P. G. OLDS.

MOTOR CYCLE SADDLE.

APPLICATION FILED AUG. 9, 1913.

1,087,393.

Patented Feb. 17, 1914.

2 SHEETS—SHEET 1.

Fig. 1

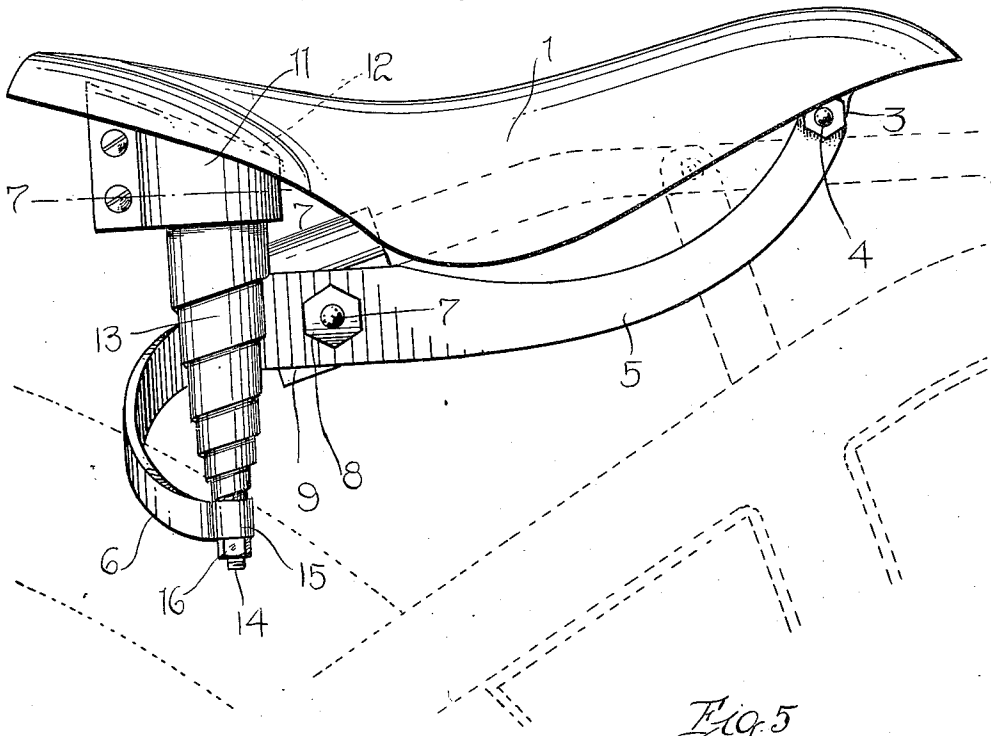
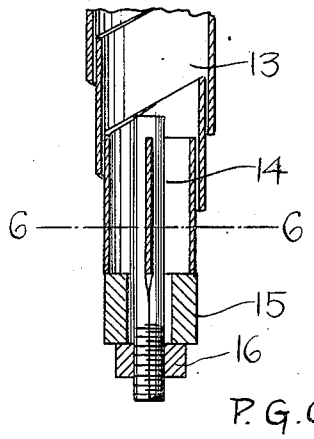


Fig. 5



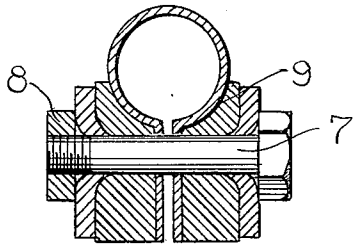
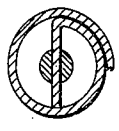


Fig. 4

Fig. 6



Witnesses
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2 SHEETS—SHEET 2.

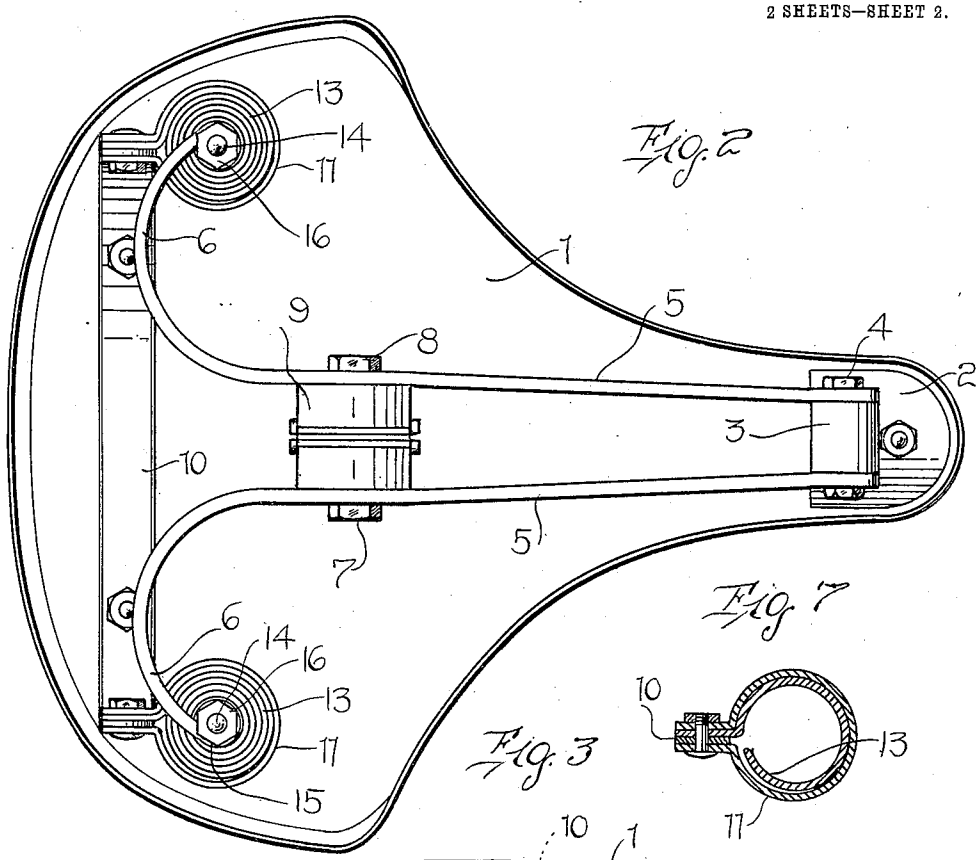
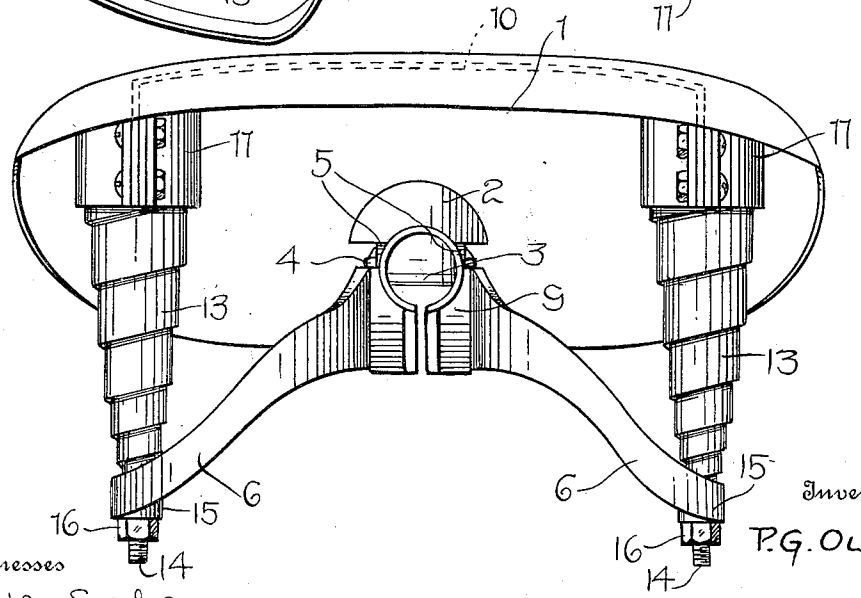


Fig. 2

Fig. 7

Fig. 3



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UNITED STATES PATENT OFFICE.

PHILO G. OLDS, OF ELYRIA, OHIO.

MOTOR-CYCLE SADDLE.

1,087,393. Specification of Letters Patent. Patented Feb. 17, 1914.

Application filed August 9, 1913. Serial No. 783,994.

To all whom it may concern:

Be it known that I, PHILO G. OLDS, a citizen of the United States, residing at Elyria, in the county of Elyria and State of Ohio, have invented certain new and useful Improvements in Motor-Cycle Saddles, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to new and useful improvements in saddles for cycles and more particularly to a motorcycle saddle and the primary object of the invention resides in providing a device of this character which will yield readily in the use of the vehicle to afford a great cushioning means and resiliency to the rider, but which will, at the same time, offer such resistance as to prevent the saddle from touching the frame when the vehicle passes over obstructions met in the path thereof.

Another object of the invention resides in providing a frame which has pivotal connection with the saddle at its forward end and engagement with an improved set of springs at the rear end thereof.

A further object of the invention resides in providing a device which is simple and durable in construction, inexpensive to manufacture and one which will be very efficient and useful in operation.

With the above and other objects in view, the invention consists in the novel features of construction, combination and arrangement of parts as will be hereinafter referred to and more particularly pointed out in the specification and claims.

In the accompanying drawings forming a part of this application, Figure 1 is a side elevation of the device. Fig. 2 is a bottom plan view thereof. Fig. 3 is a rear elevation of the same. Fig. 4 is a vertical section through the clamping device of the saddle. Fig. 5 is a vertical section through one of the volute springs. Fig. 6 is a horizontal section as seen on line 6—6, Fig. 5; and Fig. 7 is a similar view as seen on line 7—7, Fig. 1.

In describing my invention, I shall refer to the drawing in which similar reference characters designate corresponding parts throughout the several views and in which—

1 indicates the body of the saddle proper, which may be designed as desired and removably secured to the under face at the forward end thereof, is a block 2, having a depending portion 3 formed thereon. Extending through this depending portion, is a bolt 4 which projects slightly beyond the side faces of said portion 3 and pivotally held on these projecting ends of the bolts, are the arms 5 which extend rearwardly or longitudinally below the saddle 1 and are designed somewhat arcuate in side elevation. These arms together form a frame or the like and the rear ends of said arms are bent outwardly and downwardly, as shown at 6. Extending through the arms 5 at a point adjacent the point of curvature, as shown at 6, is a bolt 7, the one end of which has a nut 8 engaged therewith and adjustably secured on the bolt to fit tightly between said arms 5, is a clamping device 9 which admits of adjustable application to the saddle post of the vehicle.

Removably secured to the under face of the saddle 1, adjacent the rear edge thereof, is a yoke 10, the depending end portions of which are removably secured to the clamping members 11. These clamping members have the upper edges thereof beveled, as shown at 12 to rest against the under face of the saddle and, at the same time, permit said clamping members proper to depend therefrom vertically. Also engaged with these clamping members 11, are the upper ends of the volute springs 13, the lower free ends of which are engaged with the split bolts 14 and said bolts are disposed through eyes 15 formed on the extreme rear ends of the arms 5. Nuts 16 are engaged with the threaded ends of the bolts 14 to secure the split sections thereof together and also secure said bolts and springs to the rear ends of said arms 5. It must be here stated, as will be noted from the drawing, that the lower ends of the volute springs 13 are the smaller ends thereof.

From the foregoing description of the construction of my improved device, the operation of the same will be readily understood and it will be seen that a cycle equipped with an improved saddle of this type, may be passed over rough roads without danger of the saddle proper striking the frame and bumping severely thereagainst, as is true in numerous saddles now in use. It will further be seen that with volute springs, as shown applied to a saddle, the greater the pressure, the greater the resistance. It will still further be seen that by pivoting the arms or supporting frame

for the saddle to the forward end of the latter, an easier action is given thereto and a very simple construction provided and it will still further be seen that the device complete, is one of simple and durable construction, inexpensive to manufacture and very efficient in use.

While I have particularly described the elements best adapted to perform the functions set forth, it is obvious that various changes in form, proportion and in the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the principles of the invention.

Having thus described this invention, what is claimed is:—

1. A saddle of the class described comprising a seat, a pair of arcuate arms pivotally secured at their forward ends to the under face of the seat adjacent the forward end of the latter, the rear ends of said arms being curved outwardly and downwardly, means securing said arms together intermediate of their ends and forming a means for securing the device to an object, and volute springs suspended from the under face of said seat adjacent the rear end of the same and engaged with the rear curved ends of said arms.

2. In a saddle of the class described, a seat, a block secured to the under face adjacent the forward end thereof, a pair of arcuate arms pivotally secured at their forward ends to opposite sides of the block, the rear ends of said arms being bent outwardly and downwardly, means securing said arms together intermediate of their ends and forming a means for securing the device to an object, a yoke member secured to the under face of the seat adjacent the rear end of the same, volute springs removably secured to the arms of said yoke member and depending therefrom, and means to removably secure the lower ends of said springs with the rear ends of said arms.

3. In a saddle of the class described, a seat, a block secured to the under face adjacent the forward end thereof, a pair of arcuate arms pivotally secured at their forward ends to opposite sides of said block and extending longitudinally of the seat, the rear ends of said arms being bent outwardly and downwardly, means securing said arms together intermediate of their ends and affording a clamping means for securing the device to an object, a yoke member secured to the under face of the seat at the rear end thereof, clamping members engaged with the arms of said yoke member, a pair of volute springs held in said clamping members and depending therefrom, and means removably securing the lower ends of said springs to the rear ends of said arms.

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

PHILO G. OLDS.

Witnesses:
W. L. Fay,
Pearl Moon.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."