(No Model.)

J. P. JOHNSTON.

SADDLE FOR CYCLES.

No. 542,613. Patented July 9, 1895.

Fig. 1.

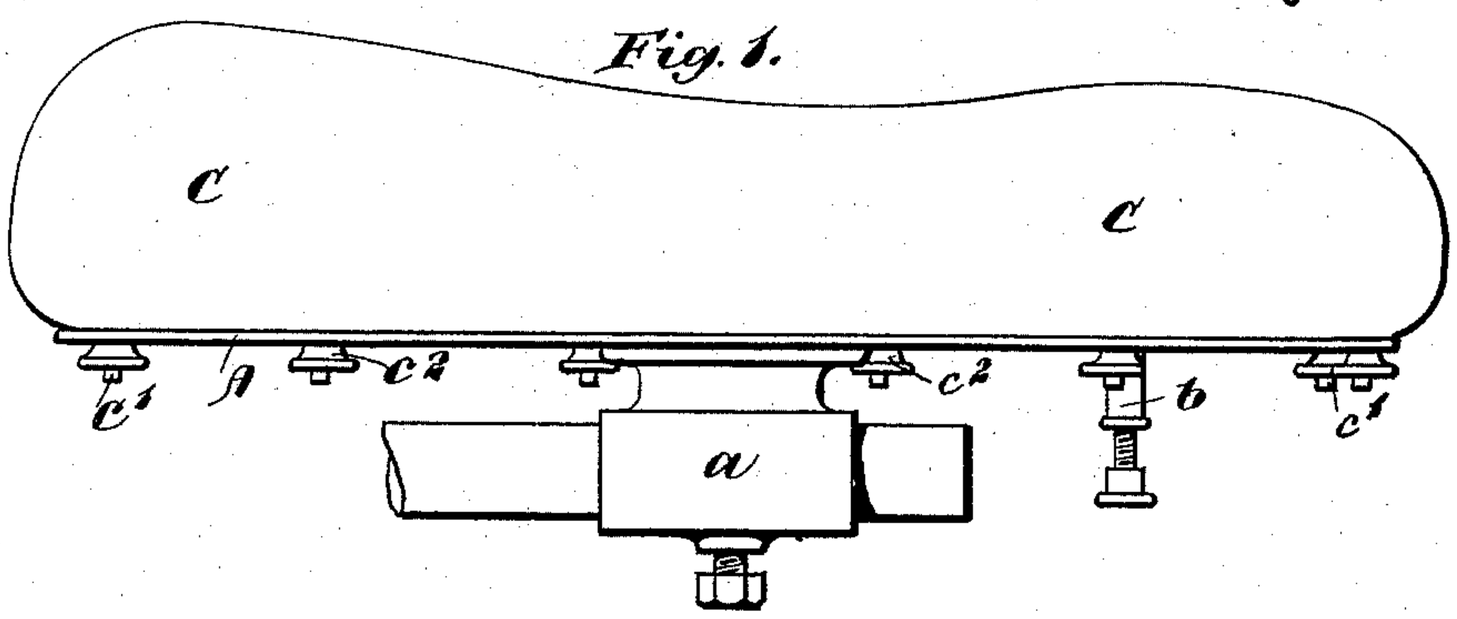


Fig. 2.

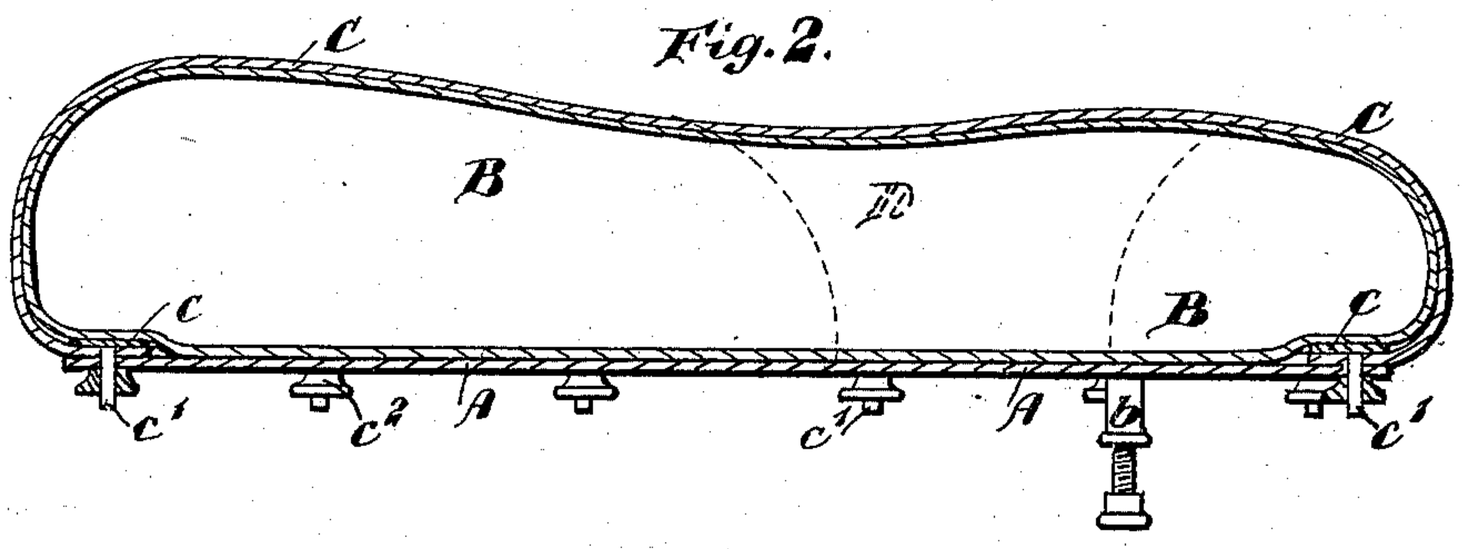


Fig. 3.

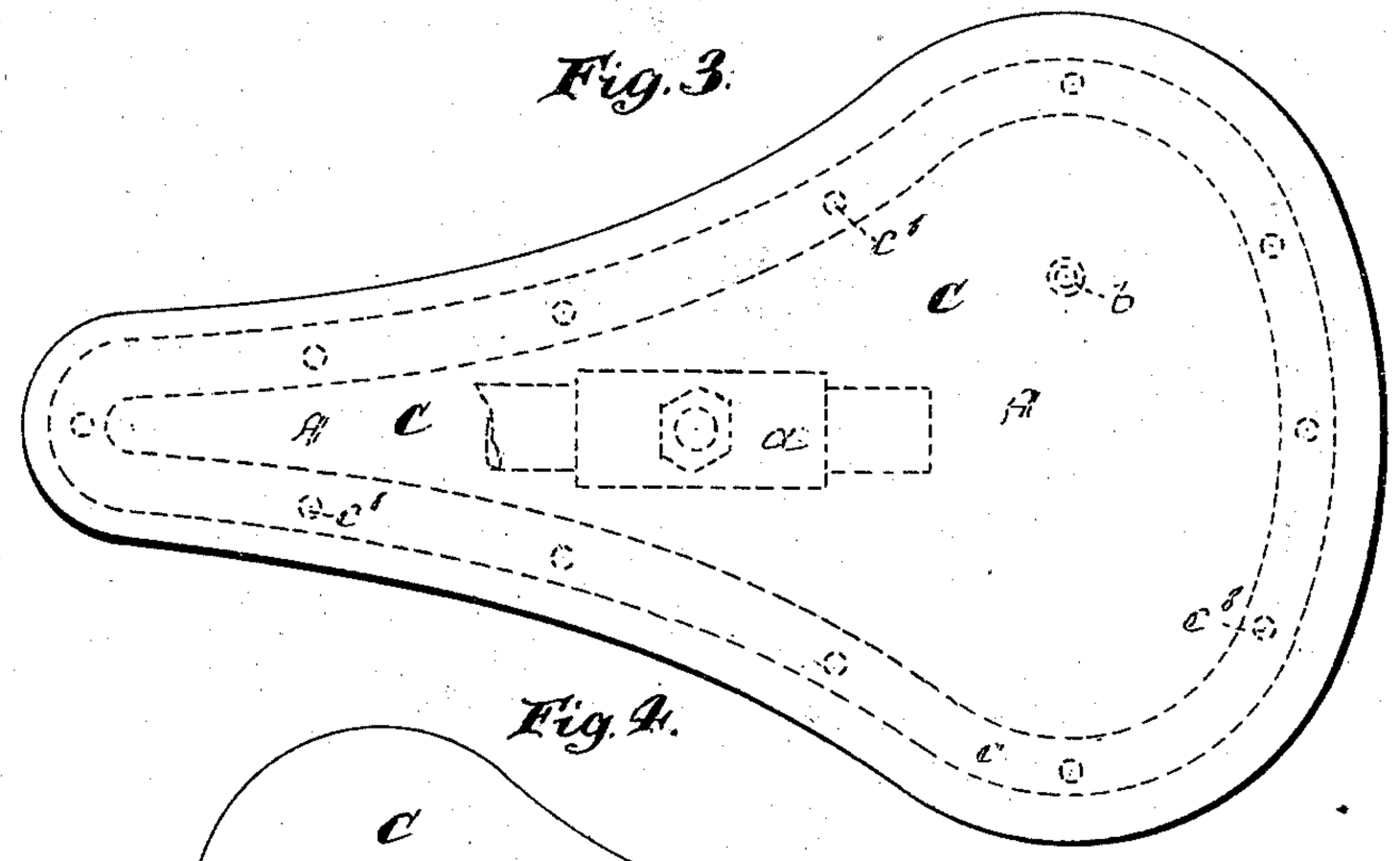
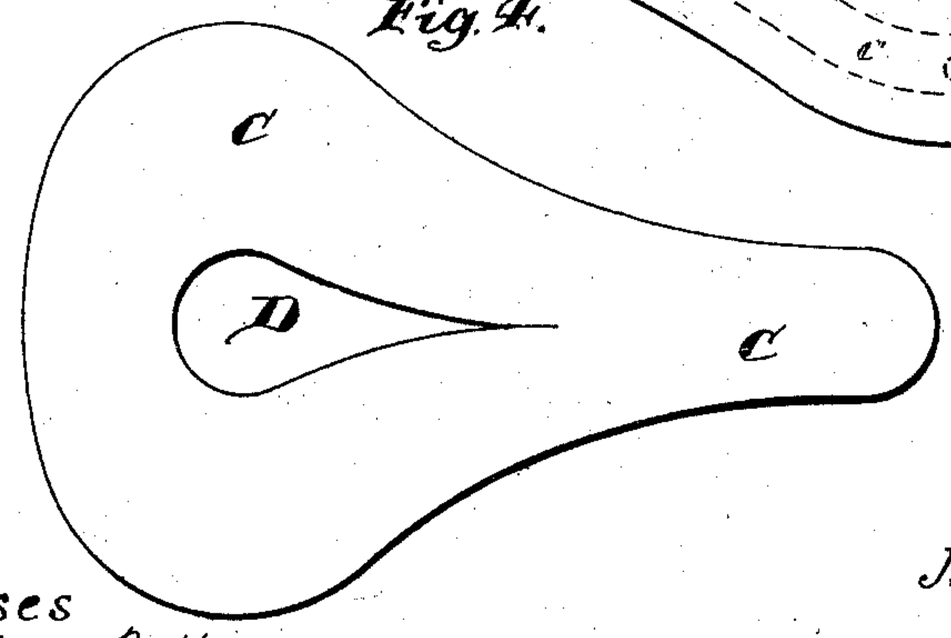


Fig. 4.



Witnesses
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James Miller.

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UNITED STATES PATENT OFFICE.

JOHN PARR JOHNSTON, OF DUBLIN, IRELAND.

SADDLE FOR CYCLES.

SPECIFICATION forming part of Letters Patent No. 542,613, dated July 9, 1895.

Application filed November 2, 1893. Renewed May 31, 1895. Serial No. 551,184. (No model.) Patented in England July 14, 1893, No. 13,715.

To all whom it may concern:

Be it known that I, JOHN PARR JOHNSTON, a subject of the Queen of Great Britain and Ireland, residing at Dublin, Ireland, have invented Improvements in Saddles for Cycles, (for which I have obtained a patent in Great Britain, No. 13,715, bearing date July 14, 1893,) of which the following is a specification.

This invention relates to an improved saddle for cycles in which a pneumatic cushion is employed to render the seat more comfortable and the riding easier. A rubber or like bag is employed, of suitable form, provided with a valve of any well-known construction to allow it to be inflated to the required degree. This bag is inclosed in a cover, preferably of leather, molded to the required shape and having a light framing, which is firmly fixed to a base-plate furnished with the usual clamp for attachment to the seat-pillar of the cycle. The valve projects through this base-plate in a position in which it can be easily reached for purposes of inflation and in which there will be no danger of its coming into contact with any other object.

In order that the invention may be more clearly understood, reference is had to the accompanying drawings, in which—

Figure 1 is a side elevation, Fig. 2 a longitudinal section, and Figs. 3 and 4 plans, of a seat constructed according to my invention.

A is the base-plate, which may consist of simply a flat plate with the usual clamp *a* at its under side, the plate forming a support for the air-cushion B, which rests on it.

To the base-plate is fixed the cover C, of leather or like material, shaped or molded in the required form and furnished with a light metal frame *c* around its edges of the same shape as the base A, the cover being riveted or otherwise firmly fixed to the said frame. A number of pins *c'* are provided on the frame *c*, which project through holes in the base A, a number of nuts c^2 being furnished, which cause the frame and the attached cover to be firmly fixed to the base without any danger of the pneumatic seat being shifted to one side in riding. This method of fixing allows the air-bag and cover to be removed in a very short time should it be required for any purpose. The bag is inserted in the case formed by the cover before inflation, the frame *c* holding it in place securely when inflated, even before the cover is fixed to the base-plate. The valve *b* is connected to the air-bag and passes through a hole in the base, preferably a little to one side, as shown.

Fig. 3 shows a plain seat of the usual form, and Fig. 4 a seat in which a hole D is formed toward the back, as in ordinary saddles, the base-plate being also perforated. The hole is also shown in dotted lines in Fig. 2.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a pneumatic saddle for cycles the combination with an air bag having suitable valve, a cover molded to the required shape, a base plate with clamp for fitting to the machine, and a light metal frame, inside the edge of the cover, of two sets of fastenings, one riveting the cover permanently to the frame and the other bolting the frame with cover removably to the base plate, substantially as and for the purposes specified.

In witness whereof I have set my hand, in the presence of two witnesses, at London, this 6th day of September, 1893.

JOHN PARR JOHNSTON.

In presence of—
G. T. POWER,
WILLIAM ROURKE.