(No Model.) 2 Sheets—Sheet 1.

E. C. BARTLETT.

BICYCLE SADDLE.

No. 560,963. Patented May 26, 1896.

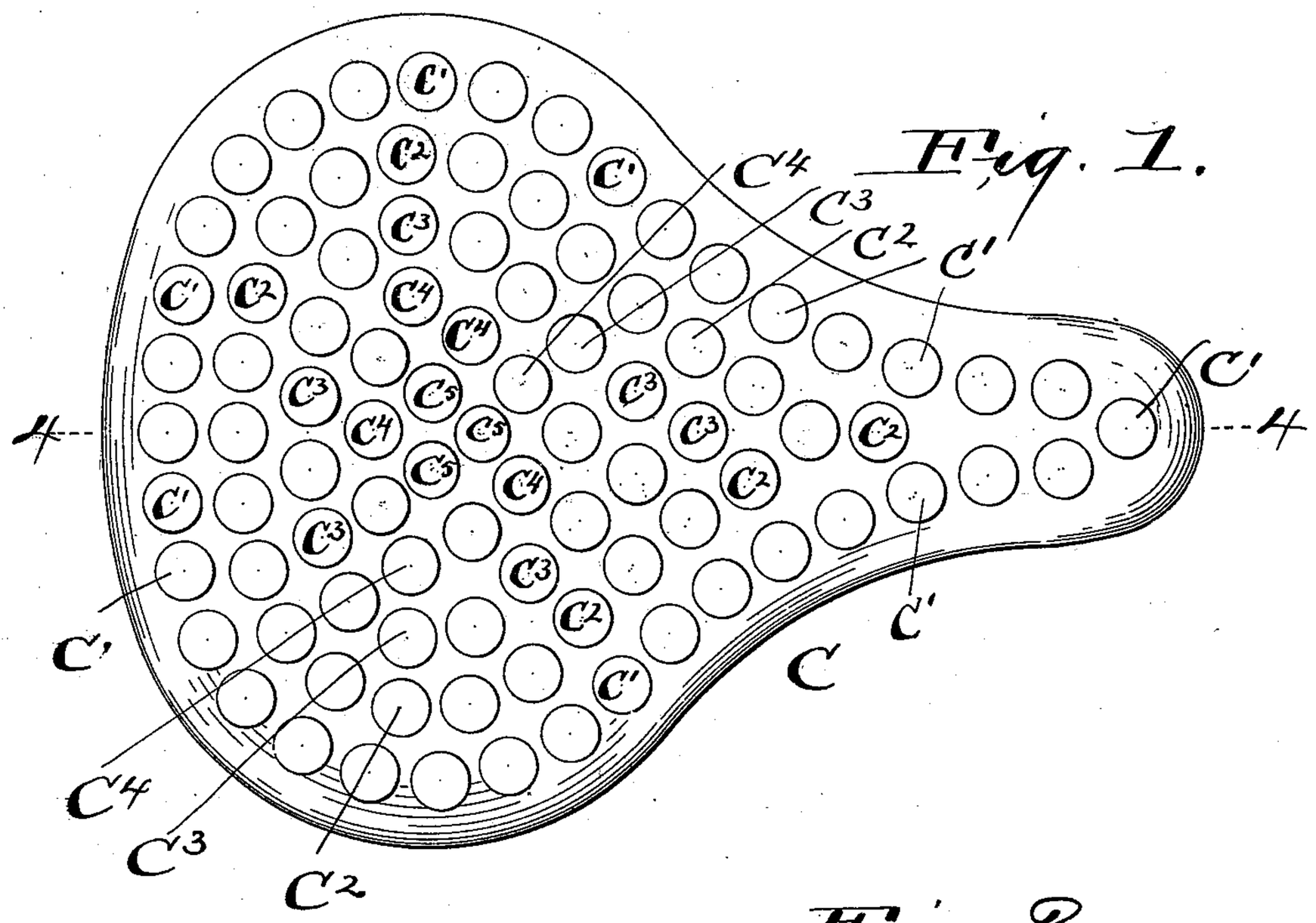

Fig. 1.

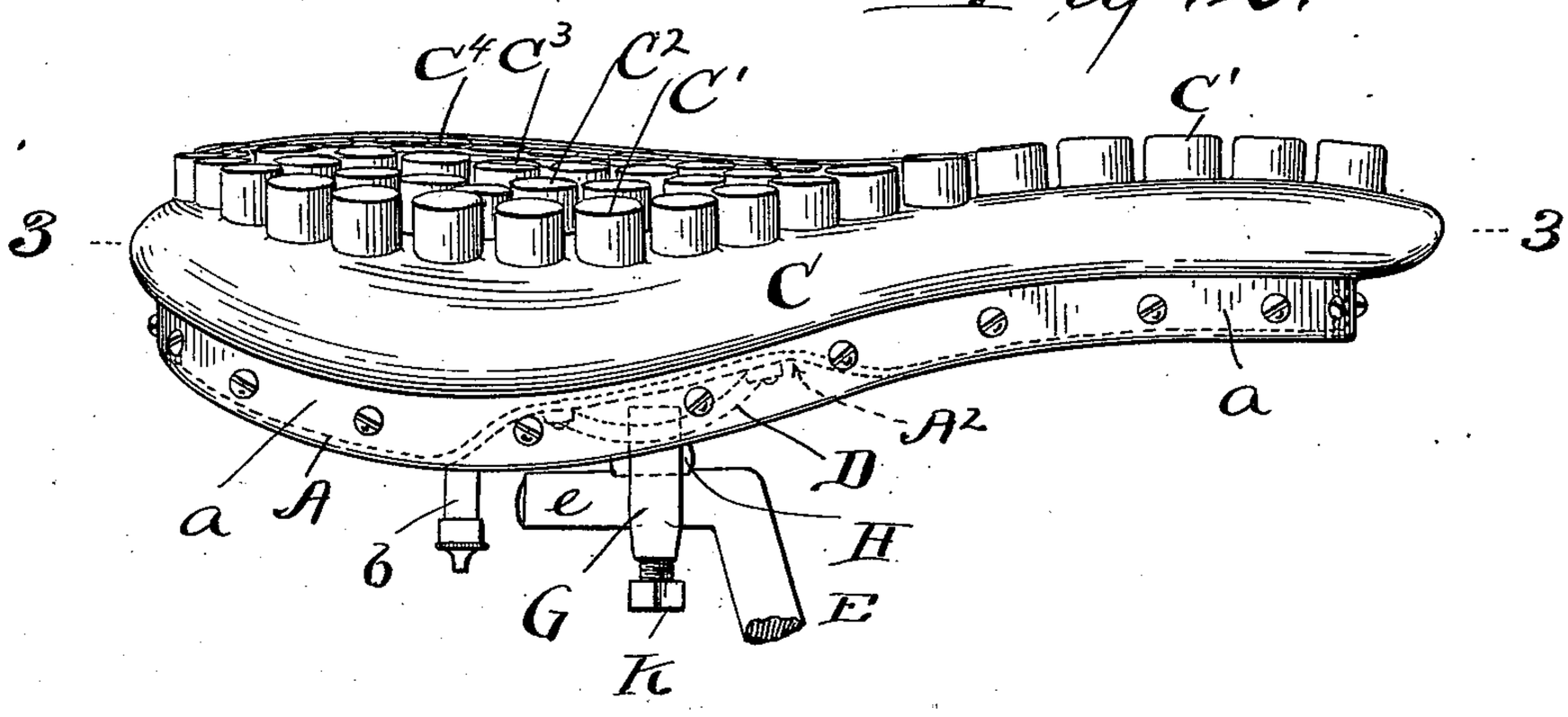

Fig. 2.

Witnesses.
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C. Wood

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Edward C. Bartlett
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his attorneys.

(No Model.) 2 Sheets—Sheet 2.

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No. 560,963. Patented May 26, 1896.

Fig. 3.

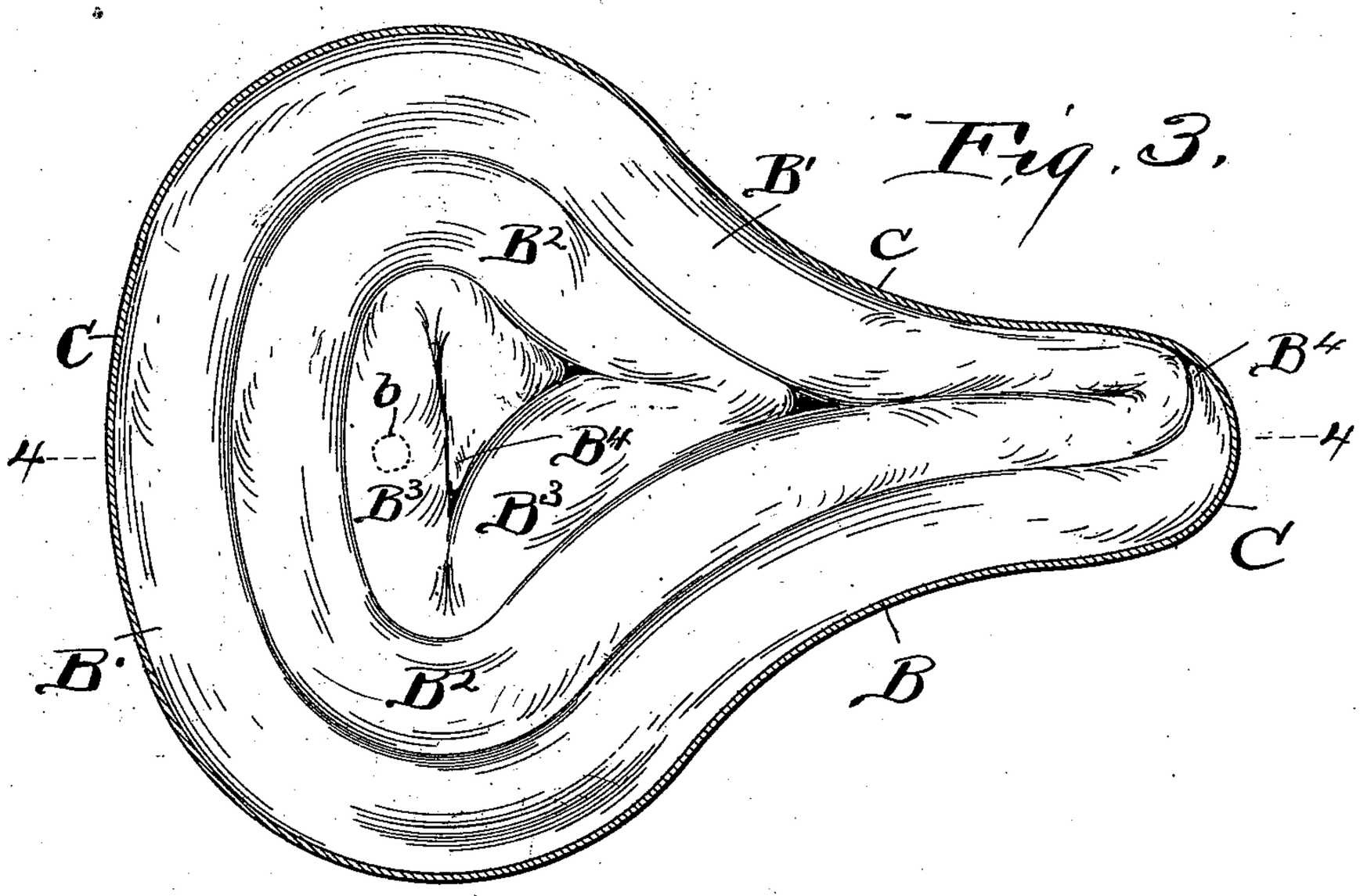


Fig. 4.

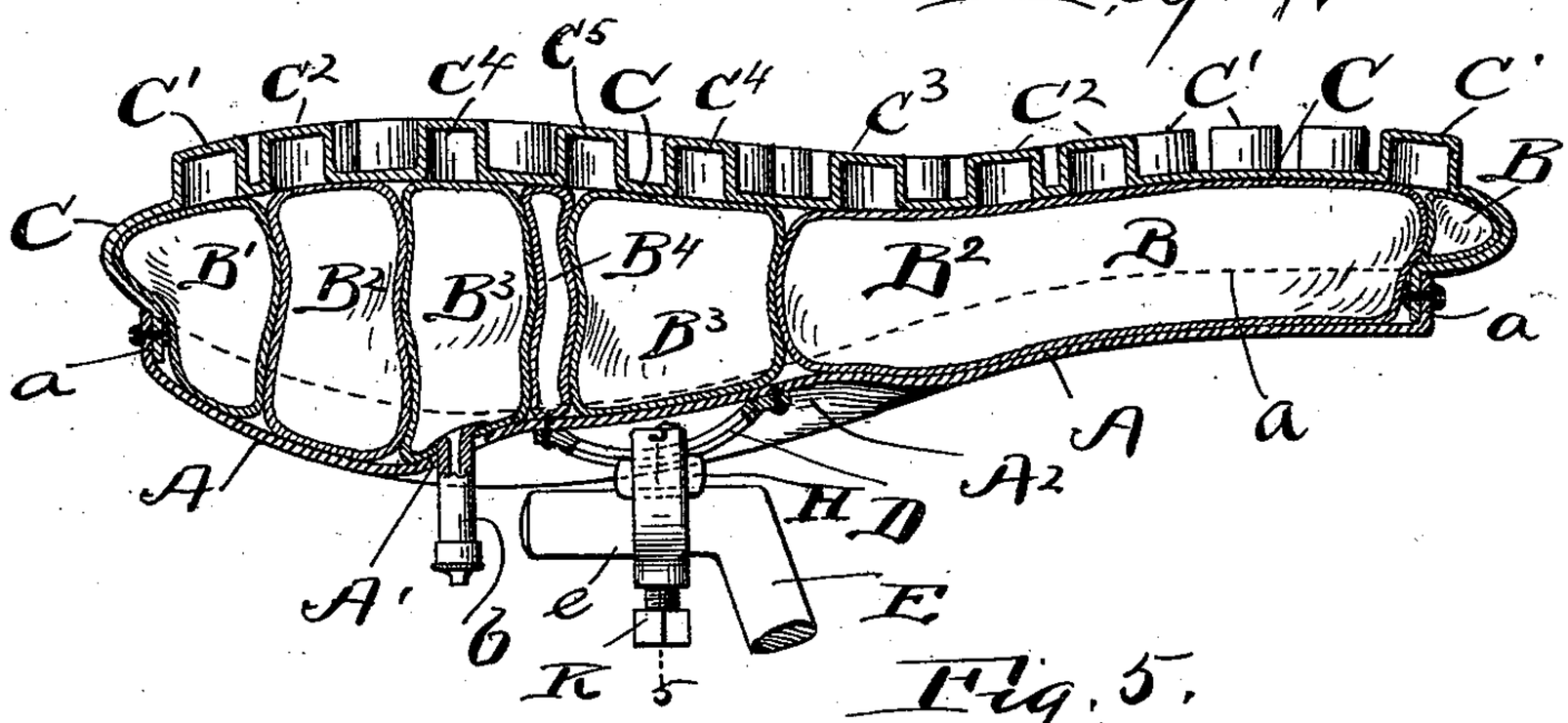
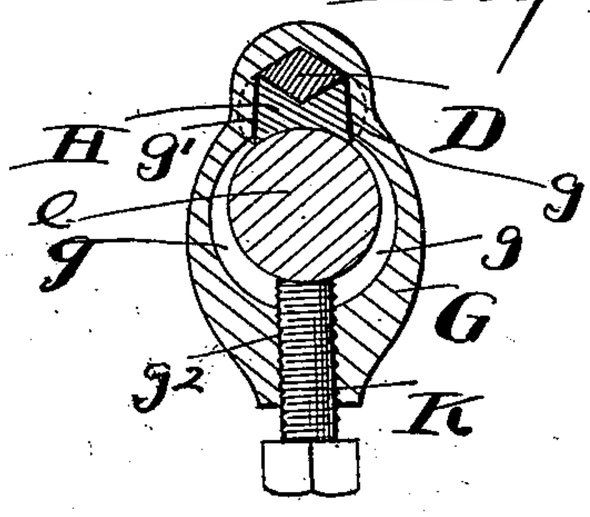


Fig. 5.



Witnesses:
E. B. Gilchrist
Edward

Inventor
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UNITED STATES PATENT OFFICE.

EDWARD C. BARTLETT, OF LORAIN, OHIO, ASSIGNOR TO E. M. BORNE AND W. BONSOR, OF SAME PLACE.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 560,963, dated May 26, 1896.

Application filed July 5, 1895. Serial No. 554,924. (No model.)

To all whom it may concern:

Be it known that I, EDWARD C. BARTLETT, of Lorain, in the county of Lorain and State of Ohio, have invented certain new and useful Improvements in Bicycle-Saddles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

My invention relates to improvements in bicycle-saddles; and it consists in certain features of construction and combinations of parts hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a top plan of a saddle embodying my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a top plan, in horizontal section, on line 3 3, Fig. 2. Fig. 4 is a central vertical longitudinal section on line 4 4, Figs. 1 and 3. Fig. 5 is a vertical section on line 5 5, Fig. 4. Figs. 2 and 4 show the saddle secured to the saddle-post of a bicycle.

My improved bicycle-saddle comprises a stiff base A, composed, preferably, of a single piece of sheet metal stamped into the shape desired and having a general triangular shape to correspond to the general triangular outline of the saddle. An air-inflated tube or bag B rests upon base A and is arranged in any suitable number of coils, so as to cover the entire upper surface of said base. In the case illustrated the air-inflated tube is arranged upon the base in three general triangular coils.

B′ represents the outer coil, B^2 the central coil, and B^3 the inner coil. Tube B is closed at it ends B^4 in any approved manner and is inflated with air through a short valved tube *b*, suitably connected with one of the coils of tube B and extending downwardly through a hole A′ in metallic base A. By arranging the inflatable tube or bag in triangular coils, as shown, the original shape of the saddle is retained during the lifetime of the saddle. A covering C, of rubber or elastic material, extends over the top of the series of inflatable coils and is secured in any approved manner to the metallic base, said covering being shown extending downwardly over the sides of the saddle and engaging the inner side of a flange *a*, that is formed upon and extends all around the edge of the metallic base and is secured to said flange by means of any suitable securing devices. Covering C, upon its upper side, is provided with several triangular series of upwardly-projecting hollow lugs that are formed integral with the covering during the operation of molding the covering. Said lugs are preferably about a half-inch in diameter, and the lugs of each triangular series of lugs are arranged at short intervals. In the case illustrated C′ designates the outermost series of triangular lugs; C^2, the next outermost series; C^3, the central series; C^5, the innermost, and C^4 the next innermost, series. The different series of lugs are separated a short distance from the adjacent series, and the outermost series of lugs is arranged in close proximity to the sides of the saddle, and by means of the arrangement of upwardly-projecting lugs shown a very comfortable and cool saddle is formed. The provision of several series of lugs arranged as shown and consisting, respectively, of numerous lugs arranged at short intervals forms numerous air passageways in every direction and permits the free circulation of air between the lugs of each series of lugs and between the different series of lugs.

In my improved saddle the metallic base, at its central portion, is bent upwardly to form an upwardly-extending recess A^2 in the under side of the saddle, and within said recess the metallic base is provided with a segmental strap D, that is secured in any approved manner to the base and is suitably secured to the saddle-post E. By this construction the saddle is brought into the closest proximity to the saddle-post, which is desirable. The connection of strap D to the saddle-post is preferably by means of a clip G, provided with a centrally-located horizontally-arranged hole *g* therethrough for the reception of the rearwardly-projecting arm *e* of the upper end of the saddle-post E, and said hole *g* is enlarged upwardly at its upper end, as at *g*′, to accommodate the extension therethrough of strap D and the interposition of the metallic block H between said strap and

the aforesaid arm of the saddle-post. The saddle is, therefore, tiltable longitudinally, and the saddle is secured in the desired adjustment by means of a set-screw K, that engages the under side of arm *e* of the saddle-post through a correspondingly-threaded hole g^2 in the clip, and by means of which screw said arm and the strap and interposed block can be tightly clamped against the upper wall of the upward enlargement of the horizontal hole through the clip. Strap D is preferably lozenge-shaped in cross-section and the upper wall of the upward enlargement g' of hole *g* and the upper side of the block H are correspondingly shaped to render them capable of snugly embracing the aforesaid strap and thereby positively prevent the turning of the saddle laterally in either direction.

What I claim is—

1. A bicycle-saddle comprising a stiff base, an inflatable tube or sack resting thereon, and an elastic covering extending over and inclosing said tube or sack and suitably secured to the base, said covering being provided upon its upper side with numerous upwardly-projecting hollow cylindrical lugs integral with the covering and having flat top surfaces arranged in a continuous common plane and collectively forming the seat portion of the saddle, substantially as shown for the purpose specified.

2. A bicycle-saddle comprising a stiff base the general shape of which is triangular, an upwardly-projecting flange surrounding said base, an inflatable tube arranged upon said base in triangular coils, means for inflating said tube, and an elastic covering extending over and inclosing said triangular coils and having a depending edge which lies within and is secured to the surrounding flange of the base, substantially as shown for the purpose specified.

3. A bicycle-saddle, comprising a stiff base indented or bent upwardly from the under side at its central portion to form an upwardly-extending recess, a segmental strap located wholly within the plane of said recess and secured rigidly to the base, and a clip embracing said strap and adapted to be engaged with the saddle-post of a bicycle, substantially as shown for the purpose specified.

In testimony whereof I sign this specification, in the presence of two witnesses, this 20th day of June, 1895.

EDWARD C. BARTLETT.

Witnesses:
W. B. THOMPSON,
E. M. BORNE.