

C. E. CHAPMAN.
SADDLE FOR MOTOR CYCLES, &c.
APPLICATION FILED JUNE 20, 1911.

1,019,597.

Patented Mar. 5, 1912.

2 SHEETS—SHEET 1.

Fig. 1.

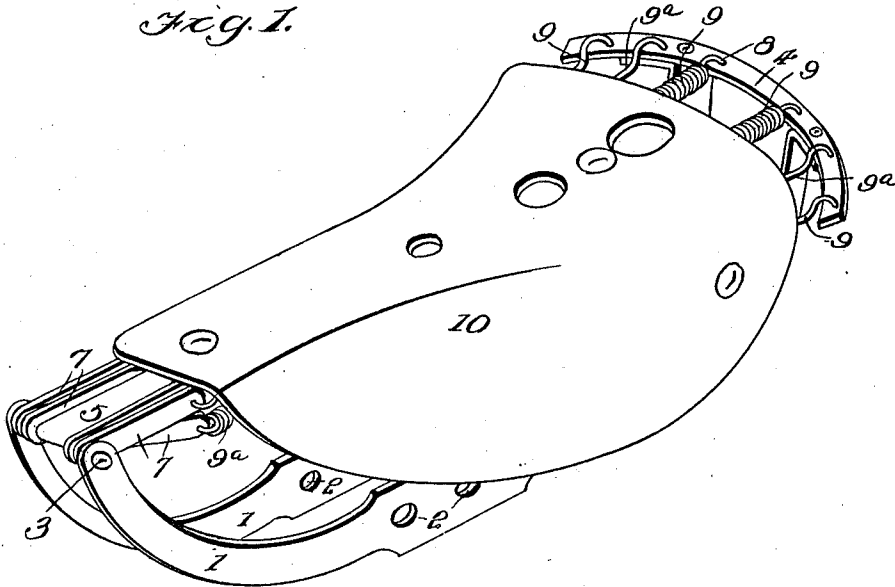
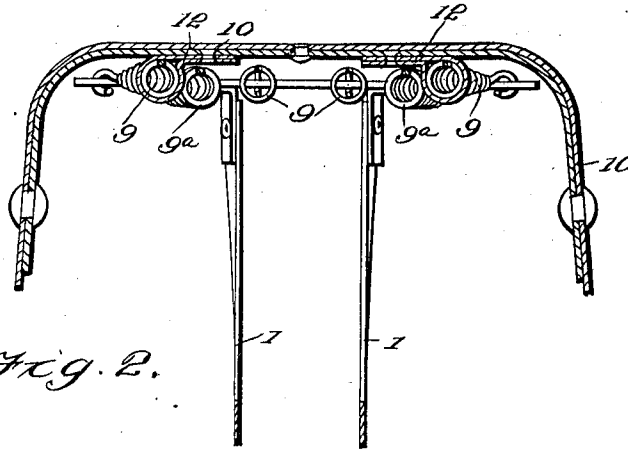


Fig. 2.



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2 SHEETS—SHEET 2.

Fig. 3.

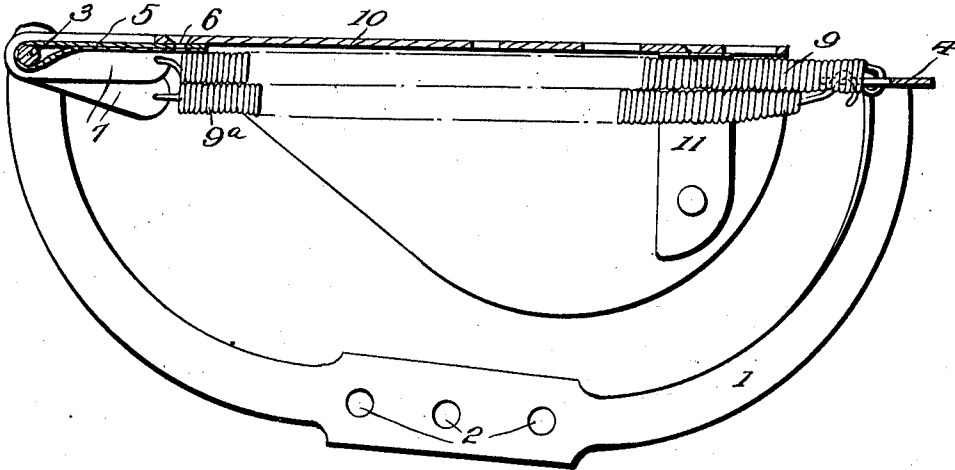
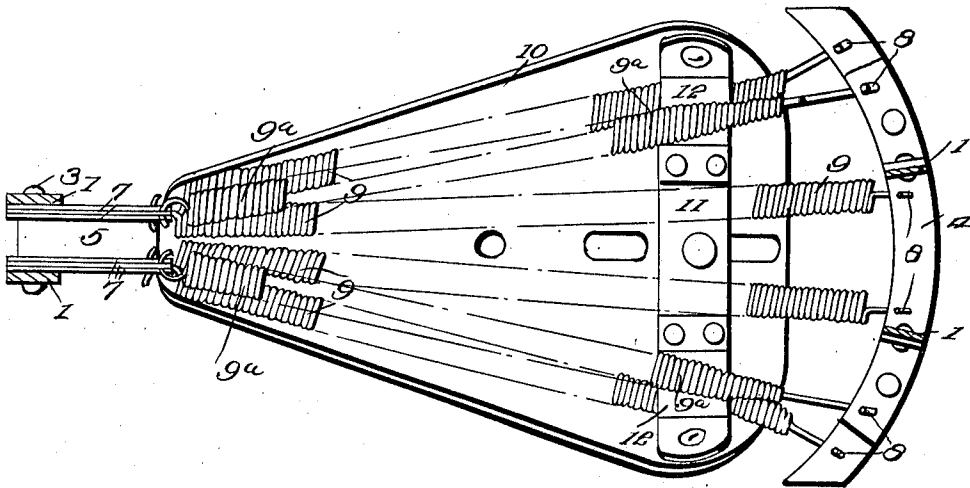


Fig. 4.



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SADDLE FOR MOTOR-CYCLES, &c.

1,019,597.

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Patented Mar. 5, 1912.

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To all whom it may concern:

Be it known that I, CHARLES E. CHAPMAN, citizen of the United States, residing at Fort Edward, in the county of Washington and State of New York, have invented certain new and useful Improvements in Saddles for Motor-Cycles, &c., of which the following is a specification.

This invention relates to saddles for motor cycles, bicycles, etc., and aims primarily to provide a comfortable saddle of this class which will effectually absorb shock and vibration.

The saddle is of that type in which a number of springs are connected between the pommel and cantle plates and support a flexible top, and one aim of the invention is to so arrange the springs that the said top will be maintained in proper shape.

For a full understanding of the invention reference is to be had to the following description and accompanying drawing, in which:—

Figure 1 is a perspective view of the saddle embodying the present invention. Fig. 2 is a vertical transverse sectional view therethrough. Fig. 3 is a vertical longitudinal sectional view. Fig. 4 is a bottom plan view.

Corresponding and like parts are referred to in the following description and indicated in all the views of the accompanying drawing, by the same reference characters.

In the drawing, the frame-bars of the saddle are indicated by the numeral 1, and are of arcuate form and are formed between their ends with openings 2 for the passage of bolts (not shown) for securing the saddle to the saddle post. At their forward ends, the frame-bars 1 are connected by means of a transverse pin or bolt 3, the said forward ends being spaced apart but slightly. The frame-bars diverge in the direction of their rear ends and are secured at their said ends to the under side of the cantle-plate of the saddle which is indicated by the numeral 4. The cantle-plate 4 is preferably arcuate in form, its convex edge being presented rearwardly and its concave edge forwardly. The pommel-plate of the saddle is indicated by the numeral 5, and is preferably in the nature of a narrow plate folded upon itself about the pin or bolt 3 in such manner as to pivot thereon, and having its

folded portions secured at their rear ends by means of a rivet 6. The pin 3 extends also through the forward ends of links 7 of which there are several located at each side of the pommel plate 5. The cantle-plate 4 is formed with a number of openings 8, and springs 9 are secured at their forward ends to the rear ends of the links 7 and at their rear ends through the said openings 8. It will be observed that certain of the springs lie or extend in substantially the same horizontal plane, whereas certain others of the springs indicated specifically by the numeral 9^a each extend beneath and between a pair of the first mentioned springs, at their forward ends, although the rear ends of all of the springs 9 and 9^a are in the same horizontal plane. It will also be observed, by referring to Fig. 4 of the drawing, that the springs 9 and 9^a diverge in the direction of their rear ends, so that the bank of springs is of less width at the pommel end of the saddle than at the cantle end.

The top of the saddle is indicated by the numeral 10 and is of leather or some other suitable flexible material, and the said top is secured at its forward end, by means of the rivet 6 to the rear end of the pommel plate 5. A resilient strip 11 is riveted or otherwise secured transversely upon the under side of the top 10 and at the rear thereof and is upwardly bowed and has its end portion depending below the plane of the springs 9, as shown in Fig. 3 of the drawings. Clips 12 are secured to the under side of the strip 11 at each side of the middle thereof and embrace the outermost ones of the springs 9 as clearly shown in Figs. 2 and 4 of the drawing. These clips serve to hold the rear portion of the saddle top 10 in place upon the springs.

From the foregoing description of the invention it will be readily understood that the arrangement of the springs is such that the saddle top 10 will be maintained in proper shape and that all portions of the said top may yield inasmuch as the top is solely supported by the springs. It will also be understood that due to the fact that the forward ends of the springs are connected to the pivoted links, and the pommel plate 5 is pivoted upon the pins 3, the forward end of the top 10 may yield bodily in a downward direction.

Having thus described the invention what is claimed as new is:—

1. A saddle of the class described comprising frame-bars, a cantle-plate supported by the rear ends of the frame-bars, a pommel plate supported by the forward ends of the frame-bars, a plurality of springs connected at their forward ends to the forward ends of the frame bars, the springs diverging in the direction of their rear ends and secured at their said ends to the cantle-plate, and a flexible top secured at its front to the pommel plate and resting upon the springs.
2. A saddle of the class described described comprising frame-bars, a cantle-plate supported by the rear ends of the frame-bars, a pommel plate supported by the forward ends of the frame-bars, a plurality of springs connected at their forward ends to the forward ends of the frame-bars, the springs diverging in the direction of their rear ends and secured at their said ends to the cantle-plate, a flexible top secured at its front to the pommel plate and resting upon the springs, and clips carried by the said top and embracing certain of the springs.
3. A saddle of the class described comprising frame-bars, a cantle plate supported by the rear ends of the frame-bars, a pommel plate supported by the forward ends of the frame bars, a plurality of springs connected at their forward ends to the frame bars, the springs diverging in the direction of their rear ends and secured at their said rear ends to the cantle-plate, a flexible top secured at its front to the pommel plate and resting upon the springs, a resilient strip secured to the under side of the top and extending transversely at the rear thereof, and clips upon the said strip through which certain of the springs extend.
4. A saddle of the class described comprising frame-bars, a cantle-plate supported by the rear ends of the frame-bars, a pommel plate supported by the forward ends of

the frame-bars, a plurality of links pivotally connected at the forward ends to the frame-bars, springs connected at their forward ends to the links and at their rear ends to the cantle-plate, and a flexible top disposed upon the springs.

5. A saddle of the class described comprising frame-bars, a cantle-plate supported by the rear ends of the frame-bars, a transverse pin connecting the forward ends of the frame-bars, a plurality of links pivoted to the said pin, springs connected at their forward ends to the links and at their rear ends to the cantle-plate, and a flexible top disposed upon the springs.

6. A saddle of the class described comprising frame-bars, a cantle-plate supported by the rear ends of the frame-bars, a transverse pin connecting the forward ends of the frame-bars, a pommel plate pivotally supported by the pin, a plurality of springs connected at their forward ends with the said pin at opposite sides of the pommel plate and at their rear ends to the cantle plate, and a flexible top secured at its front to the rear end of the pommel plate and resting upon the springs.

7. A saddle of the class described comprising frame-bars, a cantle plate supported by the rear ends of the frame-bars, a transverse pin connecting the forward ends of the frame-bars, a pommel plate pivotally supported upon the pin, a plurality of links pivoted upon the pin at opposite sides of the pommel plate, springs connected at their forward ends to the links and at their rear end to the cantle-plate, a flexible top secured at its front to the rear end of the pommel-plate, and means on the under side of the top at its rear end embracing certain of the springs.

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

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Witnesses:

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