

(No Model.)

C. E. McGLINCHEY.
VELOCIPED SADDLE.

No. 468,998.

Patented Feb. 16, 1892.

Fig. 1.

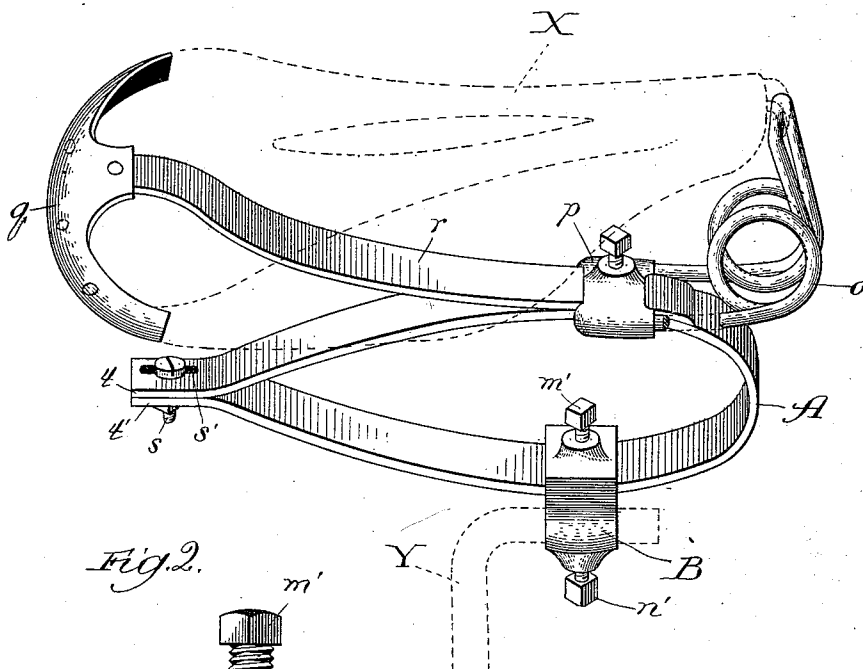


Fig. 2.

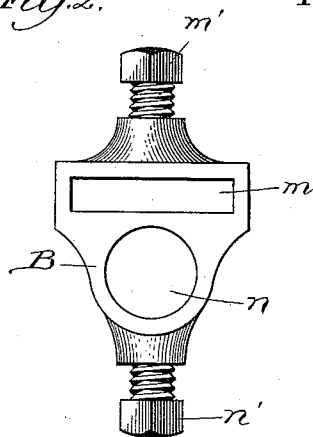
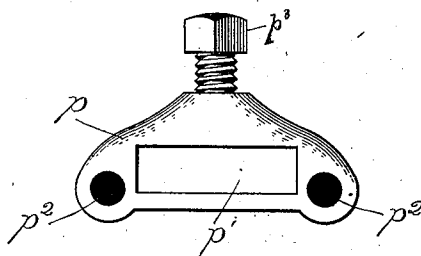


Fig. 3.



Witnesses:

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Inventor:

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UNITED STATES PATENT OFFICE.

CHARLES E. MCGLINCHAY, OF CHICAGO, ILLINOIS, ASSIGNOR TO CHARLES F. STOKES, OF SAME PLACE.

VELOCIPED-SADDLE.

SPECIFICATION forming part of Letters Patent No. 468,998, dated February 16, 1892.

Application filed October 9, 1891. Serial No. 408,209. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. MCGLINCHAY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Velocipede-Saddles, of which the following is a specification.

My invention relates to improvements in saddles for velocipedes generally; and my object is to provide such a saddle of improved construction which will render it particularly desirable for its purpose.

In the drawings, Figure 1 is a top perspective view of my improved saddle, the seat portion being indicated by dotted lines, and a portion of the forward seat-spring broken away for purposes of the illustration; and Figs. 2 and 3, views in elevation of adjustable shifting-bearings for the springs.

A is the main supporting-spring of the saddle, of elliptical or approximately elliptical shape and formed preferably of a single flat metal strip. The opposite end portions t of the spring, which are preferably at the back of the saddle, are shaped to extend parallel with each other and are held together by a nut-bolt s . The nut-bolt extends through an elongated slot s' in the end portion t and through a coincident round opening in the end portion t' , which may be of a size sufficient only to receive the bolt. The nut-bolt s clamps the end portions of the spring A loosely together to permit the end t to slide longitudinally upon the end t' a distance limited by the length of the slot s' . Resting against the upper side of the spring A is an arm or rear seat-spring r , which extends upward and backward to the cantle q of the saddle, and to which it is connected in a usual manner. A sliding block p , provided with an opening p' through it, fits at said opening loosely over the springs A and r , and it is also provided with sockets p^2 for the ends of the tensioning or front seat-spring o . The spring o may be a coiled spring of the common construction shown, or of any other desirable form. The tensioning-spring o extends to engage the forward end of the seat X in the usual manner. The block p slides freely upon the springs A and r , and it may be tightened

in adjusted position by a set-screw p^3 , which at the same time operates to clamp the spring r against the spring A and hold them in rigid relation.

B is a socket-bearing having an opening n to fit over the saddle-support Y of the velocipede and an opening m to receive the spring A. The bearing B is provided with a set-screw n' to engage the saddle-support and a set-screw m' to engage the spring A. The nut-bolt s may be removed and the spring A spread apart at its ends to permit the bearings p and B to be placed thereon. The saddle may be shifted back and forth on its bearing B to suit different riders. When the bearing B is at about the middle of the spring A, the saddle, with the rider upon it, will tend under the jarring effect produced upon the velocipede in traveling to rock back and forth and yield in an almost straight up and down direction, and when the bearing B is adjusted further forward the yielding will be in a downward and backward direction. The independent play of the lengths of the spring A to the limit of the slot s renders the lengths to a slight extent independently yielding, which tends to contribute to comfort in the use of the saddle.

While I have described the arm r as a spring, it may, if desired, be of a quality which will render it unyielding under the weight of the rider, and although I prefer to construct the spring A of one length of metal it may be in two or more lengths (like, for example, the elliptical springs commonly employed in carriages) without departing from the spirit of my invention.

The term "elliptical" is used in its broadest sense to define generically the character of the spring employed.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a velocipede-saddle, the combination, with the saddle-bearing and seat, of an elliptical spring A, mounted upon the bearing, an arm upon the spring A, extending to one end of the seat, and a tensioning-spring also upon the spring A, extending to the opposite end of the seat, substantially as described.

2. In a velocipede-saddle, the combination,

with the saddle-bearing and seat, of an elliptical spring A, formed of a single length of metal separably connected at the ends and mounted upon the bearing to be adjustable
5 back and forth, an arm upon the spring A, extending to one end of the seat, and a tensioning-spring upon the spring A, extending to the opposite end of the seat, substantially as described.

10 3. In a velocipede-saddle, the combination, with the saddle-bearing and seat, of an elliptical spring A, formed of an integral length of metal, having its ends separably and loosely connected together, whereby they may slide
15 upon each other, an arm upon the spring A, extending to one end of the seat, and a tensioning-spring on the spring A, extending to the opposite end of the seat, the spring A be-

ing mounted on the saddle-bearing and adjustable thereon back and forth, substantially as described. 20

4. In a velocipede-saddle, the combination, with the saddle-bearing and seat, of an elliptical spring A, mounted upon the bearing, an arm *r* upon the spring A, extending to one
25 end of the seat, a tensioning-spring, also upon the spring A, extending to the opposite end of the seat, a sliding block *p*, forming a combined bearing for the tensioning-spring, and a clamp for fastening the arm *r* to the spring
30 A, substantially as described.

CHARLES E. MCGLINCHIEY.

In presence of—

J. W. DYRENFORTH,
M. J. FROST.