D. S. TROXEL.

MOTOR CYCLE AND SADDLE THEREFOR.

APPLICATION FILED AUG. 19, 1914.

1,140,724. Patented May 25, 1915.

Fig. 1.

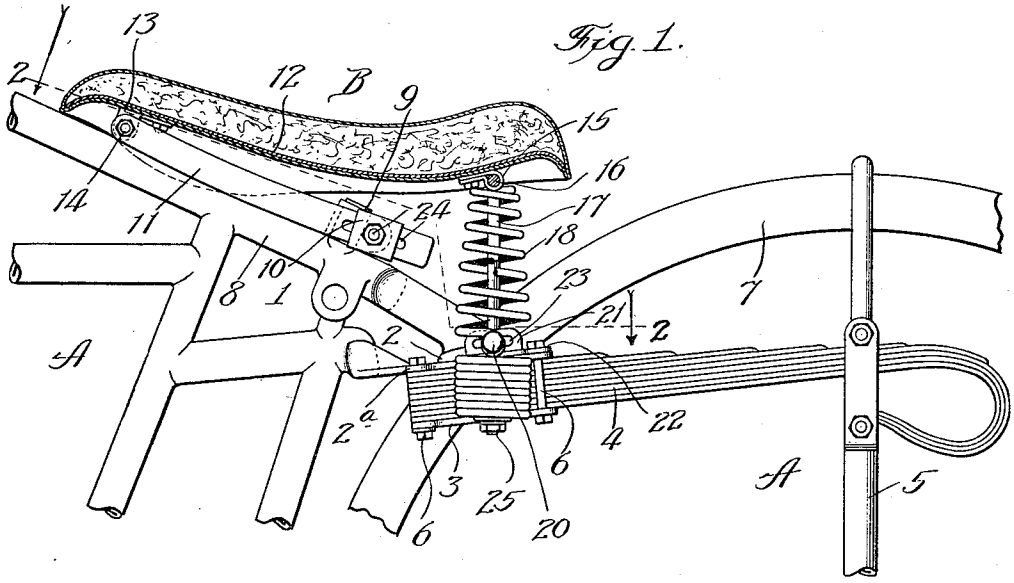


Fig. 4

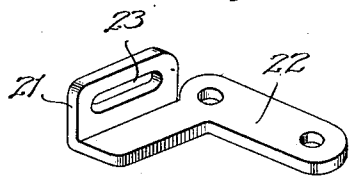
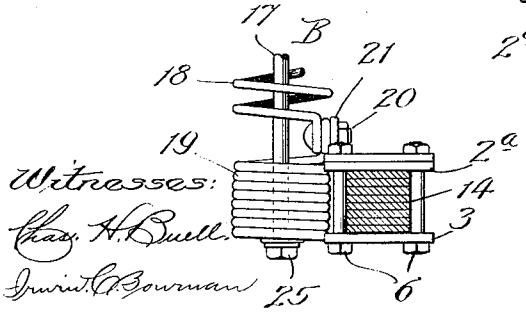


Fig. 2.

Fig. 3.



Witnesses:

Chas. H. Buell.

Irwin C. Bowman

Inventor:

David S. Troxel,

By Dyrenforth, Lee, Chritton and Wiles.

Attys.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

DAVID S. TROXEL, OF ELYRIA, OHIO.

MOTOR-CYCLE AND SADDLE THEREFOR.

1,140,724. Specification of Letters Patent. Patented May 25, 1915.

Application filed August 19, 1914. Serial No. 857,487.

To all whom it may concern:

Be it known that I, DAVID S. TROXEL, a citizen of the United States, residing at Elyria, in the county of Lorain and State of Ohio, have invented new and useful Improvements in Motor-Cycles and Saddles Therefor, of which the following is a specification.

This invention relates particularly to the provision of saddles for motorcycles; and the primary object is to provide a simple and compact construction, in which the saddle harmonizes with the frame construction of the motorcycle and is compactly arranged with relation thereto.

The invention is illustrated in the accompanying drawing, in which—

Figure 1 represents a broken elevational view of a motorcycle frame, showing, in section, a saddle mounted thereon in improved manner; Fig. 2, a broken sectional view taken as indicated at line 2 of Fig. 1; Fig. 3, a broken vertical section taken as indicated at line 3 of Fig. 2; and Fig. 4, a perspective view of a spring-clip employed.

In the construction illustrated, A represents the frame of a motorcycle; and B, a saddle mounted thereon.

In the construction illustrated, the tubing 1 forming the main portion of the frame is joined at the rear portion thereof to a yoke 2, whose arms terminate in flattened portions 2^a between which and a pair of plates, or clips, 3, are secured the front ends of leaf-springs 4, whose rear ends are supported on standards 5 rising from the rear axle (not shown). The flattened portions 2^a of the yoke 2 are joined by bolts 6 to the lower plates 3, and thus the front ends of the leaf-springs 4 are securely clamped rigidly to the yoke 2. The guard for the rear wheel is designated 7.

The forwardly and inclined upper member 8 of the tubing 1 is provided with a stub-post 9 to which is secured, by means of a clamping device 10, a pair of forwardly-extending reach-members 11. The saddle is provided with a sheet-metal plate, or base, 12 provided near its front end with depending ears 13 which are supported on a pivot 14 carried by the front ends of the rigidly mounted arms, or reach-members, 11. The rear portion of the plate 12 is equipped with eyes, or clips, 15 in which is pivoted the cross-member 16 of a yoke which has downwardly-extending arms 17 which depend through compression coils 18 and tension coils 19. The lower end of the compression coils 18 and the upper end of the tension coils 19 are connected, by bolts 20, with the vertical portions 21 of clips 22, which rest upon the flattened portions 2^a of the yoke 2, and are secured in place by the rear bolts 6. The portions 21 of the clips 22 are provided with elongated slots 23 in which the bolts 20 are adjustably secured, The rear ends of the arms 11 have bolt-and-slot connection 24 with the post-clamping device 10, and thus the seat may be properly adjusted with relation to the frame. The lower ends of the arms, or rods, 17 of the yoke which depend from the rear portion of the saddle are connected, as indicated at 25, with the lower ends of the tension springs 19. The rear portion of the saddle rests upon the upper ends of the compression springs 18. Inasmuch as the lower ends of the springs 18 and the upper ends of the springs 19 are independently supported by the bolts 20, while the pressure from the saddle is exerted downwardly directly upon the upper ends of the compression springs 18 and downwardly on the lower ends of the tension springs 19, through the medium of the rods, or arms, 17, it is evident that the independent action of the compression and tension springs is utilized. Moreover, the action of these springs is further modified by the action of the leaf-springs 4 forming a part of the frame structure and which serve to prevent undue shock upon the operative parts of the motorcycle, such as may arise from bad road conditions.

It will be noted that by the arrangement described the saddle is compactly disposed within the angle between the upper frame member 8 and the wheel-guard 7.

The foregoing detailed description has been given for clearness of understanding only, and no unnecessary limitation should be understood therefrom.

What I regard as new and desire to secure by Letters Patent is—

1. In means of the character set forth, the combination with a motorcycle frame comprising a tubular structure equipped at its rear portion with a yoke, leaf-springs secured to the arms of said yoke, and frame-members rising from the rear axle and supporting said springs, of a stub-post carried by the said tubular structure, a pair of arms clampingly secured at their rear ends to said

post, a saddle-body pivotally joined to the front ends of said arms, clips mounted at the junction of said leaf-springs with the yoke arms, compression coils below the rear end of the saddle-body, having their lower ends mounted on said clips, tension coils below said compression coils having their upper ends connected with said clips, and pivoted arms depending from the saddle through said coils and mounted at their lower ends on the lower ends of said tension coils.

2. In means of the character set forth, the combination with a motorcycle frame comprising a tubular structure and leaf-springs secured to the rear portion thereof, of a stub-post carried by said tubular structure, a clamping device mounted on said post, a pair of arms having their rear portions provided with slots engaged by said clamping device, a seat-body having its front portion pivotally connected with the front ends of said arms, clips mounted on the frame structure at the front portions of said leaf-springs and provided with slots, a yoke pivotally connected with the rear portion of the saddle-body and whose arms afford depending rods, bolts mounted in the slots of said clips, compression coils beneath the saddle-body encircling said rods and having their lower ends connected with said bolts, tension coils encircling the lower ends of said rods and having their upper ends secured to said bolts, and connections between the lower ends of said rods and the lower ends of said tension coils.

DAVID S. TROXEL.

In presence of—
F. M. STEVENS,
IRMA AUSTIN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."