

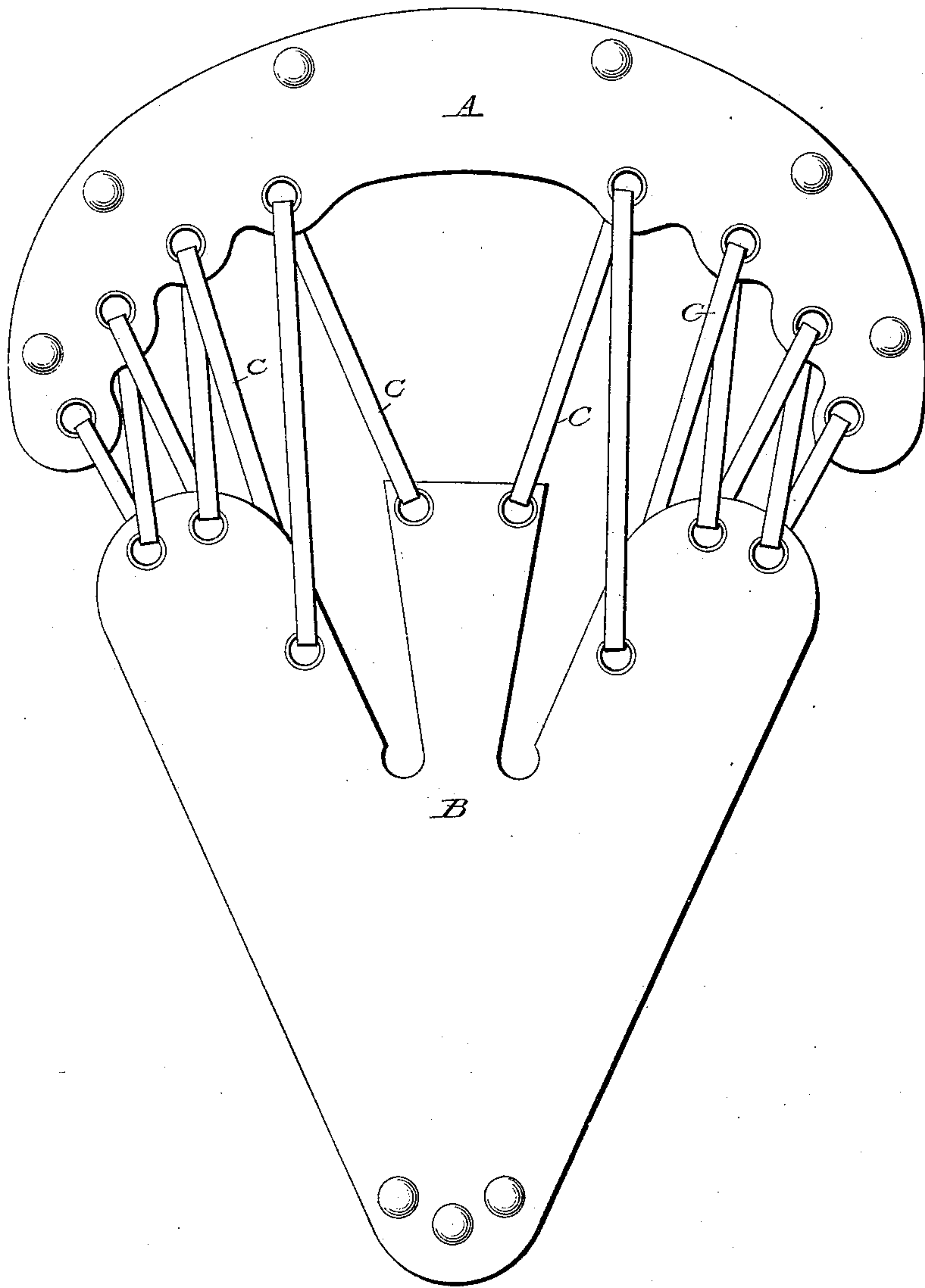
(No Model.)

G. ROTHGIESSER.

BICYCLE SADDLE.

No. 335,246.

Patented Feb. 2, 1886.



Witnesses:

Richmond-Barnstock

Lewis, Sydney Pickering

Inventor.

Georg Rothgiesser

per

A. Henderson

Attorney

UNITED STATES PATENT OFFICE.

GEORG ROTHGIESSER, OF BIELEFELD, WESTPHALIA, GERMANY.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 335,246, dated February 2, 1886.

Application filed August 4, 1885. Serial No. 173,526. (No model.) Patented in England August 7, 1883, No. 3,833, and in Germany October 6, 1883, No. 26,537.

To all whom it may concern:

Be it known that I, GEORG ROTHGIESSER, a citizen of the Kingdom of Prussia, residing at Bielefeld, Westphalia, Germany, have invented
5 a new and useful Bicycle and Tricycle Saddle, (for which I have obtained a patent in Great Britain, No. 3,833, bearing date August 7, 1883,) of which the following is a specification.

10 My invention relates to saddles of bicycles and tricycles of the suspended description; and it consists in constructing the seat of two pieces of leather instead of one solid piece, as hitherto. These two parts are connected by
15 lacing them together with a flat, round, or other-shaped leather lace or cord or catgut, preference being, however, given to a flat leather lace, which is passed through eyelet-holes on each side of the two pieces of leather. The
20 end of the lace, where the lacing commences, is passed through a hole in the saddle tree or plate, and then knotted to fix it. The other or free end is then interlaced backward and forward through the eyelets on each part of
25 the leather forming the saddle-seat, and on reaching the last hole it is passed through an opening in the saddle tree or plate, and the end is then turned round the shank of a screw, the head of which is then turned and screwed
30 down upon the lace, which is thus firmly held by the screw-head against the saddle frame, tree, or plate. By this means, should the lacing become slack from use, it can speedily be

tightened by first unscrewing the screw, then drawing the lace tight, and again fixing the
35 lace, as before, by screwing down upon it with the screw-head.

The accompanying drawing represents a plan of the improved saddle, *a* and *b* being the two pieces of stout leather forming the seat, *c* being the lace.
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The advantages of this principle of construction are, that free circulation of the air prevents perspiration and its consequent disagreeable consequences to the rider, while at the
45 same time the elastic springiness imparted to the seat renders it agreeable to the cyclist by adapting itself to the form of the rider, and prevents galling in beginners, and is particularly useful when running without using the
50 hands. It is a perfect suspension-saddle—that is, the seat is attached to the brake only at the front and back.

What I claim as my invention, and desire to secure by Letters Patent, is—
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A suspension saddle-seat composed of two distinct and separated pieces of leather, *a b*, fixed, respectively, to the fore and rear parts of the saddle-frame, and united by means of a flat leather or other-shaped lace, *c*, passed alternately through the eyelet-holes in each portion of the leather.
60

GEORG ROTHGIESSER.

Witnesses:

WALTER NAGEL,

GUSTAV VON SOHMIEDERESSE.