No. 654,720. Patented July 31, 1900.

L. G. M. ENGLEBERT.

BICYCLE SADDLE.

(Application filed Dec. 3, 1898.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1

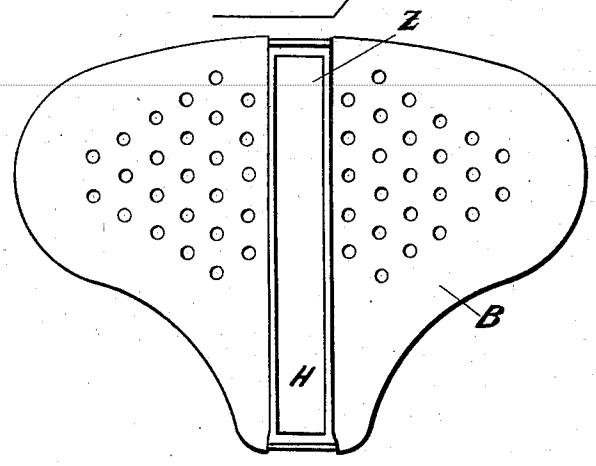
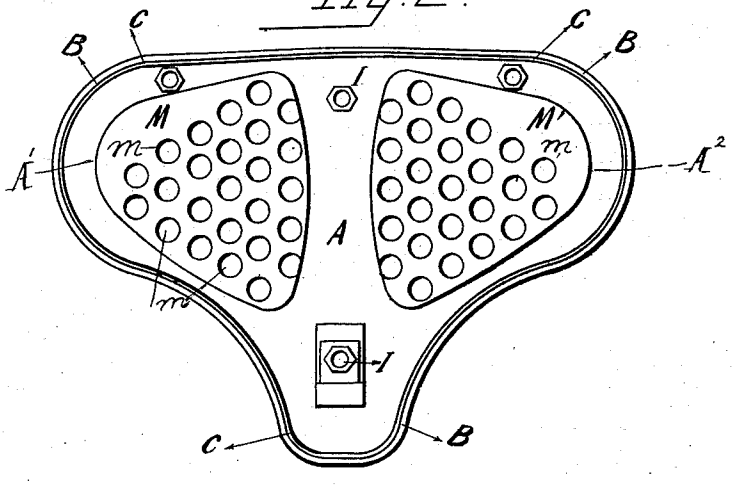


Fig. 2.



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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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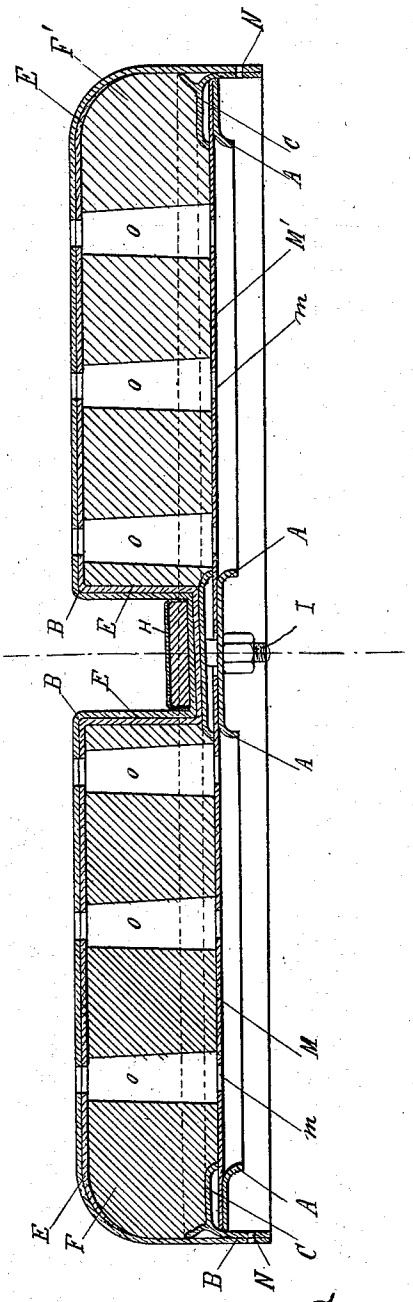
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(No Model.) 2 Sheets—Sheet 2.

Fig. 3.



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UNITED STATES PATENT OFFICE.

LOUIS GUILLAUME MARIE ENGLEBERT, OF THE HAGUE, NETHERLANDS.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 654,720, dated July 31, 1900.

Application filed December 3, 1898. Serial No. 698,176. (No model.)

To all whom it may concern:

Be it known that I, LOUIS GUILLAUME MARIE ENGLEBERT, a citizen of the Kingdom of the Netherlands, residing at The Hague, Netherlands, have invented certain new and useful Improvements in Bicycle-Saddles, of which the following is a specification.

This invention relates to bicycle-saddles or seats; and the chief object thereof is to constantly cool the saddle by providing an air circulation throughout the same and suitable means for preventing the heat of the body from injuring the saddle, thus rendering my improved saddle preferable to all other saddles or seats hitherto constructed.

The saddle is of a very simple but substantial construction and comprises a suitable foundation-plate on which are held by means of a similar plate two perforated plates of celluloid or other suitable material, each of said celluloid plates supporting a rubber pad or cushion on which lies a leaf of asbestos, and the saddle thus formed is suitably faced with soft leather, fabrics, or the like.

The improvements consist in the construction, arrangement, and combination of parts, more fully and clearly pointed out and claimed hereinafter, and illustrated by way of example in the accompanying drawings, in which—

Figure 1 is a top plan view of the saddle embodying my invention. Fig. 2 is a bottom plan view of same. Fig. 3 is a vertical sectional view on a transverse sectional line of Fig. 1.

In the drawings like letters refer to similar parts throughout all the figures.

A designates the foundation-plate of the seat or saddle, preferably made of sheet-iron and saddle-shaped and cut out on each side of the center at A' A^2, leaving large openings, as shown in Fig. 2. On this plate A lies two plates M and M', of celluloid or any other suitable material, having a plurality of perforations or air-holes *m* and held on said plate A by another sheet-iron plate C, cut out like plate A and having the same peripherical shape as the latter. The outer rim of said plate C is turned down over the plates A and M and M', as shown in Fig. 3, and the plates A and C are secured together by bolts I, thus holding the celluloid plates M M' firmly clamped between said plates A and C.

F F' indicate two pads or cushions, of rubber or similar material, each assuming a shape so as to extend nearly over half the surface of the upper plate hereinabove referred to and to leave a free space Z between them. Said cushions F F' are provided with air-passages *o*, registering with the air-holes *m* when the cushions are in place on said celluloid plates M M'. Said cushions are faced with a correspondingly-perforated leaf of asbestos E, closely fitted thereupon and turned downward in the space Z between said cushions. The saddle or seat thus composed is furthermore provided with a perforated covering of soft leather, fabrics or the like, the perforations of which register with the corresponding holes and air-passages in the asbestos leaf and rubber cushions, respectively, said cover B extending to the lower edge of plate C, on which the same is sewed by means of small perforations N, provided on the lower edge of said plate C and over the whole periphery thereof. Cover B and asbestos leaf E are secured and held in space Z by means of a rectangular metal plate H, provided with a leather lining and secured to the above-mentioned sheet-iron plates by means of said bolts I. The celluloid plates M M', supporting the rubber cushions F F', are for the purpose of increasing the resiliency of said cushions. The perforations and air-passages, respectively, provided on the several parts, as well as the central space Z, allow free air circulation, which will keep the saddle cool. The asbestos leaf or lining will prevent the heat of the rider's body from being transmitted to the rubber pads, and will thus give the latter a longer duration and permit the use of softer rubber, which will make an easier seat.

The several parts of my improved saddle being liable to various modifications in the construction and arrangement thereof, I wish it to be understood that I do not limit myself to the precise arrangement and construction

of the parts as shown in the accompanying drawings, so long as the peculiar feature of my invention be retained.

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

1. A bicycle saddle or seat, comprising a metal foundation-plate having openings A′, A^2, on each side of the center of said plate, two perforated celluloid plates on said foundation-plate, a second metal plate for fastening and holding said celluloid plates, two perforated rubber cushions arranged on said celluloid plates, a cover and a layer of non-conducting materials interposed between the rubber pads and the said cover substantially as set forth.

2. In a bicycle saddle or seat, the combination with two rubber cushions provided with air-passages, and a non-conducting asbestos leaf laid upon said rubber cushions, of an air-circulation space between said cushions, and a cover for the said asbestos leaf, substantially as set forth.

LOUIS GUILLAUME MARIE ENGLEBERT.

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