

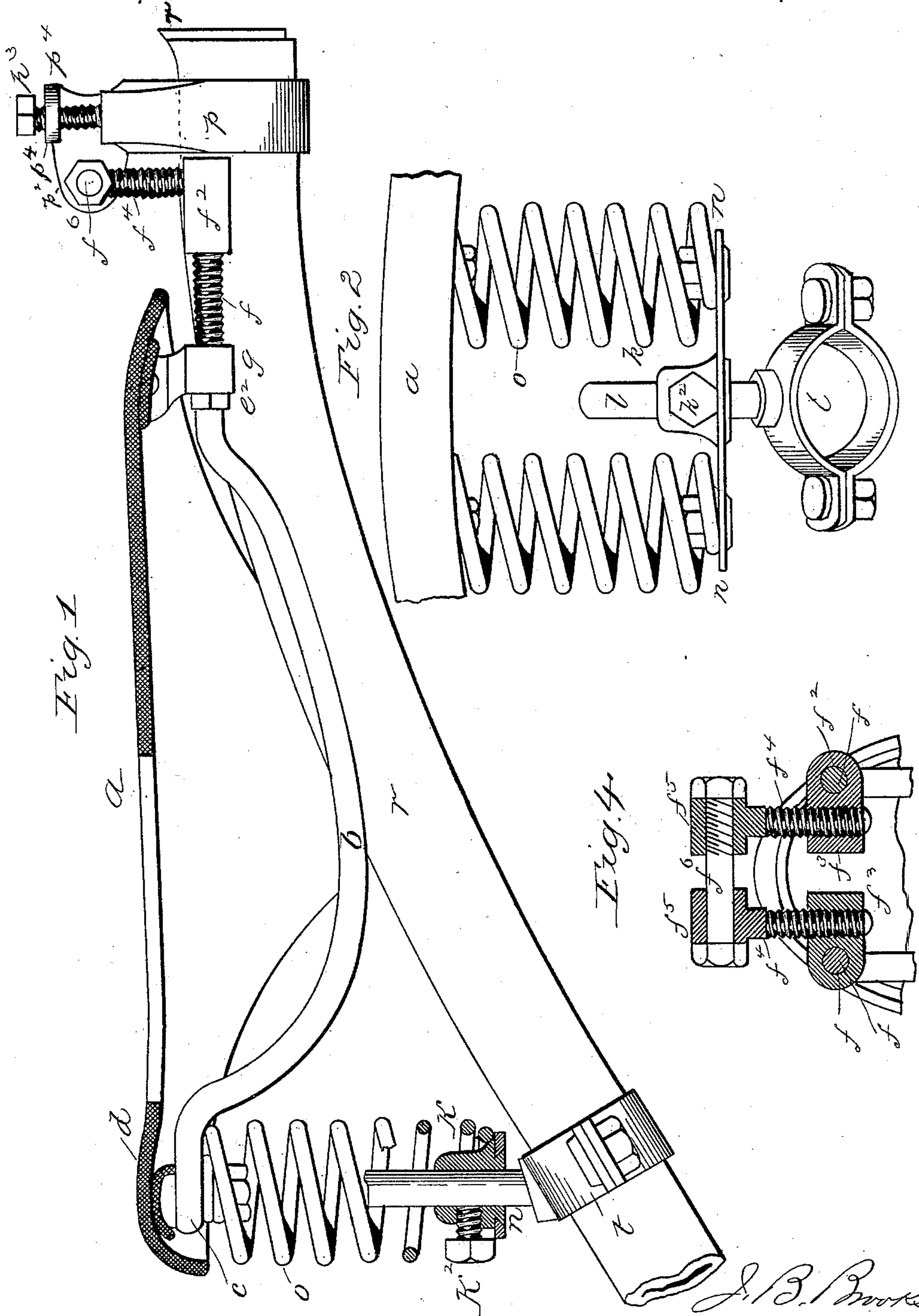
(No Model.)

2 Sheets—Sheet 1.

J. B. BROOKS.
VELOCIPED SADDLE.

No. 421,233.

Patented Feb. 11, 1890.



WITNESSES -

Albert. B. Blackwood
L. Paul.

J. B. Brooks
INVENTOR

by Conroy Bros
Att.

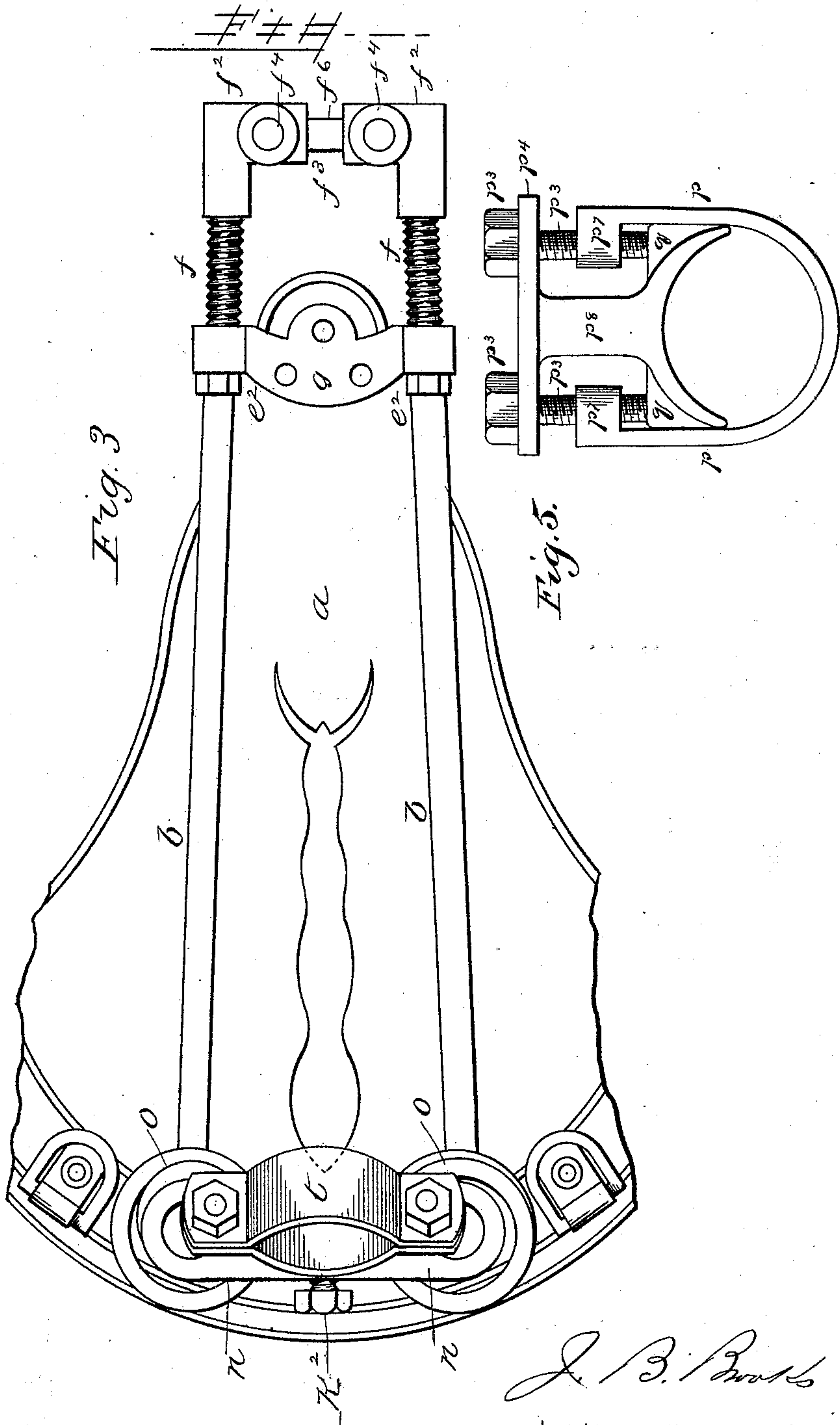
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INVENTOR.
By Comstock Bros
Attys.

UNITED STATES PATENT OFFICE.

JOHN BOULTBEE BROOKS, OF BIRMINGHAM, COUNTY OF WARWICK,
ENGLAND.

VELOCIPED-SADDLE.

SPECIFICATION forming part of Letters Patent No. 421,233, dated February 11, 1890.

Application filed October 1, 1888. Serial No. 286,855. (No model.) Patented in England November 19, 1886, No. 15,048.

To all whom it may concern:

Be it known that I, JOHN BOULTBEE BROOKS, manufacturer, a subject of the Queen of Great Britain, residing at Great Charles Street, Birmingham, in the county of Warwick, England, have invented certain new and useful Improvements in Velocipede-Saddles, (for which I have received Letters Patent in Great Britain, numbered 15,048, dated November 19, 1886;) and I do hereby declare the following to be a full, clear, and exact description of the invention, reference being had to the accompanying drawings, which form part of this specification.

This invention has relation to velocipede-saddles; and it consists in the novel construction and combination of parts, as hereinafter described and claimed, whereby the seats of the saddles are rendered highly elastic and the saddles themselves much improved.

Figure 1 represents, partly in longitudinal section and partly in elevation, a bicycle-saddle constructed according to my invention, and which said saddle is provided with both front and back adjusting mechanism and is represented in connection with the backbone and neck of a bicycle. Fig. 2 represents an end elevation of the same, but without backbone, as aforesaid. Fig. 3 represents an inverted plan or an under side view of said Fig. 1, and shows the nearly-parallel position of the curved framing-bar and the duplex adjustment means at the front end. Fig. 4 represents a transverse vertical section of the said duplex adjustment means. Fig. 5 is a front elevation of the saddle-front-supporting clip.

A is the seat of the saddle, and *b b* are two nearly-parallel downwardly-curved bars extending from the rear to the front of the saddle, and with the front ends thereof extending beyond the front of the seat of the said saddle. These ends are screwed and marked *f*, and take into screw-boxes *f*², having return ends *f*³, through which upright screws *f*⁴ take within like screwed holes made in the said return ends *f*². These screws *f*⁴ have bossed knuckles or bushed bearings *f*⁵ at their tops or upper ends, as best seen in Fig. 4, and

form bearings for taking the cross pin or bolt *f*⁶, which passes through the bracket-lugs *p*² of a clip *p*, or through the neck *r*² of the backbone *r* for securing the front of a saddle to a machine. The said forward screwed ends *f* pass through plain eyes or holes made through the bracket *g*, and are adjusted by nuts *e*². The back ends of the framing-bars *b* take upon depending pegs *c*, secured to the under side of the metallic skirting-plate *a*, while the springs *o* are carried from the uppersides of the ends of a cross-bar or bracket-plate *n*, which is adjustable upon an upright peg or pillar *l*, carried by and at the top of a clip *t*, which embraces the backbone *r* of a machine.

The spring bracket carrying plate is secured in its adjusted position by a screw-peg *k*², passing through the eye or boss *K*, as before.

By the device on the front of the saddle the said front can be adjusted both vertically and horizontally. In the former case the adjustment is effected by removing the cross-pin *f*⁶ and rotating the screws *f*⁴ *f*⁴, while in the latter case the horizontal adjustment is effected by rotating the screw-boxes *f*² *f*² upon the screwed ends *f*.

By arranging and shaping the curved framing-bars *b* and bracket *i* as described the backbone admits of being brought close under the seat of a saddle.

The saddle-front-supporting clip *p*, with its adjacent lugs *p*² and adjusting-pins *p*³, which pass through holes in flanges *p*⁴, admit of the saddle-seat being adjusted longitudinally upon the backbone to any position independent of the neck *r*².

The clip comprises the clip proper *p*, having the introverted flanges or screw-bearings *p*⁷ and the yoke *p*⁸, which spans the backbone or neck *r*² and is formed with the flange *p*⁴, through which the screws *p*³ pass, and the bracket lug or lugs *p*². Triangular blocks *q* are fitted between the yoke *p*⁸ and the ends of the screws *p*³ to receive the end thrust or pressure of the said screws.

Having described my invention, I claim—

1. The combination, with the front of a bicycle-saddle, of horizontal and vertical ad-

justing-screws, screw-boxes, and connections f , f^2 , f^3 , f^4 , f^5 , and f^6 , substantially as described and set forth.

2. The combination, with the front or the
5 front connection of a bicycle-saddle, of horizontal adjusting-screws and screw-boxes $f f^2$ f^3 , as set forth.

3. The combination, with the front or the
front connection of a bicycle-saddle, of a ver-
10 tical adjusting-screw and connection f^4 , f^5 ,
and f^6 , as set forth.

4. The combination, with the front connection of a bicycle-saddle, of an adjustable upright supporting-bracket $p p^2$, as set forth.

In testimony that I claim the foregoing I 15
have hereunto set my hand this 16th day of
June, 1888.

JOHN BOULTBEE BROOKS.

Witnesses:

HENRY SKERRETT,

MILES E. HUGHES,

Both of Birmingham.