

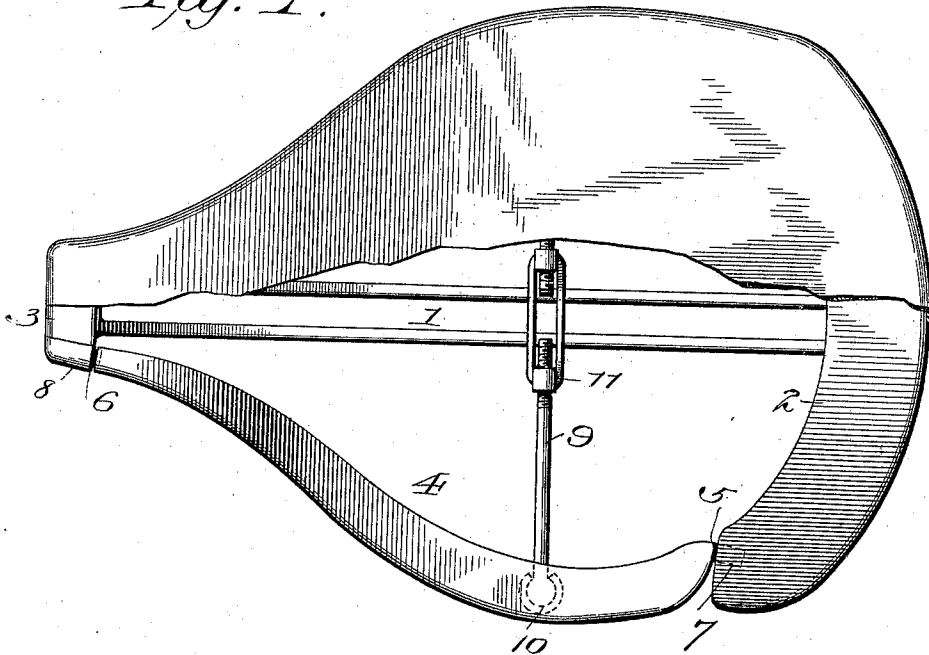
(No Model.)

J. W. MORGAN.  
BICYCLE SADDLE.

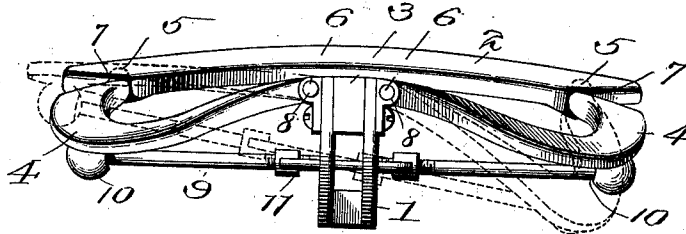
No. 604,068.

Patented May 17, 1898.

*Fig. 1.*



*Fig. 2.*



Witnesses  
*Wm. H. Spidner*  
*Ralph W. Warfield*

Inventor:  
*John W. Morgan*  
*Charles D. Davis*  
Attorney

# UNITED STATES PATENT OFFICE.

JOHN W. MORGAN, OF HARRIMAN, TENNESSEE.

## BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 604,068, dated May 17, 1898.

Application filed August 26, 1896. Serial No. 603,994. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN W. MORGAN, a citizen of the United States, residing at Harriman, in the county of Roane and State of Tennessee, have invented certain new and useful Improvements in Bicycle-Saddles; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to those bicycle-saddles wherein the sides are adapted to move up and down to accommodate themselves to the movements of the legs of the rider.

The object of my invention is to provide a more simple device wherein the two movable halves or sides are connected to each other, so that downward pressure on one will create upward pressure on the other. This purpose I accomplish by the peculiar features and combinations of parts hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents the top view of my invention, in which the saddle cloth or leather is cut away to disclose the mechanism beneath; and Fig. 2, an end view, in which dotted lines represent the changed positions of the parts.

The reference-numeral 1 represents a pair of supporting-bars extending longitudinally from end to end of the saddle and having attached rigidly to their opposite ends an arch-shaped frame-section 2 and pommel 3, respectively. On the opposite sides of the saddle and extending longitudinally between the section 2 and the pommel 3 are a pair of duplicate wings 4, curved outwardly and downwardly at their rear portions. These wings are pivoted to rock on their longitudinal axes by means of pivots 5 and 6 at their opposite ends, which pass into sockets 7 and 8. At the curved portion, where the widest range of oscillation takes place, the wings are connected to each other by means of a connecting rod or bar 9, divided into two parts, extending transversely beneath the under side of the seat above the supporting-bars 1. The outer ends of this connecting-bar are attached

to the under side of the wings by ball-and-socket joints 10, and the middle of the rod where its two parts are separated is provided with a turnbuckle 11, whereby the length of the bar can be adjusted so that the wings can be drawn nearer together or spread farther apart to suit the comfort of the rider.

From the foregoing construction it is apparent that whenever the rider depresses one wing of the saddle in the downward stroke of his leg it will bring endwise pressure on the rod 9 and lift the opposite wing, and thereby aid and greatly facilitate the operation of pedaling. In this way and by this means a much more comfortable and healthful seat is provided, as there is less friction on the legs of the rider than if the sides of the seat were rigid.

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

1. In a bicycle-saddle, the combination with the usual longitudinal supporting-bar, of front and rear end sections secured respectively to the opposite ends thereof, a pair of oscillating wings rocking on substantially longitudinal axes, and located on opposite sides of the saddle, and a transverse rod connecting the wings together so that a downward pressure on one elevates the other, substantially as described.

2. In a bicycle-saddle, a frame provided with a pair of oscillating side wings having substantially longitudinal axes, in combination with means for adjusting the wings nearer together or farther apart, substantially as described.

3. In a bicycle-saddle, and in combination with the frame portion thereof, a pair of oscillating side wings having substantially longitudinal axes, and a connecting-bar having its opposite ends pivotally joined to the wings, whereby they are made to alternate, substantially as described.

4. In a bicycle-saddle, the combination with a supporting-frame having rigid sections attached to its front and rear ends, of a pair of oscillating side wings having longitudinal axes, and pivoted to said sections, and transverse rods attached to the wings by universal joints, substantially as described.

5. In a bicycle-saddle, the combination with

the supporting-frame, of a pair of oscillating side wings having longitudinal axes and pivoted to said frame, and a transverse rod attached to the wings by a universal joint,  
5 substantially as described.

6. In a bicycle-saddle, the combination with the longitudinal frame portion provided at its opposite ends with rigid transverse sections, of a pair of curved side wings pivoted to rock

or oscillate on said sections, and an adjustable connection between the wings, whereby the lowering of one wing lowers the other.

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

JOHN W. MORGAN.

Witnesses:

ORLANDO L. CHASE,  
BEN W. MARTIN.