

No. 618,240.

Patented Jan. 24, 1899.

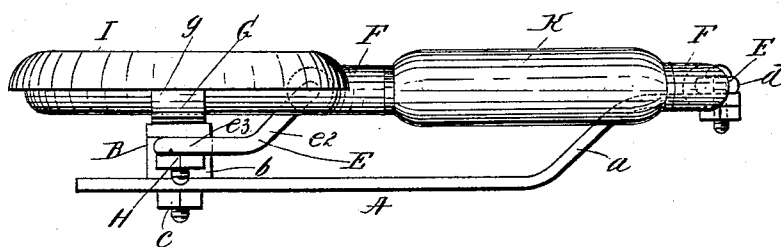
E. A. SMITH.
BICYCLE SADDLE.

(Application filed Mar. 4, 1898.)

(No Model.)

2 Sheets—Sheet 2.

FIG. 3.



WITNESS

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BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 618,240, dated January 24, 1899.

Application filed March 4, 1898. Serial No. 672,565. (No model.)

To all whom it may concern:

Be it known that I, EDWIN A. SMITH, a subject of the Queen of Great Britain, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Bicycle-Saddles, of which the following is a full and complete specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to bicycle-saddles; and it has for its object to provide a simple and improved saddle in which friction will be effectually obviated and which will be comfortable and efficient in operation.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which the separate parts of my improvement are designated by the same letters of reference in each of the views, and in which—

Figure 1 is a top or plan view, partly in section, of a bicycle-saddle embodying my improvements. Fig. 2 is a rear end view, partly in section; and Fig. 3 is a side view.

My improved saddle preferably comprises an open or skeleton framework embodying a base-frame upon which is arranged a wire frame adjustable on the base-frame and carrying friction-rollers and the seat-pads.

Referring to the drawings, A designates the central longitudinal bar or plate of the base-frame, which is preferably upwardly turned or projected at its front end, as at *a*.

B designates the transverse rear bar or plate of the base-frame, which is transversely mounted upon the longitudinal central bar A and secured thereto by a screw or bolt *c* or other suitable device, the outer ends of said cross-bar being preferably turned or projected upwardly, as at *b b*.

The top frame is preferably formed of bent wire and comprises two side portions or sections, which are transversely adjustable with relation to the base-frame, as hereinafter described. The respective side sections of the wire top frame are pivotally mounted at their front ends, as at *d*, upon the front end of the longitudinal bar A of the base-frame, this pivotal connection being accomplished by means of a screw or bolt, as shown, or other

suitable device. From said pivoted front end *d* the wire extends rearwardly and outwardly, as shown at *e*, and is then curved to form a rear loop *e'*, and from the end of said loop it is carried downwardly and inwardly, as at *e''*, toward the center of the latter. The wire E, of which the respective side sections of the top frame are formed, is preferably covered by an inclosing elastic tubing F, formed of rubber or other suitable material. The rear loops *e'* are respectively carried by a transverse plate G, having its ends turned or curved upwardly, as at *g*, so that they embrace or inclose the corresponding curved loop portion of the top frame. These bars or plates G are carried by set screw or bolt devices H, passing through the longitudinally-arranged slots *h* in the outer ends of the transverse bar B of the base-frame, and the terminal ends *e'''* of the loop portions *e'* are secured to said screw or bolt device, by means of which construction and arrangement the adjustment of said devices in the slots *h* will contract or expand the top frame of the saddle transversely, as will be readily understood.

Upon the loops *e'* I mount suitable pads or cushions I.

K designates rollers, which may be formed of rubber or other elastic material and are mounted upon the straight portion of the wire top frame between the rear loops *e'* and the pivoted front ends. These rollers thus provide effective antifriction devices at the sides of the front portion of the saddle. The rollers may comprise an elastic body or surface *k*, carried upon a core or hub *k'*, which latter has a bearing upon the wire *e*.

The operation and advantages of my invention will be readily understood. It provides an improved saddle of exceedingly simple construction which is light and easily adjustable and in which friction is effectively obviated.

The connection of the top frame with the central longitudinal bar A of the frame at the forward end of the saddle, or at *d*, may be made in any desired manner, and my invention is not limited to the exact construction herein shown and described, and I reserve the right to make all such alterations therein as fairly come within the scope of the invention.

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

1. An improved bicycle-saddle, comprising 5 side bars extending from the front rearwardly and outwardly, and forming the seat portion of the saddle, friction-rollers mounted upon said side bars and forming the side edges of the front portion of the saddle, substantially 10 as shown and described.

2. An improved bicycle-saddle, comprising an open or skeleton framework formed of wire and embodying straight backwardly-diverging side portions provided with friction-rollers which are mounted thereon, and at the 15 rear ends with looped portions, and cushions carried by said looped portions, substantially as shown and described.

3. An improved bicycle-saddle, comprising 20 a base-frame embodying a longitudinal bar or plate, and a cross bar or plate secured to the rear end thereof, a supplemental frame formed of wire and embodying side sections which are connected with the forward end of the said longitudinal central plate, and which 25 diverge outwardly and backwardly and are formed into loops at their rear ends, supplemental transverse plates mounted on the ends of the main rear cross-plate, and serving as 30 supports for said loops, means for adjusting said supplemental plates laterally, and pads mounted on said loops, substantially as shown and described.

4. An improved bicycle-saddle, comprising 35 a base-frame embodying a longitudinal bar or plate, and a cross bar or plate secured to

the rear end thereof, a supplemental frame formed of wire and embodying side sections which are connected with the forward end of the said longitudinal central plate, and which 40 diverge outwardly and backwardly and are formed into loops at their rear ends, supplemental transverse plates mounted on the ends of the main rear cross-plate, and serving as supports for said loops, means for adjusting 45 said supplemental plates laterally, and pads mounted on said loops, the side sections of the supplemental frame being also provided with friction-rollers, substantially as shown and described. 50

5. An improved bicycle-saddle, comprising a main base-frame composed of a central longitudinal and a transverse rear plate, and a top or supplemental frame composed of side wires which are connected with the front end 55 of the main central plate and which diverge outwardly and backwardly, and the rear ends of which are formed into rings or loops which are supported by the ends of the rear cross plate or bar, said rings or loops being provided with pads, and the side wires being provided with friction-rollers, substantially as 60 shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 23d 65 day of February, 1898.

EDWIN A. SMITH.

Witnesses:

M. A. KNOWLES,
L. M. MULLER.