.

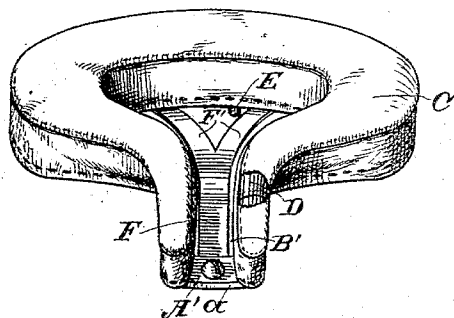


Fig. 2.

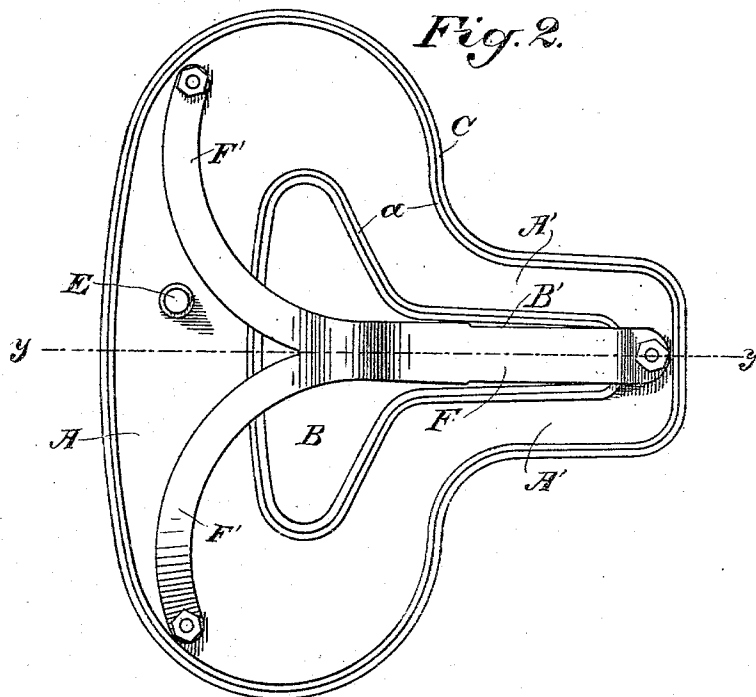
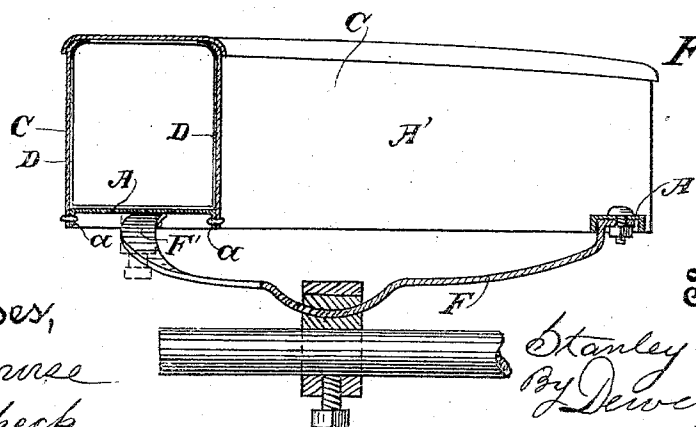


Fig. 3.



Witnesses,
J. H. Morse
J. F. Oscheck

Inventor,
Stanley L. Myers
By Dewey & Co.
attys

UNITED STATES PATENT OFFICE.

STANLEY L. MYERS, OF SANTA ROSA, CALIFORNIA.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 569,796, dated October 20, 1896.

Application filed November 26, 1895. Serial No. 570,007. (No model.)

To all whom it may concern:

Be it known that I, STANLEY L. MYERS, a citizen of the United States, residing at Santa Rosa, county of Sonoma, State of California, have invented an Improvement in Bicycle-Saddles; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to improvements in saddles for bicycles and similar vehicles whereby an easy and anatomically safe seat is provided.

It consists in certain details of construction, which will be more fully explained by reference to the accompanying drawings, in which—

Figure 1 is a view of my saddle. Fig. 2 is a bottom view of the same. Fig. 3 is a vertical section on line *y y* of Fig. 2.

In the construction of my saddle I form a thin flat plate A of steel, aluminium, or preferably of some alloy of aluminium, which will be sufficiently rigid for the purpose, with the lightness characteristic of that metal. This plate is curved, as shown plainly in Fig. 2, so as to form a broad convex rear portion, thence returning upon itself, so as to leave a central opening B, the general shape being an essentially transverse oval, the front side of which is open, with approximately parallel extensions to form the front part of the saddle-base. The front portion of the plate extends forward, as shown at A', leaving a narrow channel B' between these two sides extending forward from the main central opening B. At the front end the two parts of the plate are joined together, as shown. This plate is rolled, stamped, or otherwise formed with flanges *a*, projecting around the outer periphery and around the periphery of the inner openings, and these flanges greatly stiffen the plate and give it the necessary rigidity to withstand the strains to which it will be exposed. At the same time they provide a means for the attachment of the upper flexible casing or seat portion of the saddle by means of holes or perforations which are made through the flanges around the plate.

The seat portion or casing C is formed of leather properly shaped and stitched together and conforming approximately in shape with the shape of the plate A A', except that the

front end extensions are not united together, but leave an open channel between them and above the metal plate beneath. The outer and inner edges of the approximately vertical portion of this seat extend down exterior to the outside flange on the metal plate and interior to the inside metal flange and have holes made through them, as shown, coinciding with those made in the flanges. This case or seat portion is then secured to the metal plate by means of lacing-strings, which pass through the holes in the plate and in the casing, and by which it is firmly secured on both outer and inner edges.

In order to give this device the necessary elasticity, the interior is provided with an inner expansible tube D, which may be made in any suitable manner, similar to the tubes used in the double-tube tires of bicycles. I prefer to make this inner portion with a single section extending around the curved rear and sides up a short distance into the straight parallel front portions and to make the front ends continuous and closed, joining these front ends upon the rear portion, so that instead of having a joint or closure at the extreme ends of the tube this joint is made a short distance back from the ends, as shown in Fig. 1, which insures a tighter and safer joint. It will be manifest that the inner tube might be made seamless and without opening, if found convenient or preferable. This inner tube is connected with a valve and valve-tube E, which pass through the bottom plate A at any suitable or convenient point, so that the saddle may be expanded by inflating the inner lining or tube to any degree of hardness.

In order to properly attach this saddle to the saddle-post and to prevent the downward drooping or strain upon the outer sides of the seat portion, I have made the bar F wide and flat, with two rearwardly and outwardly extending forks or branches F'. The ends of these two bars are fixed to the bottom plate A by bolts secured in said plate and passing through the ends of the arms F', where they are secured by nuts, and the front end is secured to the front portion of the plate in the same manner. This bar is bent or curved centrally, so that the clamp by which it is secured to the saddle-post may be fitted to

this curved portion, and the saddle may thus be tilted to any angle to suit the convenience of the rider. By reason of these outwardly-extended ends F', I am enabled to support the outer sides of the seat portion, which are subjected to considerable pressure and strain, and to thus distribute the strain more evenly over the whole structure. A great point of advantage in this construction is the open channel or space left between the elastic forwardly-projecting ends of the saddle, which relieves all pressure upon that portion of the rider's anatomy which is ordinarily brought into contact with the saddle closed at this point, the elasticity making a yielding pressure upon all parts.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a bicycle-saddle, a flat seat-plate curved to form a broad convex rear portion and having parallel forward extensions, said plate having a central opening of a substantially transverse oval form with a forward extension and said opening being entirely within the edges of the plate whereby the plate is closed at its front and rear, said plate having also downturned flanges bounding its outer periphery and the periphery of the open center, and provided with perforations, a casing formed of flexible material shaped sub-

stantially correspondingly with the plate and having lacing-holes coincident with those of the flanges whereby it is readily removable, and an inner expansible tube or lining and means for inflating the same.

2. An improved bicycle-saddle consisting of a flat seat-plate curved to form a broad convex rear portion and returning upon itself to leave a central opening of a substantially transverse oval form, said plate having approximately parallel extensions adapted to form the front part of the saddle-base, and having downturned perforated flanges bounding its outer periphery and also the periphery of its open center, a support by which the saddle is connected with the seat-post, a casing of flexible material shaped correspondingly with the rigid plate and having its edges provided with lacing-holes coincident with those of the flanges whereby it may be removably attached to the plate, a single-section inner expansible tube or lining extending around the curved rear and sides of the plate and into the forward extensions and means for inflating said tube.

In witness hereof I have hereunto set my hand.

STANLEY L. MYERS.

Witnesses:

S. H. NOURSE,

JESSIE C. BRODIE.