(No Model.)

# W. H. HALE.

## BICYCLE SADDLE.

No. 339,289. Patented Apr. 6, 1886.

Fig 1

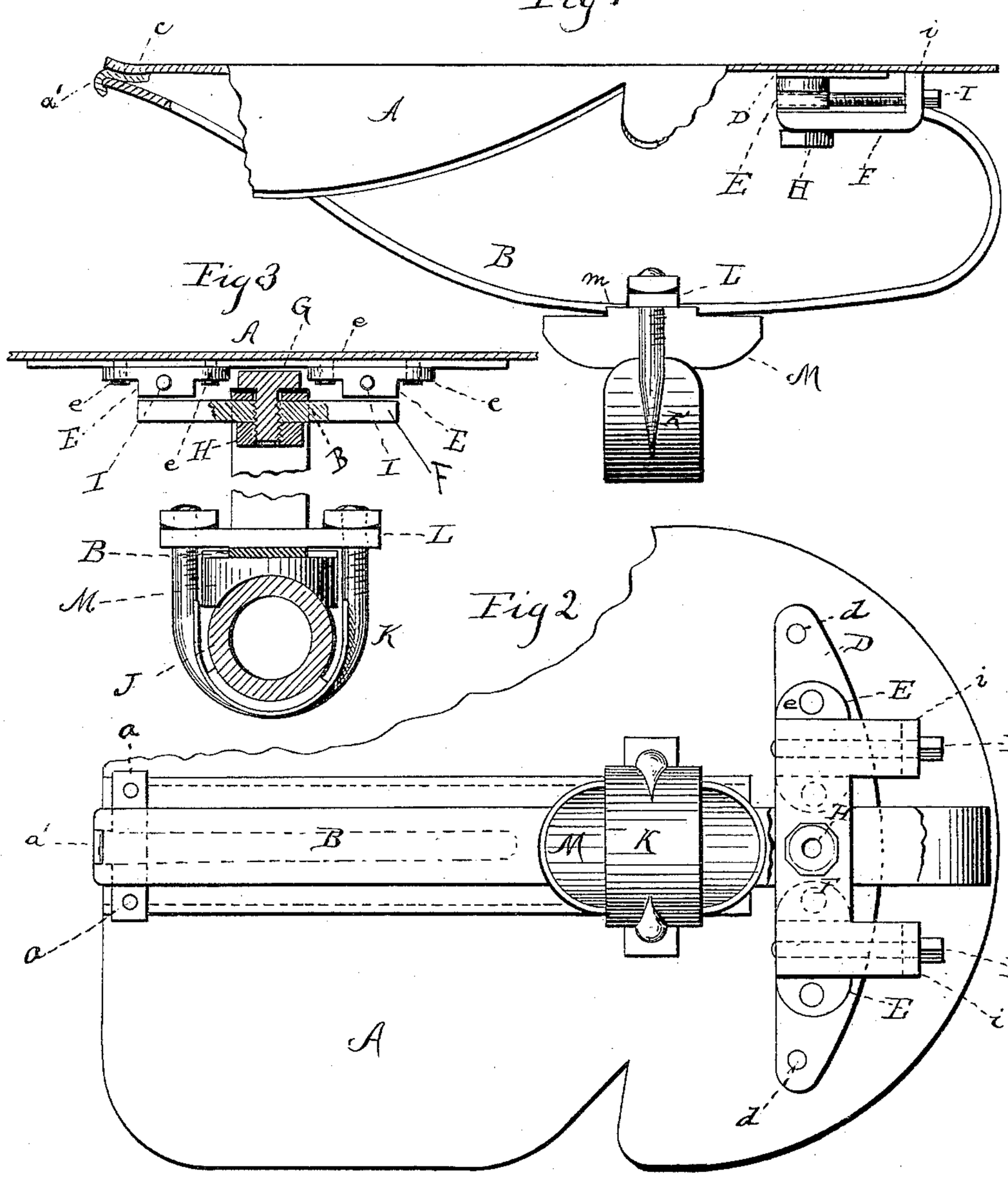


Fig 3




Fig 2




WITNESSES:

J. Edward Lexington

George P. Salisbury

INVENTOR

William H. Hale

BY George Terry

ATTORNEY

# UNITED STATES PATENT OFFICE.

WILLIAM H. HALE, OF NEW HAVEN, CONNECTICUT.

## BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 339,289, dated April 6, 1886.

Application filed December 18, 1885. Serial No. 186,040. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. HALE, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Saddles for Bicycles, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 is a side view of the saddle, portions of the seat being broken away to show the construction. Fig. 2 is a view of its under side, and in Fig. 3 a cross-section looking toward the rear end of the saddle is shown.

This invention relates to an improvement in saddles for bicyles, the object being a saddle which will more readily adjust itself to variations of pressure than saddles heretofore constructed.

To this end the invention consists in the novel construction and combination of its parts, as hereinafter more fully described and explained.

The seat A is made of leather, and has a slot extending longitudinally through the middle for one-half its length or more, its front ends being fastened to the cross-piece C by the rivets *a*. The rear end of the seat is fastened to the plate D by rivets *d*, Fig. 2. The two pieces E are riveted to the plate D when the plate is made of sheet metal, but when it is cast the plate and the pieces are in a single piece. The plate F has its rear end turned up at right angles to the plate, and through the turned-up end the bolts I pass and connect it to the plate D. These bolts enter threaded holes in the pieces E, and by turning the bolts the tension of the seat is adjusted. The plate F is fastened to the rear end of the flat spring B by the bolt G, the plate being free to turn on the bolt. The spring B is a flat bar bent in the form shown, and over or around its front end the cross-piece is bent, as shown in Fig. 1. The block M has two elevations, *m*, on its upper side, between which the spring rests, and by which it is prevented from turning. In the under side of the block a curved groove is made to fit the backbone J, which is shown in section in Fig. 3 as a tube.

By means of the block M and clip H, made in the usual form, the saddle is fastened to the backbone in the manner shown, and both ends of the spring are free to move downward.

Constructed as above described and as shown, the tension of the seat may be adjusted in the way described, and the freedom of the plate F to turn allows the sides of the seat to yield with variations of pressure.

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

1. The seat A, provided with the fixed plate D, having the pieces or lugs E, the curved spring B, having one end secured at the forward end of the seat, the plate F, bolted to the spring at its other end, so as to turn freely thereon, combined with screw-bolts I, passing through said plate F on each side of the bolt, upon which the plate turns, and threading into the lugs or pieces E, substantially as described.

2. The plate D, having lugs or pieces E, combined with the curved spring B, the plate F, having the turned-up portions *i*, and bolted to said spring, so as to turn freely thereon, and the screw-bolts I, passing through said plate F and threading into the lugs or pieces E, substantially as described.

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

WILLIAM H. HALE.

Witnesses:

GEORGE TERRY,

J. EDWARD LUDINGTON.