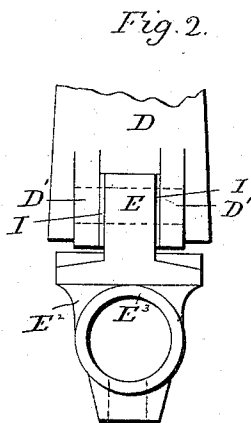
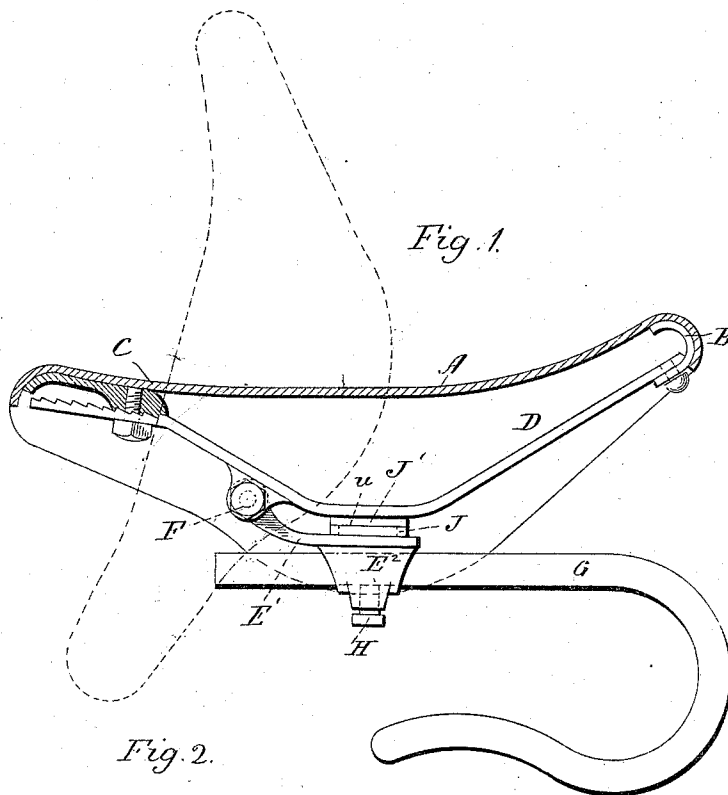


(No Model.)

H. S. JOSSELYN.
BICYCLE SADDLE.

No. 533,300.

Patented Jan. 29, 1895.



Witnesses.
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BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 533,300, dated January 29, 1895.

Application filed January 5, 1894. Serial No. 495,755. (No model.)

To all whom it may concern:

Be it known that I, HENRY S. JOSSELYN, of Newton Highlands, in the county of Middlesex and State of Massachusetts, have invented a new Improvement in Bicycle-Saddles; and I do hereby declare the following, when taken in connection with accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a view in vertical longitudinal section of one form with a saddle constructed in accordance with my invention may assume, the seat being shown in its tilted position by broken lines; Fig. 2, a broken view in front elevation drawn on a larger scale than Fig. 1, and showing the pivotal connection between the saddle-frame spring and the clip.

My invention relates to an improvement in bicycle-saddles, the object being to produce a simple and convenient saddle, particularly designed for ladies' use.

With these ends in view, my invention consists in an automatic tilting saddle pivotally connected with its support, so that it will automatically pass or tilt from a vertical or substantially vertical mounting position, to a horizontal or substantially horizontal riding position, and vice-versa and having certain details of construction and combinations of parts as will be hereinafter described and pointed out in the claim.

As herein shown, the saddle comprises a suspension seat A, a longitudinally bowed U-shaped frame-piece B, to which the rear end of the said seat is attached, an adjustable pommel-plate C, to which the forward end of the seat is attached, and a frame-spring D, to the rear and forward ends of which, respectively, the said frame-piece B, and pommel-plate C are secured. The frame-spring D is constructed at a point forward of its longitudinal center, with two depending perforated lugs D' D', receiving between them a transversely perforated eye E, formed at the forward end of the arm E', constructed integral with the clip E², the said lugs and eye receiving a pivot F, whereby the saddle is pivotally connected with the clip, which in

the construction under consideration, forms its immediate support. The clip E² is constructed with a longitudinal opening E³, adapting it to be secured to a goose-neck G, as shown, or to an ordinary saddle-post. A screw H, mounted in the clip, provides for binding the same to the goose-neck in any desired position of adjustment thereon. By pivotally connecting the saddle with its support, it will automatically tilt or pass from a vertical or substantially vertical mounting position, as shown by broken lines in Fig. 1, to a horizontal or substantially horizontal riding position, and vice-versa.

The particular advantages derived from adapting the saddle to automatically tilt as described, will be stated later on. By preference, and as shown, when the saddle is in its horizontal or riding position, its center of gravity will fall to the rear of its pivot, whereby gravity alone will hold it in its riding position, while on the other hand, when it is tipped forward, its center of gravity will fall in front of its pivot, whereby it will also be held in its vertical or mounting position by gravity. The action of gravity is supplemented, for holding the saddle in one or both of its positions, by two spring washers I I, which are located between the eye E, and the lugs D' D'. These washers are placed under sufficient tension to prevent the saddle from tilting and going from its riding to its mounting position, and vice versa, too easily. These spring-washers act continuously and give steadiness to the action of the saddle which without them might in some cases be inclined to vibrate too much even to the extent of thrashing or pounding.

As shown in Fig. 1 of the drawings, I have provided the clip with a recessed seat J, receiving a soft rubber buffer J', which takes the shock of throwing the saddle back into its riding position in mounting it, and also making it easier to ride.

By tilting the saddle into a vertical or substantially vertical position, its forward or pommel end is not only depressed, but also moved rearward, so that the unobstructed space between the saddle and the handle-bar is increased, making the machine much easier

to mount, particularly by a woman, as it reduces the liability of her skirts to catch on the pommel, to the minimum. With the saddle thrown into a vertical or substantially vertical position, her skirts will, without any special care on her part, dispose themselves upon either side of the saddle. Then when she leans or presses back against it, it will yield, and automatically take its horizontal or riding position, while her skirts fall naturally to place. When she wishes to dismount, she may, by sliding forward on the saddle, automatically tilt it so as to greatly assist her in leaving it and clearing her skirts from it. It will thus be seen that by my improvement a woman may mount and dismount a machine with more convenience and grace than heretofore, and that without any attention to her skirts, which will dispose themselves more perfectly and gracefully than she could arrange them with much pains. Furthermore, my invention enables the saddle to be placed so that when the rider is mounted the saddle will be nearer the handle-bar than it has been possible to place it heretofore, thus enabling the rider to sit in a graceful and healthful upright position, and without having to reach forward to the handle-bars, as must be done if the saddle is located far back enough to make sufficient space between it and the bars to make leeway for mounting the machine, supposing the saddle to be fixed in a horizontal position.

I am aware that a saddle having pivotal connection with its support, adapting it to be tilted forward and back, and provided with a catch automatically locking it in its riding position, is old, and I do not, therefore, broadly claim a forwardly tilting bicycle saddle, but only such a saddle when it is constructed and adapted to automatically pass, not only from its vertical or substantially vertical mounting position to its horizontal or substantially horizontal riding position, but from its riding to its dismounting position, which is the same as its mounting position. By adapting the saddle to pass automatically from its riding to its dismounting position, I secure an important result, inasmuch as the rider may take advantage of the tilting action of the saddle

to quickly dismount in an emergency, or when there is not time for feeling about underneath the saddle to manipulate a catch so as to release the saddle, and permit the same to tilt forward.

I may here remark that tilting saddles constructed in accordance with my invention are particularly designed for use on ladies' machines and it will be apparent that my improved saddle is especially adapted for ladies' use, inasmuch as the folds of a lady's dress will prevent her from reaching underneath the saddle and manipulating a catch to release it, and allow the saddle to tilt forward. Indeed, I conceive it to be impossible for a lady to utilize the tilting action of a saddle in dismounting when the same is provided with a catch, which is constructed to lock the saddle in its riding position, but by constructing my saddle so that the weight of the rider supports it in its riding position under ordinary conditions, I am enabled to dispense with the catch, and secure the advantages of a saddle free to tilt in passing from its mounting to its riding position, and from its riding to its dismounting position.

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

The combination with a bicycle saddle, of a support therefor to which the saddle is pivoted so as to be free to tilt forward and back from a horizontal or substantially horizontal position to a vertical or substantially vertical position, and vice-versa, the said saddle and support being constructed and arranged to permit the saddle to be automatically tilted forward from its horizontal or substantially horizontal riding position to its vertical or substantially vertical dismounting position solely by the forward movement of the rider in the saddle, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

HENRY S. JOSSELYN.

Witnesses:

W. C. OVERMAN,
JABEZ A. SAWYER.