

(No Model.)

A. L. GIRARD.
BICYCLE SEAT.

No. 523,341.

Patented July 24, 1894.

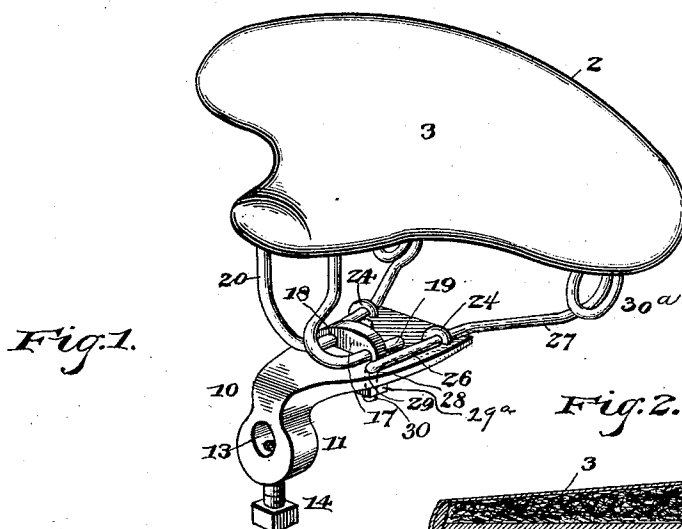


Fig. 3.

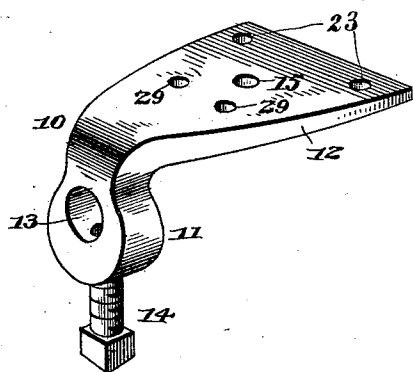


Fig. 5.

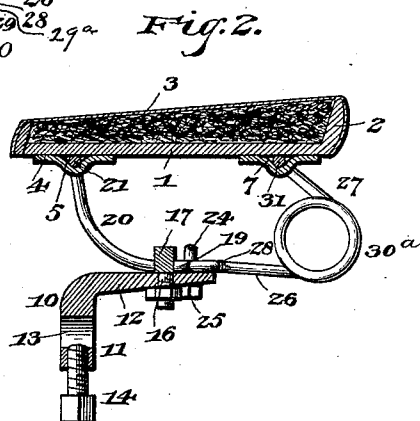
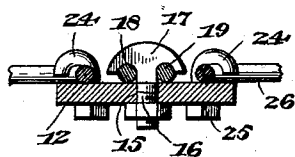
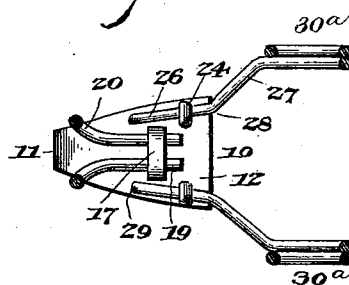


Fig. 4.



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Witnesses

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UNITED STATES PATENT OFFICE.

ARTHUR L. GIRARD, OF LINCOLN, NEBRASKA.

BICYCLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 523,341, dated July 24, 1894.

Application filed September 19, 1893. Serial No. 485,809. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR L. GIRARD, a citizen of the United States, residing at Lincoln, in the county of Lancaster and State of Nebraska, have invented a new and useful Bicycle-Seat, of which the following is a specification.

My invention relates to improvements in cycle saddles, the objects in view being to produce a cheap and convenient seat for use by ladies and gentlemen, the same being so constructed as to permit of any desired adjustment at the front end thereof so as to incline the same more or less, whereby mounting and dismounting are facilitated and injury to the person resulting from long rides obviated.

With these and other objects in view the invention consists in certain features of construction hereinafter specified and particularly pointed out in the claims.

Referring to the drawings:—Figure 1 is a perspective view of a saddle constructed in accordance with my invention. Fig. 2 is a vertical sectional view of the same. Fig. 3 is a detail in perspective of the saddle-plate or bracket. Fig. 4 is a horizontal sectional view through the springs, the plate and the lower portions of the springs being viewed in plan. Fig. 5 is a transverse sectional view through the plate and springs.

Like numerals of reference indicate like parts in all the figures of the drawings.

The seat portion of the saddle may be constructed in any suitable manner, but in the present instance consists of a wooden base 1, which is wider in comparison with its length than those usually employed, and at its rear end has an upturned wall 2. A covering 3 extends from the wall to the front edge of the saddle and is secured to the underside thereof, the said covering preferably being of leather and suitably upholstered. Of course the saddle-base may be of metal; and I may substitute for the upholstering shown a pneumatic bag conforming in shape to the saddle base. To the under side of the saddle-base 1 adjacent to the pommel I secure a plate 4, the same having a transverse bearing depression 5 formed therein and in rear of the same adjacent to the rear edge of the saddle I secure

a series of plates, the same having transverse depressed bearing-ports 7.

For the purpose of connecting the saddle to the seat-standard of the cycle I employ an inverted L-shaped plate 10, the same consisting of the front vertical portion 11 and the upper horizontal plate-portion 12. The front portion 11 has a transverse bore 13 designed to receive and be adjustably mounted upon the horizontal portion of the seat standard and may be adjusted at any point thereon by a binding-screw 14 passed through a threaded perforation formed in the wall of the bore and adapted to impinge upon the aforesaid seat-standard. The plate 12 is provided at its center with a perforation 15, and in the same is located a bolt 16 having an upper transversely disposed T-head 17, the under sides of which at each side of its shank are grooved as indicated at 18. These grooves receive the terminals 19 of an inverted U-shaped spring-bail 20, whose terminals are curved and are connected at their upper ends by a transverse portion 21 which takes bearing in the depressed bearings 5 of the bearing plate 4.

Perforations 23 are formed in the plate 12, near the rear corners and in the same are located inverted J-shaped bolts 24 whose lower ends are provided with nuts 25 and whose upper curved ends are disposed in opposite directions and take over the horizontal portions 26 of a pair of opposite spring terminals 27. These spring terminals extend in front of the J-shaped bolts and are abruptly bent as at 28 and passed down through perforations 29 formed in the plate 12 at opposite sides thereof and in advance of the T-shaped bolt. The terminals are threaded and nuts 29^a are applied thereto. In rear of the plate the terminals extend a short distance and are then coiled as at 30^a, extend above their coils and are connected by a transverse bearing portion 31 which rests in the depressed bearings 7.

This completes the construction of the saddle, which as before stated, is mounted upon the seat-standard of any cycle in the ordinary manner. It will be seen that the inclination of the saddle may be regulated by a loosening of the nut of the T-shaped bolt, a proper adjustment of the front spring-bail in said T-shaped bolt, and a retightening of the same,

the saddle readily swinging on the transverse portion 30 of the spring terminals at the rear thereof. By reason of this adjustment and inclination of the seat a rider may readily
 5 slide from his position in case of danger without injury to himself, or may make a ready mount as may be necessary. By the peculiar shape of the saddle the best possible support to the body is given and injury is avoided by
 10 the use thereof. Both the front and the rear springs aid in the support of the saddle in a yielding manner that lends ease and comfort to the rider.

I do not limit my invention to the precise
 15 details of construction herein shown and described, but hold that I may vary the same to any degree and extent within the knowledge of the skilled mechanic.

Having described my invention, what I
 20 claim is—

1. The combination with a plate for attachment to a seat-standard, a rear supporting spring secured at its lower end to said plate and provided at its upper end with a trans-
 25 verse bearing portion, and a saddle-frame mounted at its rear end upon said bearing portion and capable of vertical movement at its front end, of a looped bail fulcrumed at its upper closed end to the front end of the seat-
 30 frame and having rearwardly curved or arc-shaped terminals, and means for attaching said terminals adjustably to the said plate to change the inclination of the saddle, substantially as specified.

2. The combination with a plate for attachment to a seat-standard, a rear supporting spring secured at its lower end to said plate and provided at its upper end with a trans-
 35 verse bearing portion, and a saddle-frame mounted at its rear end upon said bearing portion and capable of vertical movement at its front end, of a looped bail fulcrumed at its upper closed end to the front portion of the saddle-frame and having rearwardly curved
 40

or arc-shaped terminals arranged in contact 45 with the upper surface of the said plate, and a T-bolt having its head in engagement with said terminals of the looped bail, and its shank arranged in a perforation in the plate between said terminals and fitted with an ad- 50 justing-nut, substantially as specified.

3. The combination of a plate provided with means for attachment to a seat-standard, a rear spring bail having its terminals arranged in contact with said plate and provided at its 55 upper end with a horizontal transverse bearing portion connecting said terminals, the terminals being provided at their front extremities with down-turned extensions fitting in perforations in the said plate and engaged be- 60 low the plane thereof by securing nuts, J-shaped bolts having their shanks fitted in perforations in the plate and engaged by nuts 25 and provided at their upper ends with curved or hook-shaped portions engaging the termi- 65 nals of said rear spring bail, a saddle-frame provided at its rear end with bearings fitted upon said transverse bearing portions of the rear spring bail, a looped front bail having a transverse bearing portion at its upper end 70 fitting in a bearing upon the under side of the seat-frame at its front end and having rearwardly curved or arc-shaped terminals resting upon the upper surface of said plate, and a T-bolt fitted in a perforation in the plate 75 between said terminals and engaged below the same by a nut and provided in the under side of its head with grooves engaging said terminals of the front bail, whereby the front end of the seat-frame may be vertically ad- 80 justed, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ARTHUR L. GIRARD.

Witnesses:

W. Q. BELL,

T. H. MCGAHEY.