

(No Model.)

A. E. PECK.
BICYCLE SADDLE.

No. 572,062.

Patented Nov. 24, 1896.

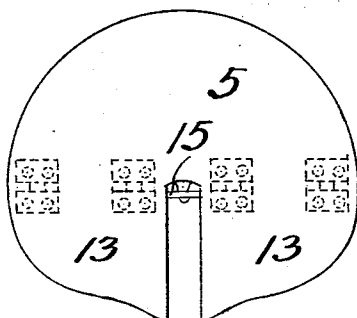


Fig. 2.

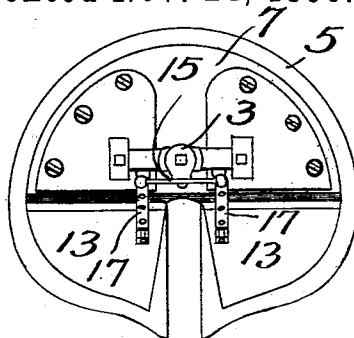


Fig. 3.

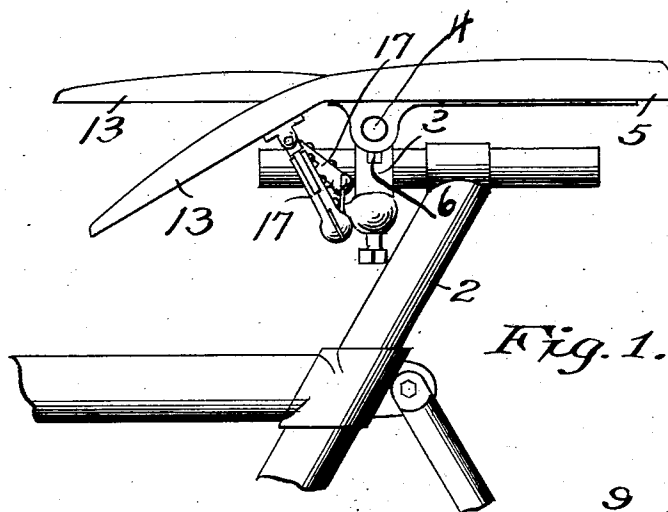


Fig. 1.

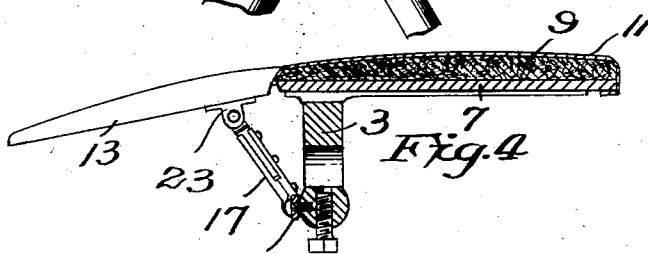


Fig. 4.

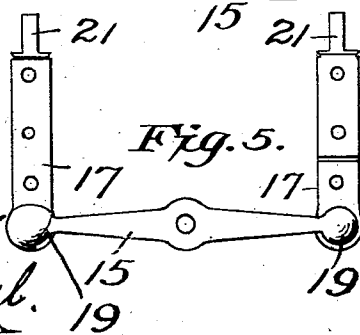


Fig. 5.

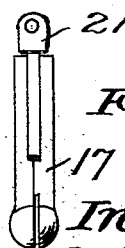


Fig. 6.

Witnesses:
Richard Paul.
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Arthur E. Peck.
By Paul & Hawley
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UNITED STATES PATENT OFFICE.

ARTHUR E. PECK, OF MINNEAPOLIS, MINNESOTA.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 572,062, dated November 24, 1896.

Application filed August 6, 1895. Serial No. 558,401. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR E. PECK, of Minneapolis, Hennepin county, Minnesota, have invented certain new and useful Improvements in Bicycle-Saddles, of which the following is a specification.

My invention relates to improvements in bicycle-saddles, or, more properly speaking, bicycle-seats; and the object of my invention is to provide a thoroughly hygienic seat for bicycles upon which the rider will be given a comfortable, sure, and safe seat, while all of the detrimental effects and injurious results common with and from the use of the ordinary saddle are avoided.

My invention consists in a saddle or seat which accommodates itself to the movements of and supports the rider's legs, while at the same time it furnishes a stationary and easy support for the stationary parts of the body; and my invention particularly comprises a seat having a stationary part or seat or support, in combination with two leaves hinged or pivoted to said stationary part and arranged so that one leaf comes under each leg of the rider.

Further, my invention consists in means, such as a walking-bar or lever connecting or controlling the action of said leaves or auxiliary supports, whereby as one falls the other is raised and both made to accompany the movements of the rider.

My invention further consists in means for adjusting the seat to the comfort of different riders, and, further, in particular constructions and combinations, all as hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation showing a portion of a bicycle-frame having my improved seat applied thereto. Fig. 2 is a top view of the seat. Fig. 3 is an under side view thereof. Fig. 4 is a longitudinal vertical section. Figs. 5 and 6 are details.

In the drawings, 2 represents a portion of the frame of the bicycle, upon which is mounted in any suitable manner a standard 3, which supports the bicycle-seat. This standard carries the stationary adjustable

section 5, which forms the rear portion of the saddle and is adapted to receive the main portion of the weight of the rider. This section is preferably formed by an under layer of wood, leather, or other suitable material 7, upon which is a filling 9, and over this is the leather cover 11. Hinged to the forward portion of the section 5 are the two smaller sections 13. These are preferably covered with leather in the same manner as the section 5, and I prefer to extend the leather cover of the section 5 over the section 13, so that the cover is all in one piece. A suitable bar 15 is centrally pivoted upon the standard 3, preferably below the opening by which said standard is mounted upon the bicycle-frame, and the opposite ends of this lever are connected to the sections 13 by means of the connecting-rods 17. I prefer to form the lever 15 with the ball ends 19, and to form the connecting-rods each in two sections having sockets at the ends adapted to engage the ends 19 of the lever. Arranged between the two parts of the connecting-rod 17 is the adjustable section 21, which is pivoted to the projections 23, formed upon the under side of the sections 13. By this means when a person is seated upon the saddle the sections 13 come under the legs, so as to have pressure applied to both of said sections.

As the feet are pushed down in operating the pedals outwardly the sections 13 rise and fall, such movements being alternate to each other. This prevents any undue pressure upon the under side of the legs, such as is sure to occur when the ordinary saddle is used. Moreover, the stationary section 5 forms the main portion of the seat and receives the principal part of the weight of the person riding the bicycle.

The section 5, while stationary in use, is capable of being tilted to any desired angle, being secured upon the standard 3 by the pivot 4 and set-screw 6.

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

1. In a bicycle-saddle, the combination with a main seat-section, of auxiliary seat-sections hinged to the front edge of the main seat-section and adapted for alternate movement.

2. A bicycle-seat, comprising, in combination, a stationary rear section and two yielding-ly-supported independent sections hinged to said rear section at or near its forward edge.
3. A bicycle-seat, comprising, in combination, a stationary rear section, two independent sections hinged to or near the forward edge of said stationary section, and means connecting said hinged sections whereby they rise and fall alternately to each other.
4. A bicycle-seat comprising in combination, a stationary rear section, two independent sections, hinged to the forward edge of a rear section, means for yieldingly supporting the hinged sections, and a continuous covering over the three sections.
5. A bicycle-seat comprising in combination a stationary rear section, two independent sections hinged to the forward edge of said rear section, the standard 3 upon which the rear section is mounted, the lever 15 pivoted centrally on said standard, and the connecting-rods, connecting the ends of said lever and said hinged sections, for the purpose set forth.
6. The combination in a bicycle-seat of a rigid and inflexible but cushioned rear section whereon the rider's weight is mainly supported and auxiliary supporting - sections

hinged at the forward edge thereof, substantially as described.

7. A bicycle-seat comprising a stationary or body-supporting rear section in combination with auxiliary supporting-sections hinged at the forward edge of said rear section, means whereby when either of the auxiliary sections is depressed the other is raised and the surfaces of said auxiliary sections forming immediate extensions of the surface of the rear section, as and for the purpose specified.

8. A bicycle-seat comprising a suitable rear section adapted to support the main part of a rider's weight in combination with two independent sections hinged at or near the forward edge of the rear section, their surfaces forming extensions of the surface of the rear section, and a pivoted lever or walking-bar interposed between said independent sections and by which a downward movement of one independent section is imparted to the other independent section to raise the same, as and for the purpose specified.

In testimony whereof I have hereunto set my hand this 2d day of August, A. D. 1895.

ARTHUR E. PECK.

In presence of—

A. C. PAUL,

J. A. BOWMAN.