

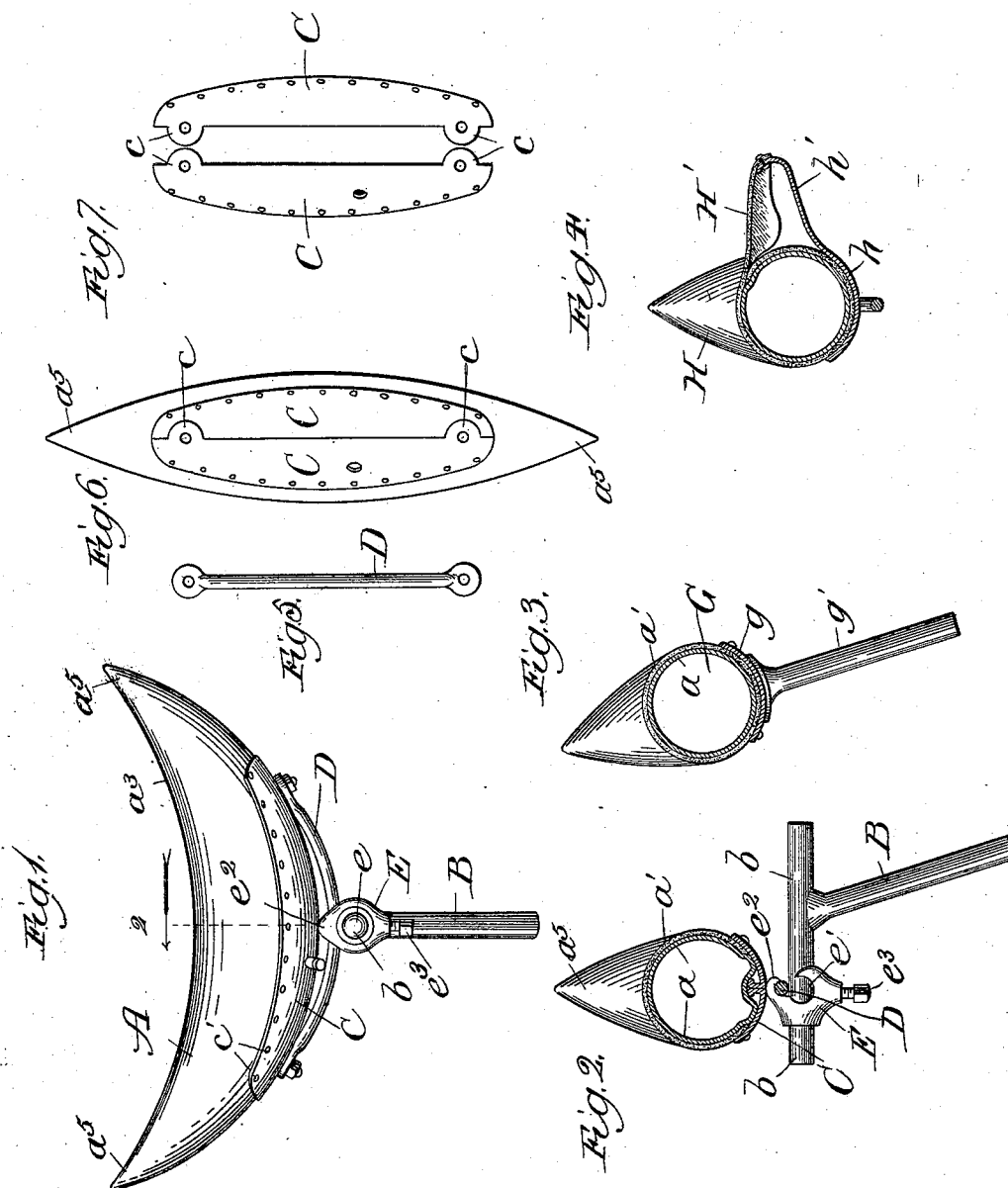
(No Model.)

2 Sheets—Sheet 1.

W. I. BUNKER.
BICYCLE SADDLE.

No. 538,063.

Patented Apr. 23, 1895.



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Inventor:
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(No Model.)

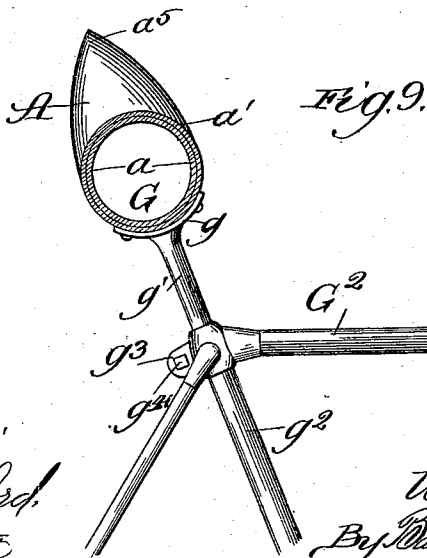
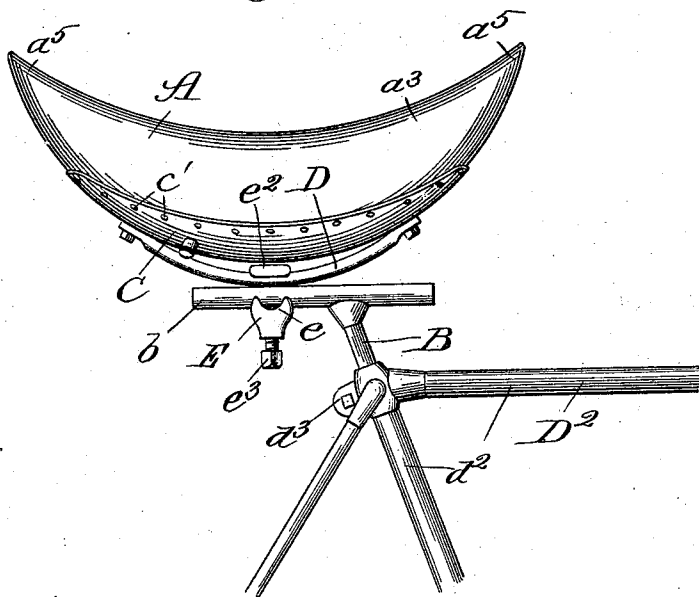
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Fig. 8.



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UNITED STATES PATENT OFFICE.

WILLIAM I. BUNKER, OF LA GRANGE, ILLINOIS.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 538,063, dated April 23, 1895.

Application filed November 27, 1894. Serial No. 530,133. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM I. BUNKER, of La Grange, Illinois, have invented certain new and useful Improvements in Bicycle-Saddles, of which the following is a specification.

My invention relates particularly to flexible saddles that may be used in connection with any kind of vehicle, machine, &c., especially to saddles for use in connection with bicycles; and it is intended to be an improvement upon the saddle shown, described and claimed in Patent No. 471,417, granted to me March 22, 1892.

The object of my invention is to provide a simple, economical and efficient saddle or seat for bicycles, machines, &c.; and the invention consists in the features and combinations hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a front elevation of my improved saddle attached to the supporting or binding post of a bicycle; Fig. 2, a transverse section, taken on line 2 of Fig. 1; Fig. 3, a transverse sectional view of a modification showing the method of attaching the saddle directly to the supporting or binding post; Fig. 4, a sectional view of another modification of my improvement; Fig. 5, a detail view of the supporting or binding post; Fig. 6, a plan view of the saddle and its base portion looking at the same from the bottom; Fig. 7, a detail view of the base portion of the saddle detached from the body portion. Fig. 8 shows my improved saddle arranged in a longitudinal manner, illustrated in connection with a portion of a bicycle frame; and Fig. 9 shows the saddle illustrated in Fig. 3 and attached to a bicycle frame, with the means for raising, lowering or adjusting the parts of the saddle.

In making my improved saddle, I make a hollow crescent-shaped body portion, A, which is preferably formed of an interior elastic portion, a , of any desired material, and an outer portion, a' , preferably formed of leather or of comparatively inelastic material, so as to hold fluid pressure when desired.

To support the body portion upon the saddle or binding post, B, I provide a base plate, C, preferably made in two parts somewhat segmental in shape, and provided with lugs, c , which overlap or rest against each other,

and with perforations for the purpose of attaching them together and to the supporting rod D. The body portion is secured to the leather portion of the seat by means of rivets, c' , though these rivets may be omitted and the leather portion of the seat and supporting plates sewed, laced or otherwise secured together. The flexible body portion has its cushioned ends, a^5 , projecting beyond the comparatively nonflexible or rigid base to protect the rider from injury in getting in or out of the saddle.

To attach the saddle to the binding post, I provide a clip, E, which is provided with two holes, e and e' , at right angles to each other, and adapted to pass over the T-shaped portion, b , of the binding post. This clip is provided with an upward projecting portion or lip, e^2 , which is passed over the supporting rod of the saddle and secured directly against the binding post by the action of the set screw, e^3 .

As shown in Figs. 1 and 2, the saddle is attached to the binding post, so that it is transverse to the wheel, and the rider may sit in the crescent-shaped portion or upper surface of the body portion of the saddle, as at a^3 . When desired, however, to use the saddle in the ordinary longitudinal position, the clip is released and the upper portion of the binding post passed through its hole, e' , see Fig. 8, thus securing the saddle in a longitudinal manner and enabling it to be used in the straddle position.

In order to hold the saddle firmly in its longitudinal position, as shown in Fig. 8, the lower portion of the supporting rod should be slightly flattened, and the upper portion, b , of the binding post slightly flattened or "spotted," so that the same may be more securely held in such position to sustain the weight of the rider thereon.

In Fig. 8 a portion, D^2 , of a bicycle frame is used, which is provided with a hollow post, d^2 , and split clamp, d^3 , to receive the binding post and hold it in any desired position.

In the modification shown in Fig. 3, I omit the clip and attach the body portion, G, with the supporting plates, g , directly to the binding post, g' , so that all that is necessary to enable the saddle to be used, either transversely or longitudinally, is to turn the supporting or

binding post in the hollow portion of the frame and bind or secure it firmly in that position. In Fig. 9, I have shown this modification secured to a portion of a bicycle frame, G^2 , having hollow supporting posts, g^2 , and a split clamp, g^3 , to receive the binding post, g' . By loosening the bolt or set screw, g^4 , the saddle may be adjusted, either longitudinally or transversely with the bicycle frame and raise and lower it, so that by re-tightening the set screw it may be secured in position.

In the modification shown in Fig. 4, I make the body portion, H , of a somewhat different shape than is shown in the previous figures. Secured to it, or forming an integral portion of the supporting plate h is a projecting portion, h' , and the leather portion H' of the body portion is brought forward and secured to the projection, so as to make flaps, thus forming a larger longitudinal seat for the rider when the saddle is used in one of its transverse positions.

Some of the advantages of my improved saddle are that it can be easily reversed or changed from a transverse to a longitudinal saddle, or vice versa, to suit different conditions or requirements in use; that it prevents or minimizes the tendency of the saddle to chafe the rider in up and down motions; that the crescent-shaped body portion provides against slipping off sideways, and thus imparts a feeling of security to the rider, and that it is simple, cheap and economical in construction and durable in use.

Although I have described my improvement as applied to a safety bicycle, it will be understood that I intend to use it in any and all positions to which it may be applicable; and although I have used the term "saddle" it will be understood that I use it in a general sense and as meaning a rest, seat or saddle.

I claim—

1. In a bicycle saddle, the combination of a body portion, adapted to be used in longitudinal and transverse positions a supporting or binding post, and means for securing the saddle to the binding post in its longitudinal or transverse position, substantially as described.

2. In a saddle, the combination of a body portion, adapted to be used in longitudinal and transverse positions a clip provided with transverse holes adapted to support the saddle in either a longitudinal or transverse po-

sition, and means for securing the saddle to the clip, substantially as described.

3. In a saddle, the combination of a body portion crescent shaped longitudinally tapered from the center to each end thereof and adapted to be used in longitudinal and transverse positions, a supporting or binding post, and means for securing the saddle to the binding post, substantially as described.

4. In a saddle, the combination of a hollow crescent-shaped body portion, presenting in cross section circles of varying diameter a supporting post, and means for securing and sustaining the body portion upon the supporting post, substantially as described.

5. In a saddle, the combination of a body portion crescent-shaped longitudinally symmetrically tapered from the center to each end thereof and adapted to be used in a transverse position, a clip provided with transverse and longitudinal holes, and means for securing the body portion and clip together, substantially as described.

6. In a saddle, the combination of a hollow body portion crescent-shaped longitudinally and symmetrically tapering from the center to each end thereof, a concave supporting base plate, a supporting clip, and means for securing the different parts together, substantially as described.

7. In a saddle, the combination of a hollow crescent-shaped body portion adapted to hold fluid pressure, adapted to be used in longitudinal and transverse positions rigid base plates secured to the body portion, a supporting rod secured to the base plates, and a supporting clip adapted to secure the supporting rod in position, and provided with transverse holes arranged at right angles to each other to support the body portion in either of its longitudinal or transverse positions, substantially as described.

8. In combination with a bicycle saddle, a supporting clip provided with a hole for engaging the supporting or binding post, and an upwardly extending lip or hook forming a portion of the clip adapted to secure the supporting rod or spring of a bicycle saddle rigidly in engagement with the supporting or binding post, substantially as described.

WILLIAM I. BUNKER.

Witnesses:

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