

(No Model.)

3 Sheets—Sheet 1.

S. W. BABBITT.

BICYCLE SADDLE.

No. 435,385.

Patented Sept. 2, 1890.

Fig. 1.

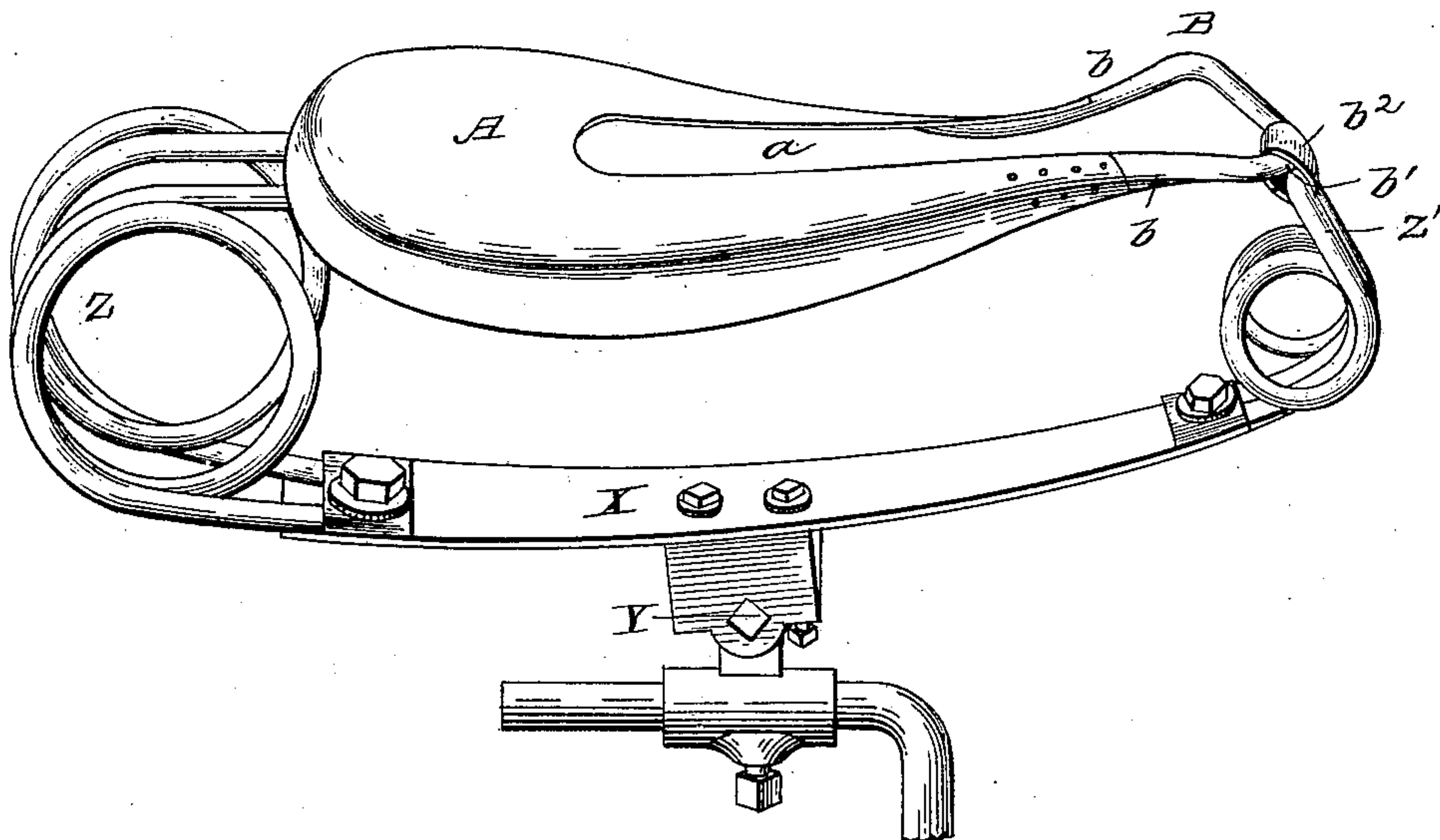


Fig. 2.

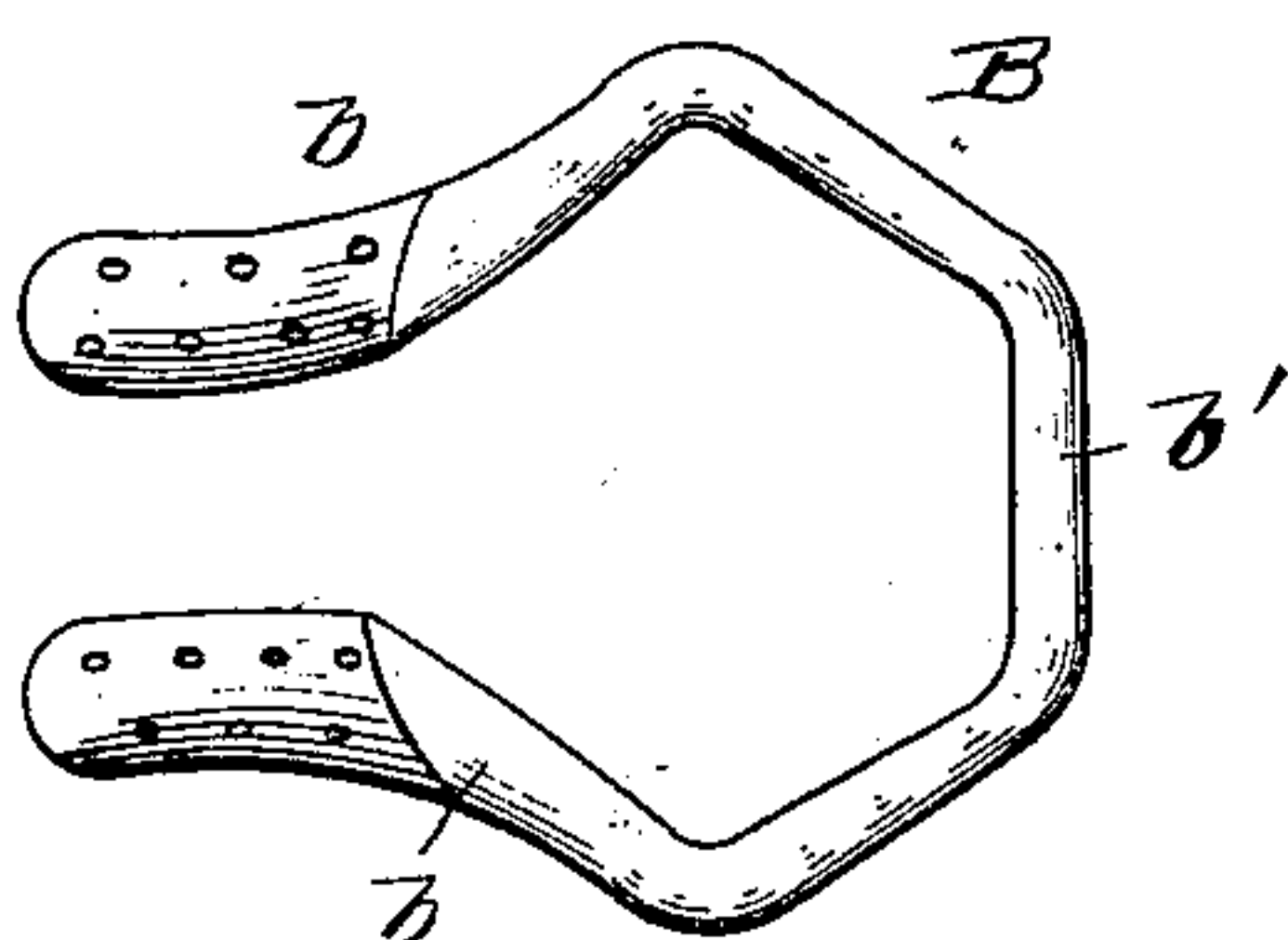
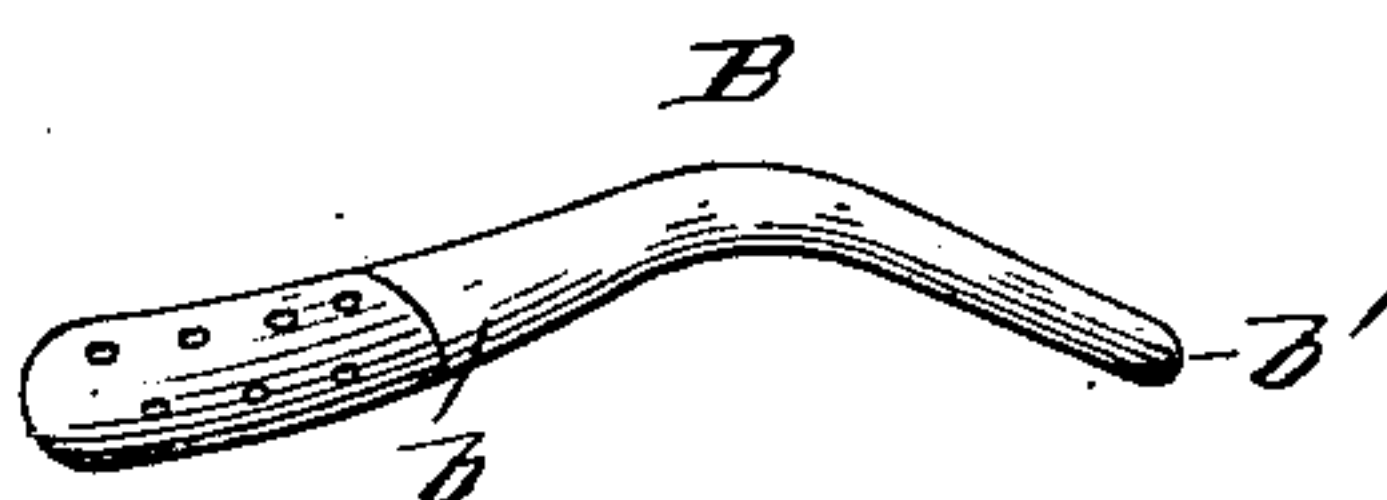


Fig. 3.



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Fig. 4.

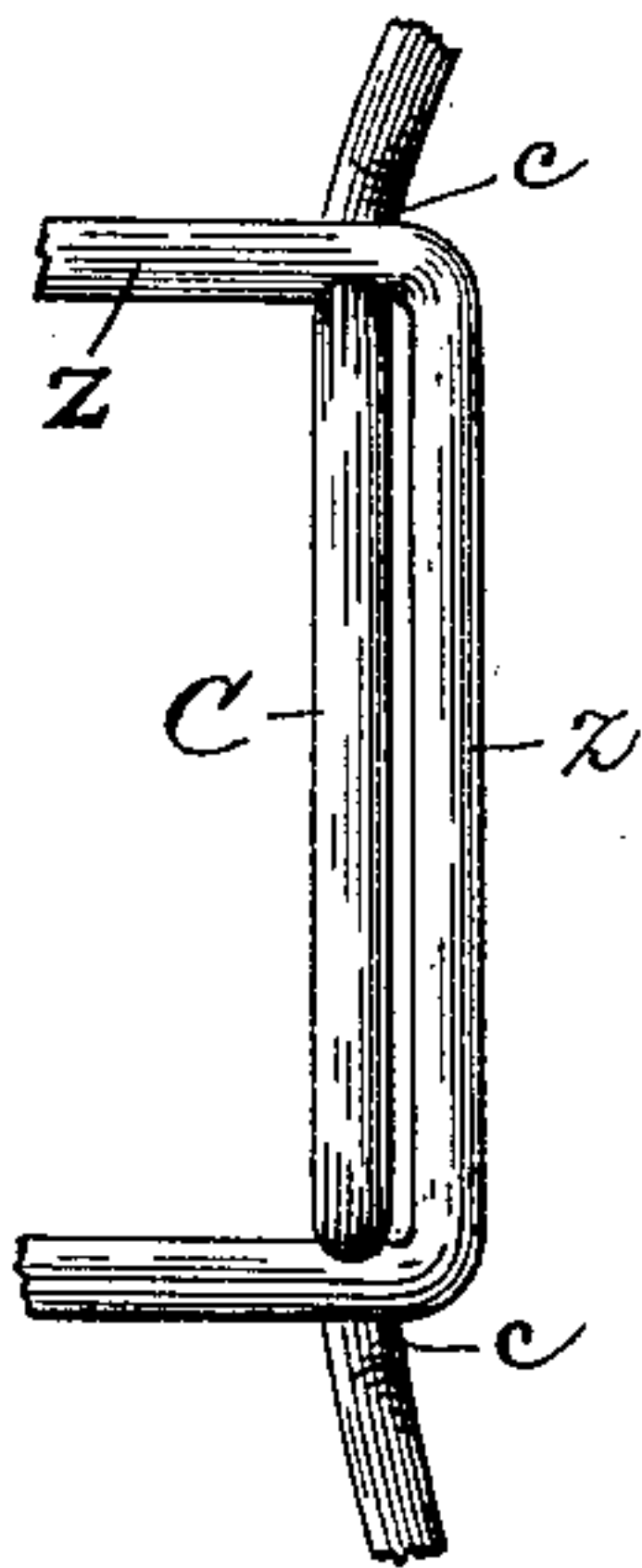


Fig. 5.

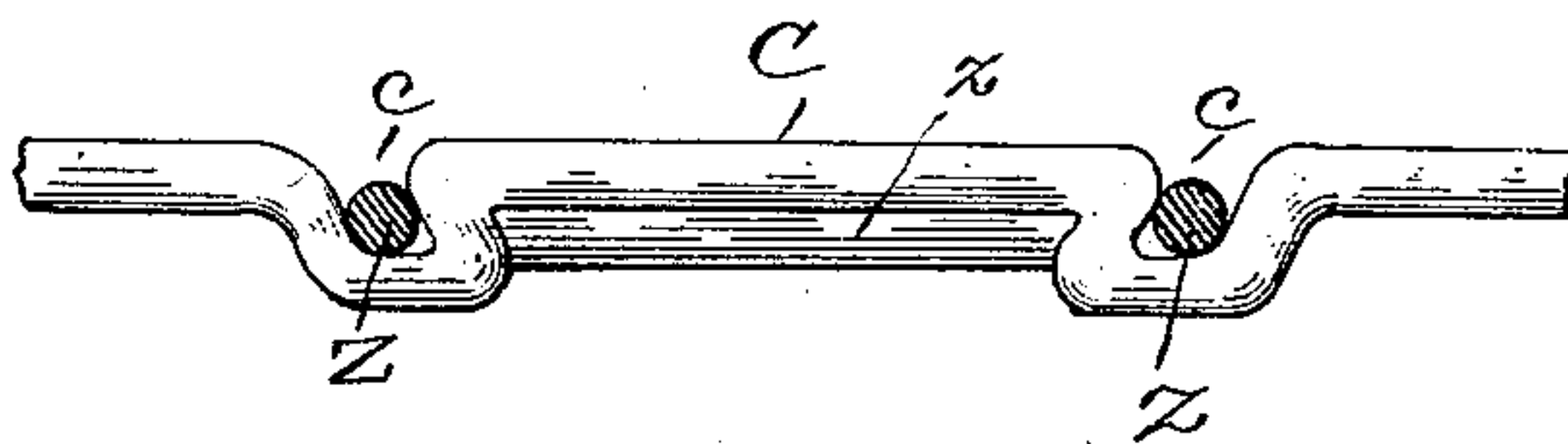


Fig. 6.

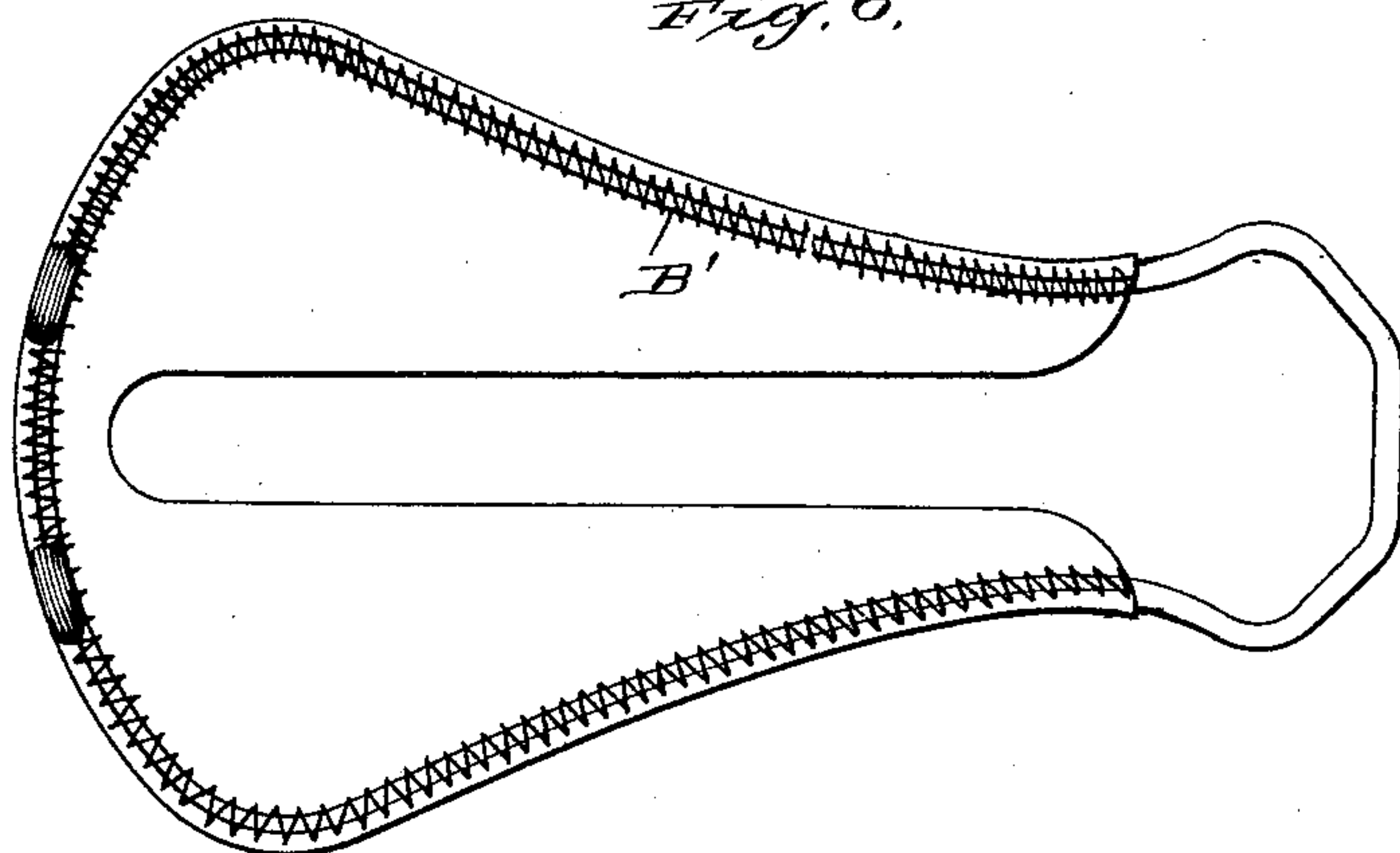
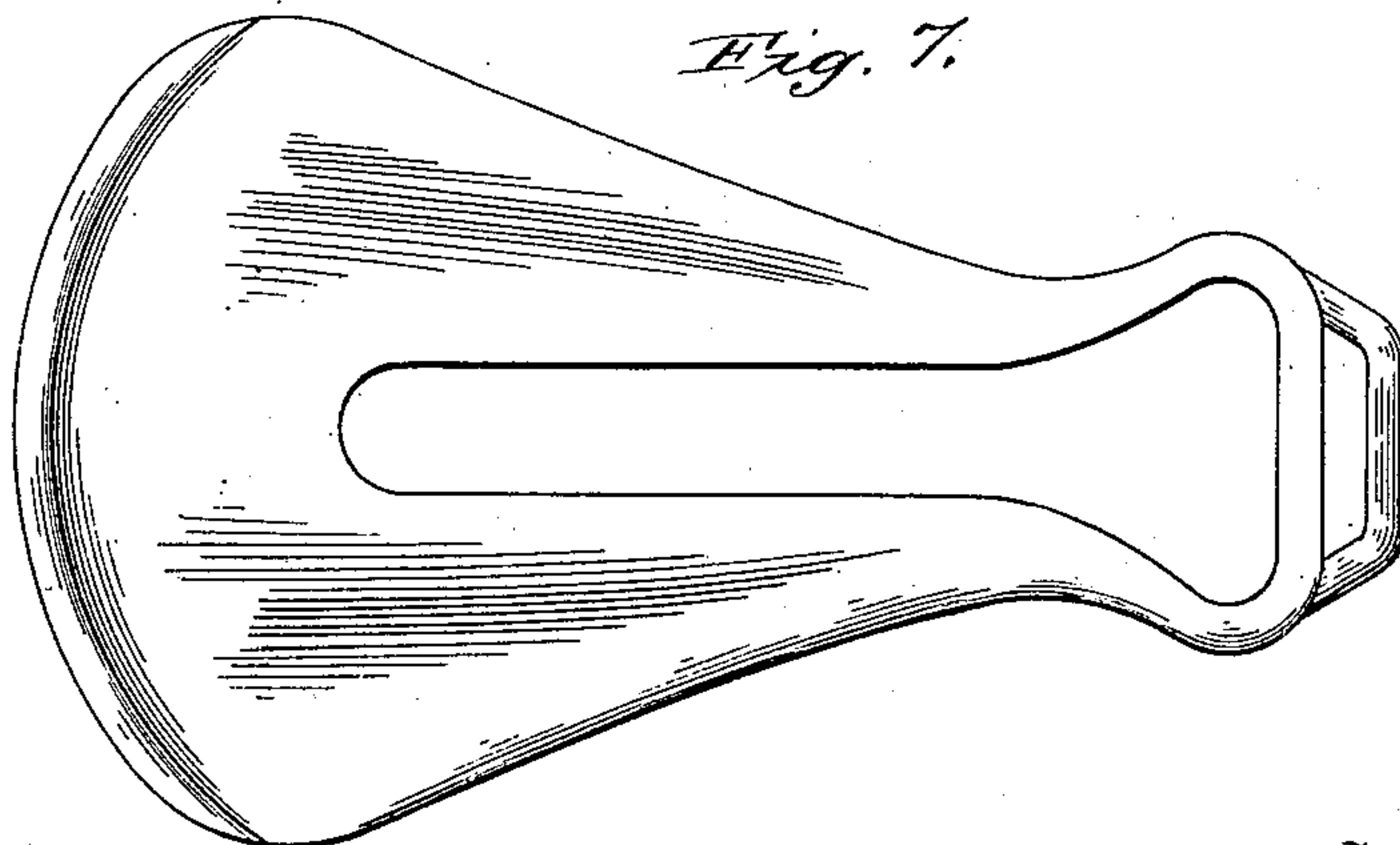


Fig. 7.



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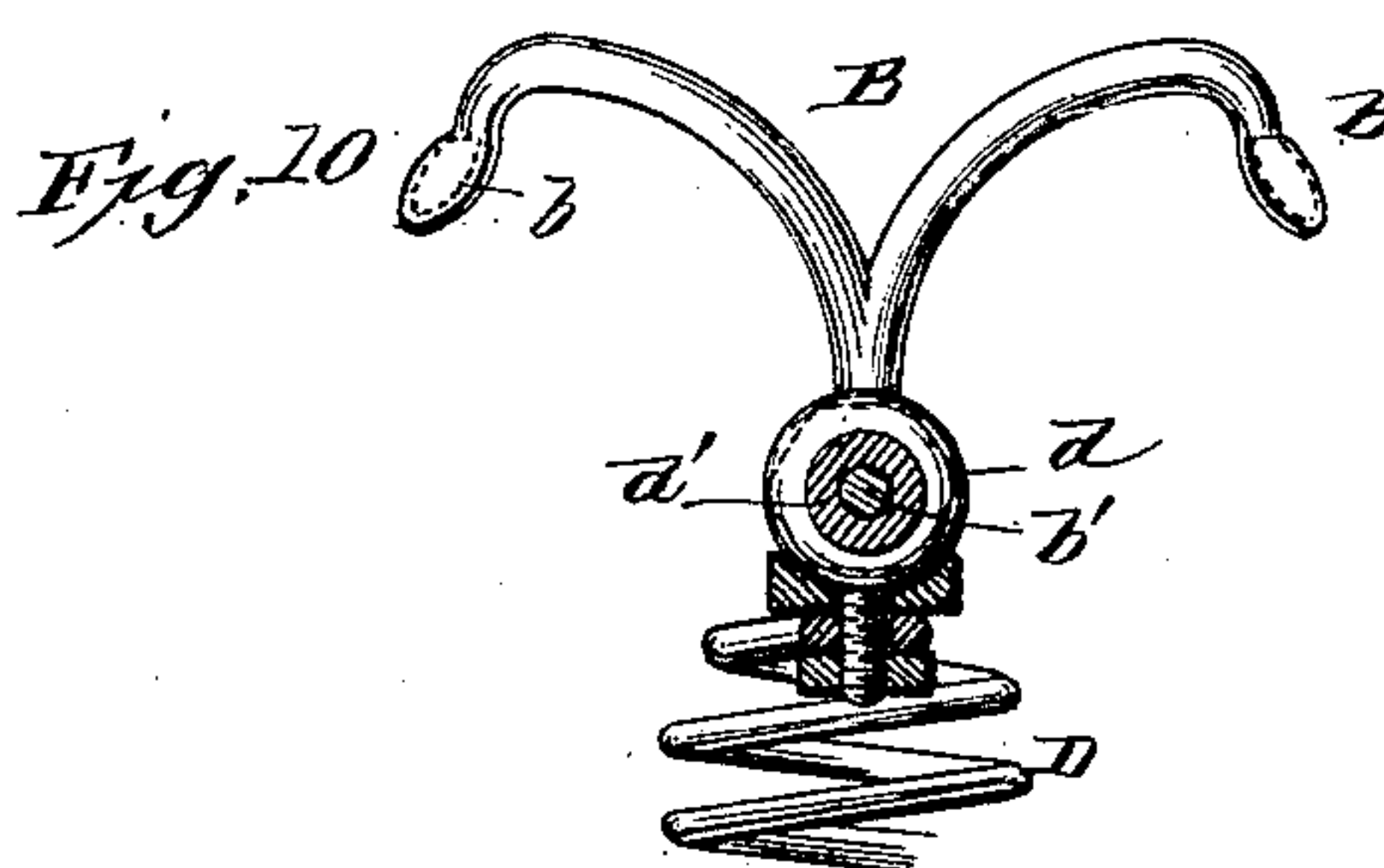
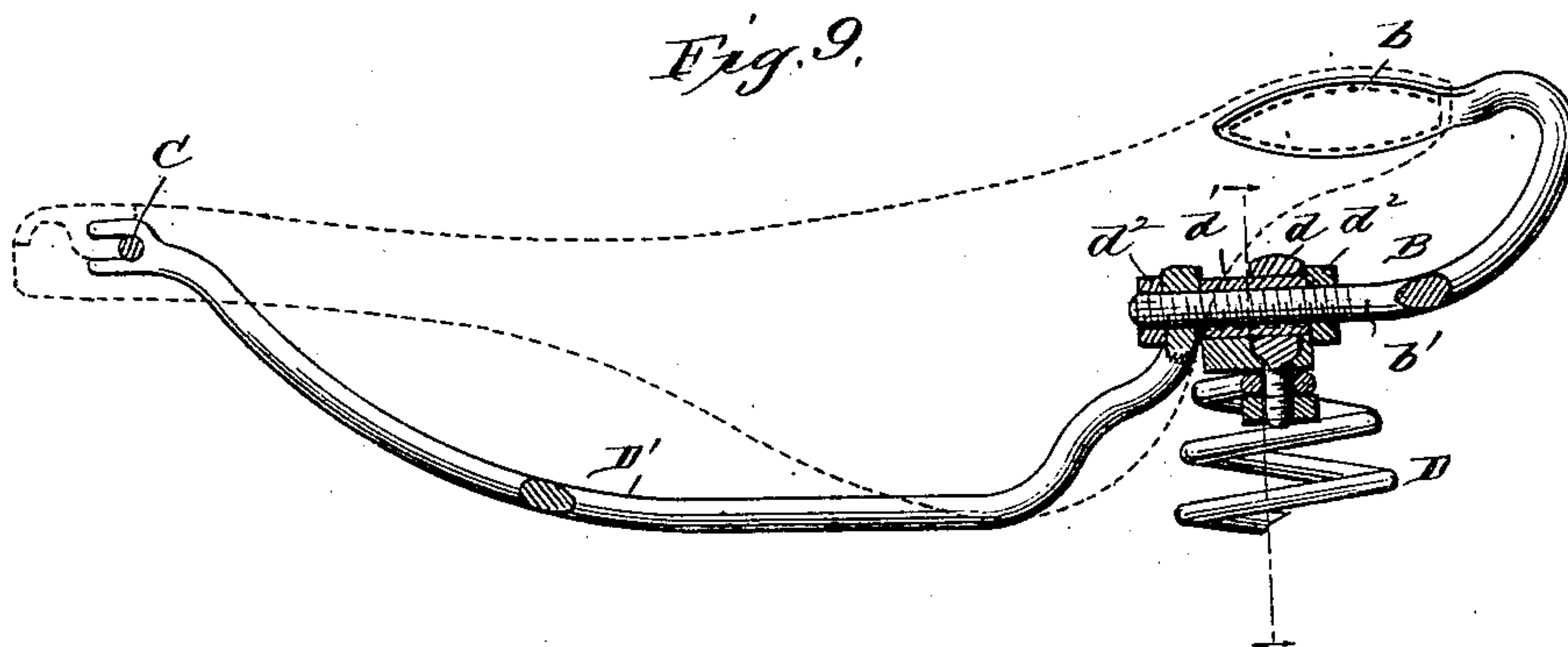
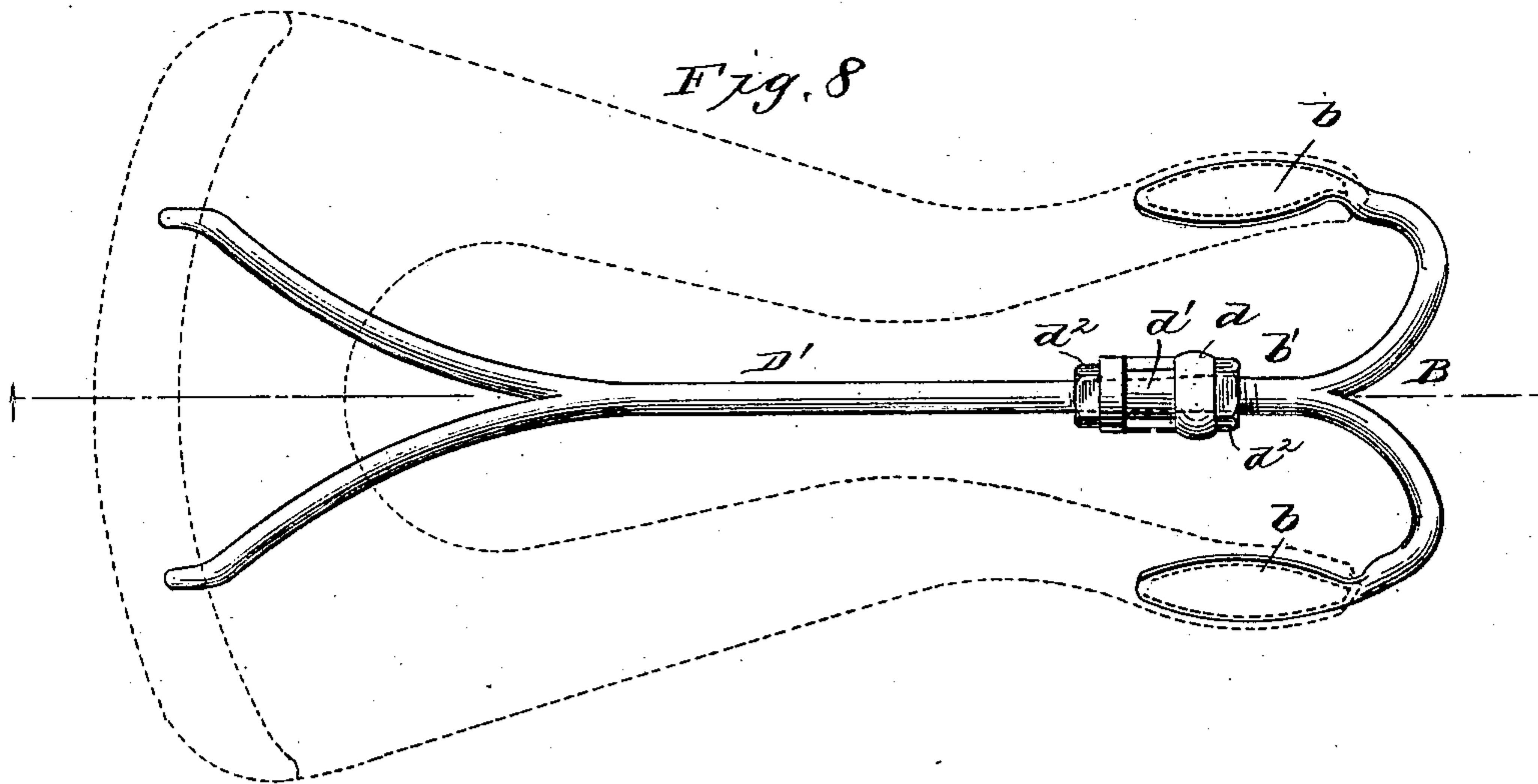
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UNITED STATES PATENT OFFICE.

SETH WILLIAM BABBITT, OF MERIDEN, CONNECTICUT.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 435,385, dated September 2, 1890.

Application filed December 26, 1889. Serial No. 335,013. (No model.)

To all whom it may concern:

Be it known that I, SETH WILLIAM BABBITT, of Meriden, in the county of New Haven and State of Connecticut, have invented new and useful Improvements in Bicycle-Saddles; and I do hereby declare the following to be a full, clear, and exact description of said invention, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in saddles designed especially for saddles for bicycles; but my invention may be usefully applied to other forms of saddles.

In long-distance riding perceptible injury to the parts contained in the perinæum and scrotum often occurs; and the object of my invention is to produce a saddle by the use of which such objection may be overcome.

To this end my invention consists in a bifurcated saddle-seat having the front ends thereof connected to and re-enforced by a bifurcated spring-support, whereby the seat, while being sufficiently elastic, will still preserve a continuous opening along its center and front; and my invention further consists in the construction and combination of parts, as hereinafter described, and pointed out in the claims.

In the drawings which accompany and form a part of this specification, Figure 1 is a perspective view of one form of saddle embodying my invention. Figs. 2 and 3 are respectively plan and side views of the front bifurcated support shown in Fig. 1. Figs. 4 and 5 show in plan and rear views, respectively, the means for uniting the rear spring to the bar under the rear of the saddle. Figs. 6, 7, 8, 9, and 10 are views of modifications hereinafter referred to.

Similar letters of reference indicate corresponding parts throughout the several views.

The saddle-seat A is bifurcated or cut away, as shown in Fig. 1, from a point somewhat in the rear of the center and the resulting opening *a* is continuous to the front or point of the seat; but it is obvious that, if desired, the opening might extend farther back or to the extreme rear. The forward portions of the seat are connected to the arms *b* of the bifurcated spring-support B, the cross-bar *b'* of

which is supported in any suitable manner, according to the particular kind of bicycle or saddle springs preferred.

In Fig. 1 the supporting-plate X, the clamp Y, and the coiled springs Z and Z' are of a form well known in "Safety" bicycles; but my improved seat and front support can be applied to other forms of saddles. The bifurcated front support B, while preferably made of metal having a sufficient amount of elasticity to render the seat comfortable and also sufficiently strong or rigid to prevent the two arms *b* from being unduly contracted toward each other by the weight of the rider, may be made of other material, if possessing the two desired characteristics. The essential feature is that the seat shall be re-enforced sufficiently along the sides of the opening to prevent said opening from being materially contracted by the weight of the rider, and also that said opening shall be continuous, so that there shall be nothing to cause injury to the perinæum, the raphe, or the scrotum. By having the connecting or cross bar *b'* considerably below the level of the front portion of the seat, as shown, there will be no risk of injury to the rider should he be sitting on or be thrown forward to the extreme front of the saddle.

The plate or bar C, which supports the rear of the seat, is provided with two recesses *c c*, which converge toward each other. Into these recesses the spring Z is fitted by forcing the two portions of the spring into the recesses some distance from the joined ends of the said portions, and then sliding them along until the connecting portion *z* of the spring rests closely inside of the bar or plate C, as shown in Fig. 4.

The front bifurcated support B may be connected or integral with the rear support, thus forming a continuous re-enforce B' around the opening, as shown in Fig. 6. In this form the seat is preferably stitched at intervals to the re-enforcing wire.

In Fig. 7 the material of the seat is shown as continuous, this being sometimes a desirable construction.

The cross-bar *b'* of the front support B is connected by any suitable means to the portion of the saddle or the frame of the machine which it is desired shall hold it. As shown

in Fig. 1, a double-hooked clip b^2 connects the said cross-bar b' with the spring Z' .

As shown in Figs. 8, 9, and 10, the cross-bar b' is connected in a horizontally yielding or rocking manner to the supporting parts of the saddle.

The spring D , of a form well known in bicycles, carries at its upper end an eye d , through which extends the sleeve d' , and through the sleeve passes the cross-bar b' , having nuts d^2 to secure it against longitudinal movement. Between the rear nut d^2 and the end of the sleeve is clamped one end of a brace D' , which extends back to engage the rear plate or bar C .

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

1. A bifurcated saddle-seat having the front ends thereof connected to a bifurcated spring-support, said support having its arms extending rearwardly to re-enforce the sides of the seat-opening, substantially as described.

2. In a saddle, the combination of the seat having continuous opening a , with the bifur-

cated support B , having its ends b extending rearwardly and connected to the front ends of the seat and having its cross-bar b' below the level of the seat, and means for supporting the rear of the seat and the said support B , substantially as described.

3. In a saddle, the combination, with the rear seat-support C , having recesses $c c$, of the spring Z , fitted to said recesses, substantially as described.

4. In a bicycle-saddle, a bifurcated support for the front end thereof having a rocking connection with the frame, substantially as described.

5. In a bicycle-saddle, the combination, with the sleeve d' , suitably supported, of the bifurcated support B , having its arm b' passing through said sleeve, nuts d^2 , and brace D' , substantially as described.

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

S. WILLIAM BABBITT.

Witnesses:

JOHN M. REYNOLDS,
C. F. SORG.