(No Model.)

C. H. CLARK.

BICYCLE SEAT.

No. 568,474. Patented Sept. 29, 1896.

Fig. 1.

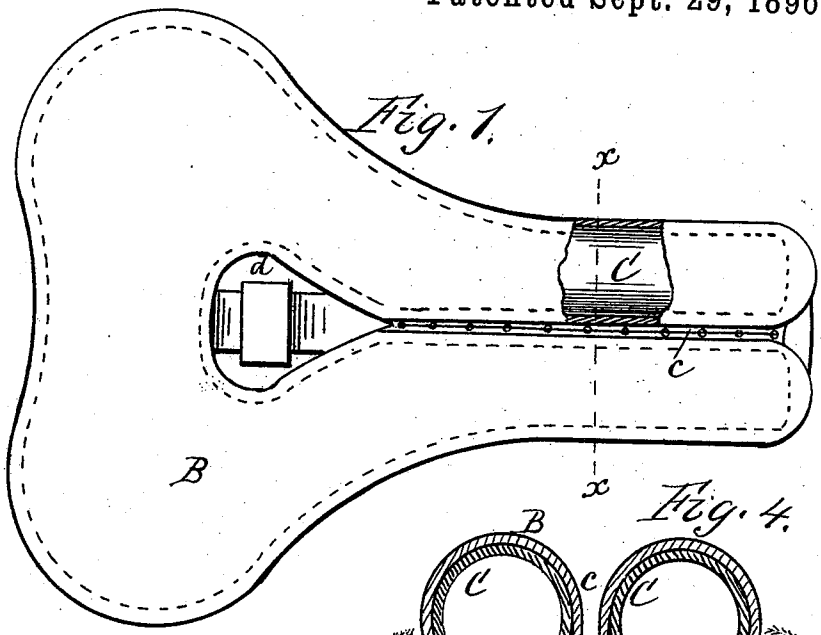


Fig. 4.

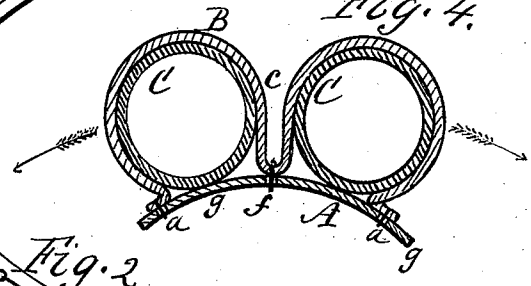


Fig. 2.

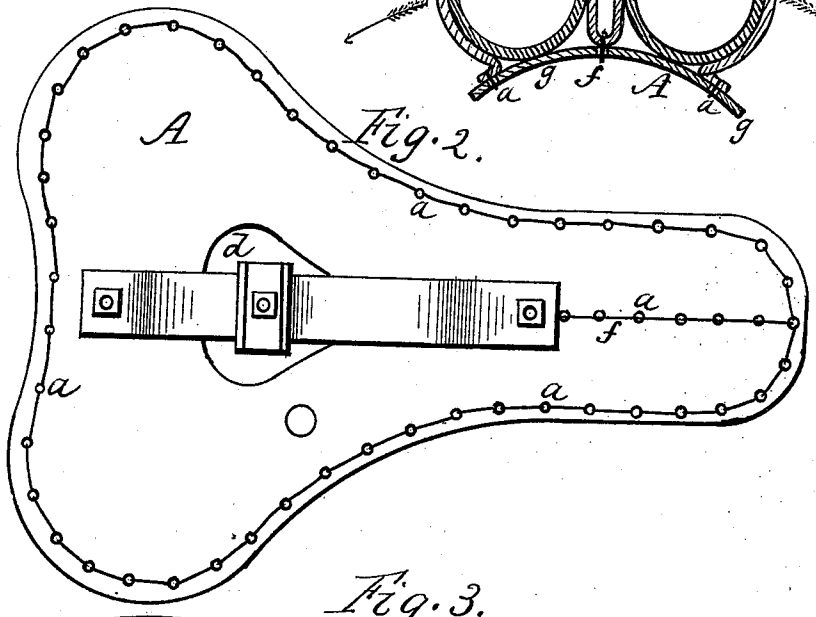
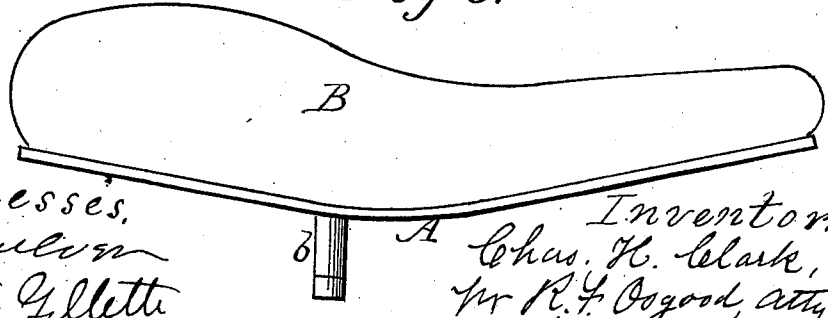


Fig. 3.



Witnesses.
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UNITED STATES PATENT OFFICE.

CHARLES H. CLARK, OF ROCHESTER, NEW YORK, ASSIGNOR TO THE BUNKER SADDLE COMPANY, OF CHICAGO, ILLINOIS.

BICYCLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 568,474, dated September 29, 1896.

Application filed November 14, 1895. Serial No. 568,918. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. CLARK, of Rochester, in the county of Monroe and State of New York, have invented a certain new and useful Improvement in Bicycle-Seats; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the drawings accompanying this application.

My improvement relates to pneumatic seats; and it consists in the construction and arrangement of parts hereinafter described and claimed, whereby the front part of the pad is divided and rests upon a double-inclined base-plate in such a manner as to accommodate the legs of the rider, as hereinafter more fully set forth.

In the drawings, Figure 1 is a plan view of the seat. Fig. 2 is an under side view of the same. Fig. 3 is a side elevation. Fig. 4 is an enlarged cross-section in line *x x* of Fig. 1.

A indicates the base, which consists of a thin plate of metal bent into suitable form to give shape to the seat. This plate is punched with a series of marginal holes *a a* and another set of central holes *a' a'* along the major axis in front to receive the stitching that secures the leather covering B to the plate. The seat is made of the usual form, being wide at the rear to receive the rider, and narrow at the front to allow passage of the legs on both sides.

C is the pneumatic tube inside the leather covering and resting on top of the base-plate. It is made of a single piece of rubber tube, the ends of which lie in front on top of the narrow portion of the base-plate, while the rear portion is bent around to conform to the enlargement of the rear of the seat. The two ends are closed, and when the tube is inflated through the ordinary nozzle *b* the tube expands and enlarges at the rear to fill the space, as indicated by the dotted lines in Fig. 1.

The two front ends of the inflatable tube and the exterior leather covering are independent of each other, leaving a space *c* between them extending back to the center of the seat, where an opening *d* is made through the pad and also the base-plate for purposes of ventilation. The leather covering is carried down between the ends of the tube and is attached to the base-plate by a central seam *f*, as shown in the cross-section, Fig. 4. One nozzle *b* serves to inflate the whole tube, and this nozzle may be located at any desired position.

By the separation of the two ends of the tube an open space is left, between which is received the prostate gland of the rider, thus relieving the great pressure and discomfort that arises in the use of the ordinary closed seat. This space extends clear back to the center of the seat and the rear of the seat is enlarged, forming pads on opposite sides to receive and support the bones of the pelvis.

The design of the separated ends of the tube is to leave them free, so that in the movements of the legs up and down said ends will move freely laterally to accommodate the action, thereby reducing the friction and preventing chafing and obviating to a great degree wear upon the clothing. This action of the ends of the separate tubes is supplemented by the form of the end of the base-plate, which is convex in cross-section or inclined like a roof transversely, as shown at *g g* in Fig. 4. The separate ends of the tube roll up and down on these inclined surfaces, as indicated by the arrows in said Fig. 4.

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

1. In a bicycle-seat, the combination of a base-plate wide in the rear narrow in front and convex in cross-section; an inflatable tube consisting of a single length bent double, the free ends resting on opposite inclined sides of the convex end of the plate and the bent portion occupying the rear wide portion of the same, and a covering inclosing the tube and seamed down to the plate between the ends of the tube, thereby leaving them free to move laterally on the inclined plate as herein shown and described.

2. A bicycle-seat, consisting of a base-plate, an inflatable tube and an exterior covering; the plate being wide in rear, narrow in front, the narrow end being convex in cross-section;

and the tube and covering being doubled, the free ends extending along the narrow part of the plate and resting on the convex sides of the same, whereby they have free lateral movement over said convex sides to accommodate the movement of the legs, as herein shown and described.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

CHAS. H. CLARK.

Witnesses:
R. F. OSGOOD,
F. B. HUTCHINSON.