(No Model.)

J. B. BROOKS.

CYCLE SADDLE.

No. 484,289. Patented Oct. 11, 1892.

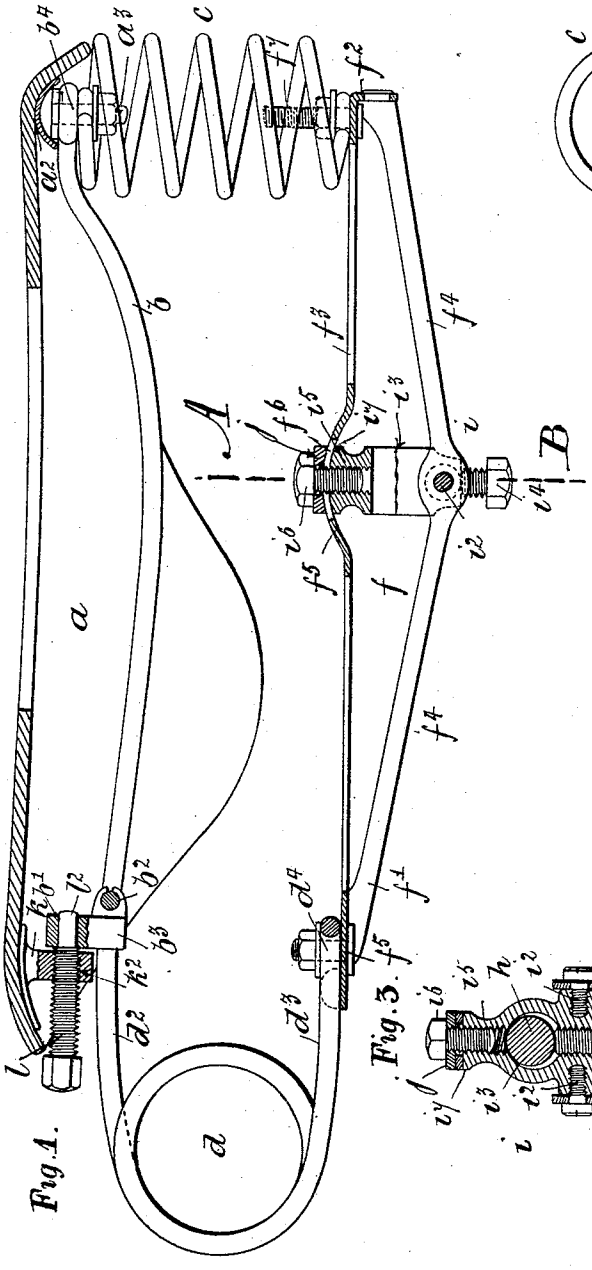

Fig. 1.

Fig. 3.

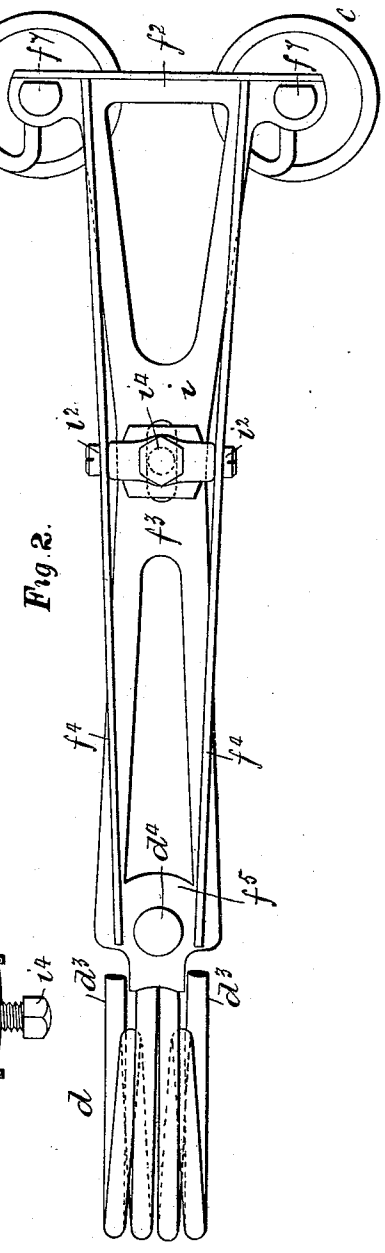

Fig. 2.

WITNESSES.

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JOHN BOULTBEE BROOKS, OF BIRMINGHAM, ENGLAND.

CYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 484,289, dated October 11, 1892.

Application filed April 8, 1892. Serial No. 428,366. (No model.) Patented in England September 30, 1890, No. 15,424, and April 13, 1891, No. 6,283.

To all whom it may concern:

Be it known that, I JOHN BOULTBEE BROOKS, manufacturer, a subject of the Queen of Great Britain, residing at Great Charles Street, in the city of Birmingham, England, have invented certain new and useful Improvements in Cycle-Saddles, (for which invention Letters Patent have been granted to me in Great Britain, bearing date September 30, 1890, No. 15,424, and April 13, 1891, No. 6,283;) and I do hereby declare the following to be a full, clear, and exact description of the invention, reference being had to the accompanying drawings, which form part of this specification.

This invention relates to detail improvements in the framings, springs, and accessory fittings of cycle-saddles.

Figure 1 of the accompanying drawings represents, partly in elevation and partly in vertical section, a cycle-saddle provided with framings and fittings constructed and arranged according to my invention. Fig. 2 represents an under side plan of the base-framing and supporting-springs of the same. Fig. 3 represents a transverse section with some of the parts in elevation and upon the dotted lines A B, Fig. 1, of the L-pin-boss connection, or the means of connection between the L-pin or saddle-iron and the base-framing.

a is the saddle-seat.

b are the seat-frame rods, arranged in double and nearly parallel order and located under the said seat and with the fore part of them jointed at b^2 to the connection or junction b^3 of the top terminal members d^2 of loop-coiled springs d, whose lower terminal members d^3 are attachably connected to the fore part f' of a trussed base framing or bracket f by a screw-pin d^4.

The back end of the seat of the saddle is supported upon pillar-coiled springs c, which are at their lower ends connected to a cross end f^2 of the said trussed base-framing by pins or pegs f^7, upon which the said ends of the springs may be vertically adjustable, while their upper ends are connected in common with the looped ends b^4 of the rods b to the back under side a^2 of the saddle by screw pins and nuts a^3, depending from and affixedly connected to the said saddle-seat. The base-framing f is composed of a top-pierced member f^3 and angularly-directed lower members f^4, united at their extreme ends by fore-and-aft parts or connections f^5 f^2. Thus it will be seen that the base-framing is trussed or constructed after the manner of a skeleton beam of the figure of a triangle. The middle part of the said base framing or bracket is fitted or provided with an L-pin boss i, jointed by opposite or side pivots i^2 to the lower members f^4 of it and having a horizontal hole i^3 directed through it for the taking of the horizontal arm of the saddle-iron or L-pin, which is affixed in position by the screwing home of the screw-pin i^4. The upper part of the said boss has a neck i^5, through the middle of which a screw-pin i^6 takes for the affixing or clamping of the said boss at an angle relative to the framing; hence the imparting of tip or tilt to the saddle. To accomplish the said tipping or tilting the middle part f^5 of the top member f^3 is curved or cambered to the radius of the pivots i^2. Likewise is the crown i^7 of the boss, to the under side of the said cambered part f^5, which has a longitudinal slot or piercing f^6, wherethrough the shank of the screw-pin i^6 passes. Between the head of the pin i^6 and the top part of the cambered part f^5 is a washer j.

The fore part of the framing is supported from a hanging bracket k, with a screwed hole k^2 through it, wherethrough the wormed part of a tensioned screw l passes and with its plain end l^2 taking into a plain hole b' of the junction-piece b^3. By rotating the said screw l the saddle-seat's tension is adjusted.

Having described my invention, what I claim as new is—

1. In a cycle-saddle, the combination, with the seat-framing and springs, of a base-framing composed of trussed parts f^3 f^4, and with the latter f^4 directed angularly to the former, substantially as described and set forth.

2. In the base-framing of a cycle-saddle, the combination, with a trussed bracket, of a pivotally-mounted L-pin boss i i^2 i^3 i^4 i^5 i^6, as set forth.

3. In a cycle-saddle, jointing the fore part or parts of the frame-rods b to a junction-piece b^3 or to the terminal upper members d^2 of loop-coiled springs d, as set forth.

4. In a cycle-saddle, the combination, with frame-rods b, connected at their rear ends to the under side after part of the seat of the saddle and at their fore ends to a junction-piece b^3 of the branches d^2 of a spring or springs d, as set forth.

5. In a cycle-saddle, the combination, with jointed frame-rods b b^2 b^3, of loop and pillar coiled springs d c, the former disposed forward of the saddle-seat and the latter under the after end, as set forth.

6. In a cycle-saddle, the combination, with the seating framing-rods b, of a joint b^2, junction-piece b' b^3, tension-screw l l^2, and bracket k k^2, as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 26th day of March, 1892.

JOHN BOULTBEE BROOKS.

Witnesses:
HENRY SKERRETT,
ARTHUR T. SADLER,
Both of Birmingham.