

(No Model.)

E. STRAKOSCH.
BICYCLE SADDLE.

No. 569,981.

Patented Oct. 20, 1896.

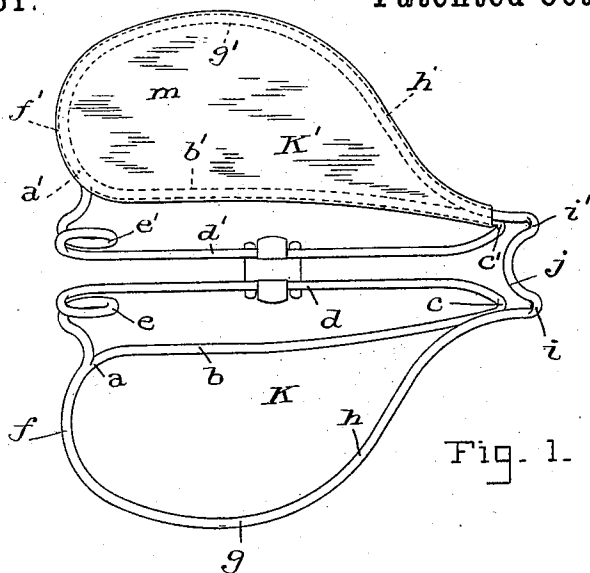


Fig. 1.

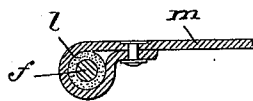


Fig. 4.

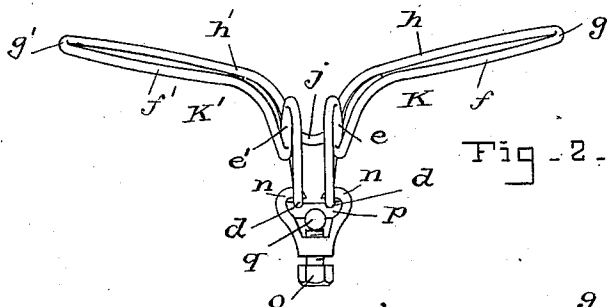


Fig. 2.

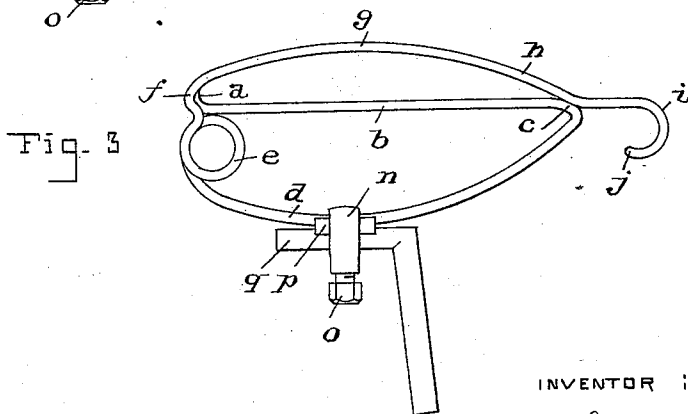


Fig. 3.

WITNESSES : -

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UNITED STATES PATENT OFFICE

EDGAR STRAKOSCH, OF BALTIMORE, MARYLAND.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 569,981, dated October 20, 1896.

Application filed May 16, 1896. Serial No. 591,748. (No model.)

To all whom it may concern:

Be it known that I, EDGAR STRAKOSCH, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Bicycle-Saddles, of which the following is a specification.

This invention relates to a spring-frame saddle for bicycles.

10 The object of the invention is to provide a saddle whose frame shall consist of a light metal spring-rod bent and shaped to form two side sections which are separate along a central longitudinal line and at the rear or cantle, but united at the front or pommel. This
15 spring-frame has novel features of construction which are the subject of claims hereinafter stated.

20 In order that my invention may be more clearly understood, I have illustrated the same in the accompanying drawings, in which—

Figure 1 is a top view showing one side section of the frame uncovered and the other side section covered. Fig. 2 is a rear elevation of the saddle-frame. Fig. 3 is a side view of same. Fig. 4 is a section of a rod, showing
25 felt pad.

The frame of the saddle is made of heavy spring-wire, and the ends of the wire are joined to the cantle parts and brazed thereto.
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For convenience I will commence the description by starting at the point where one end of the wire is brazed to the cantle.

The letter *a* indicates the joint, and the inner bar *b* of one side section constitutes one or the first end of the wire or rod. Thus commencing at *a* one of the inner bars *b* extends fore and aft to the front point, or what is commonly termed the "pommel," then
40 doubles back at *c*, forming a supporting-prong, and curves downward to the center at *d*, and then curves upward toward the rear and forms a resilience-coil *e*. The lower downcurved bar *d* is one of the seat-supporting bars and extends fore and aft. From the
45 resilience-coil the wire then projects laterally and forms a back rail *f*, which inclines upwardly and out to the side at *g*, where the saddle has the greatest diametrical breadth and which is the highest part of each side section. This side bar from this highest part

then curves inward at *h* and also inclines down to the doubled-back supporting-prong *c*, to which it is joined by brazing. The wire or rod then projects forward and curves down
55 at *i*, and then across, as at *j*, which part *i j* is the front or pommel. The foregoing description comprises one-half of the saddle-frame or one side section, *K*. The other side section, *K'*, is exactly like the first one. Continuing now the description of the other side
60 according to the sequence of location of the parts, said parts will be named in an exactly reverse order, as follows: The cross-bar *j* at the front leads to the down-curve *i'*. Then the inward side curve *h'* rests upon the doubled-back supporting-prong *c'*, to which it is brazed,
65 then the upwardly-inclined side rail *g'*, curving and forming the back rail *f'*, then the resilience-coil *e'*, then the lower downcurved supporting-bar *d'*, then the doubled-back supporting-prong *c'*. Then from the front the inner bar *b'* extends to the back rail *f'*, to which it is joined by brazing at *a'*. This
70 inner side bar *b'* constitutes the second end of the wire or rod. It will thus be seen that the entire saddle-frame here shown is made of one continuous piece of wire or spring-rod.

The two side sections *K K'* normally incline upward from the center to the two outer
80 sides and are separated along the central line and at the rear or cantle, but are united at the front by the cross-hook *j*. This keeps the pommel part of the two sides inflexible, but affords a complete independence of movement and resiliency to all the other parts of the two sections.
85

The two inner bars *b b'* of the sections, the back rails *f f'*, side rails *g g'*, and inward-curved front parts *h h'* are all padded or covered with felt *l*, (see Fig. 4,) and then the seat *m* of leather is placed upon this felt pad. There are thus two separate and independent seats, one on each section.

Any suitable clamp and supporting device
95 may be employed for attaching the saddle to the post of the bicycle.

A hook-clip has two hook-prongs *n*, each of which engages one of the seat-supporting bars *d d'*, and this clip has a set-screw *o* entered at its lower side. A clamp-plate *p* is
100 between the two hook-prongs *n* and bears

against both supporting-bars, and the lateral arm *q* of the saddle-post is between the end of the set-screw *o* and the clamp-plate *p*.

When a person is seated on the saddle, the two side sections, which normally incline upward from the center to the sides, will yield and be depressed and brought to a horizontal plane.

Having thus described my invention, I claim—

1. A bicycle-saddle having in combination two side sections made of wire or spring-metal rod, each section consisting of a curved back and outer side rail forming part of the cantle and pommel, an inner bar connecting fore and aft between said cantle and pommel, a downcurved supporting-bar also extending fore and aft and at the front connected with the said inner bar and at the rear formed into a resilience-coil and connected with the said back rail, a cross-piece, *j*, uniting the said two sections at the front but said sections being separate along the center and at the rear; a saddle-supporting clamp gripping

the downcurved supporting-bar of both of said sections; and a separate and independent seat of leather covering each section.

2. A bicycle-saddle having in combination two side sections made of wire or spring-metal rod, each section consisting of a curved back and outer side rail forming part of the cantle and pommel, an inner bar connecting fore and aft between said cantle and pommel, but on a lower plane so that each side section normally inclines upward from the center to the sides, and a downcurved supporting-bar extending fore and aft; a cross-piece uniting the said two sections at the front but said sections being otherwise unconnected; and a separate and independent seat covering each section.

In testimony whereof I affix my signature in the presence of two witnesses.

EDGAR STRAKOSCH.

Witnesses:

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