(No Model.)

O. PETERSON.

SLIDING SADDLE SUPPORT FOR BICYCLES.

No. 572,273. Patented Dec. 1, 1896.

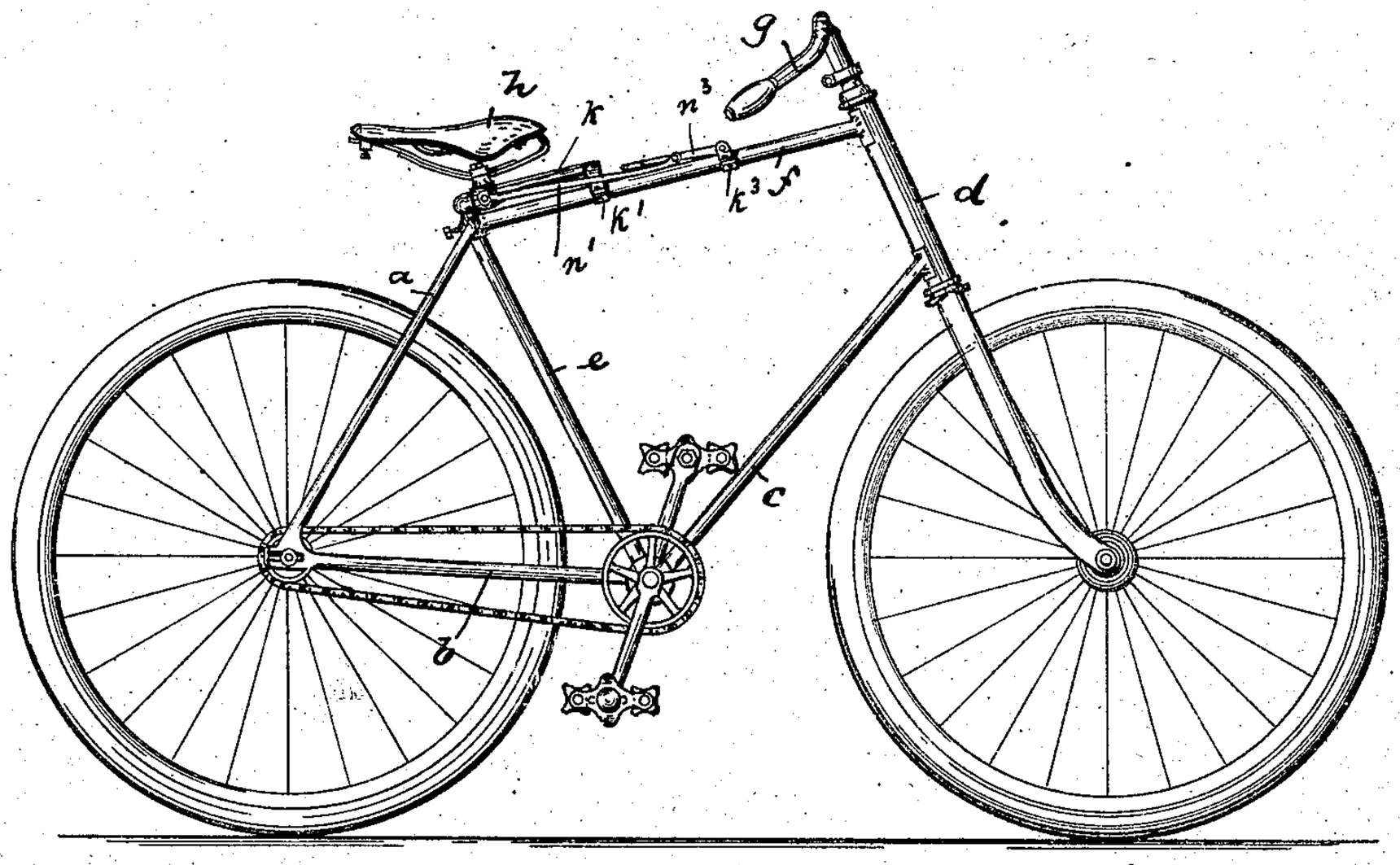

Fig. 1.

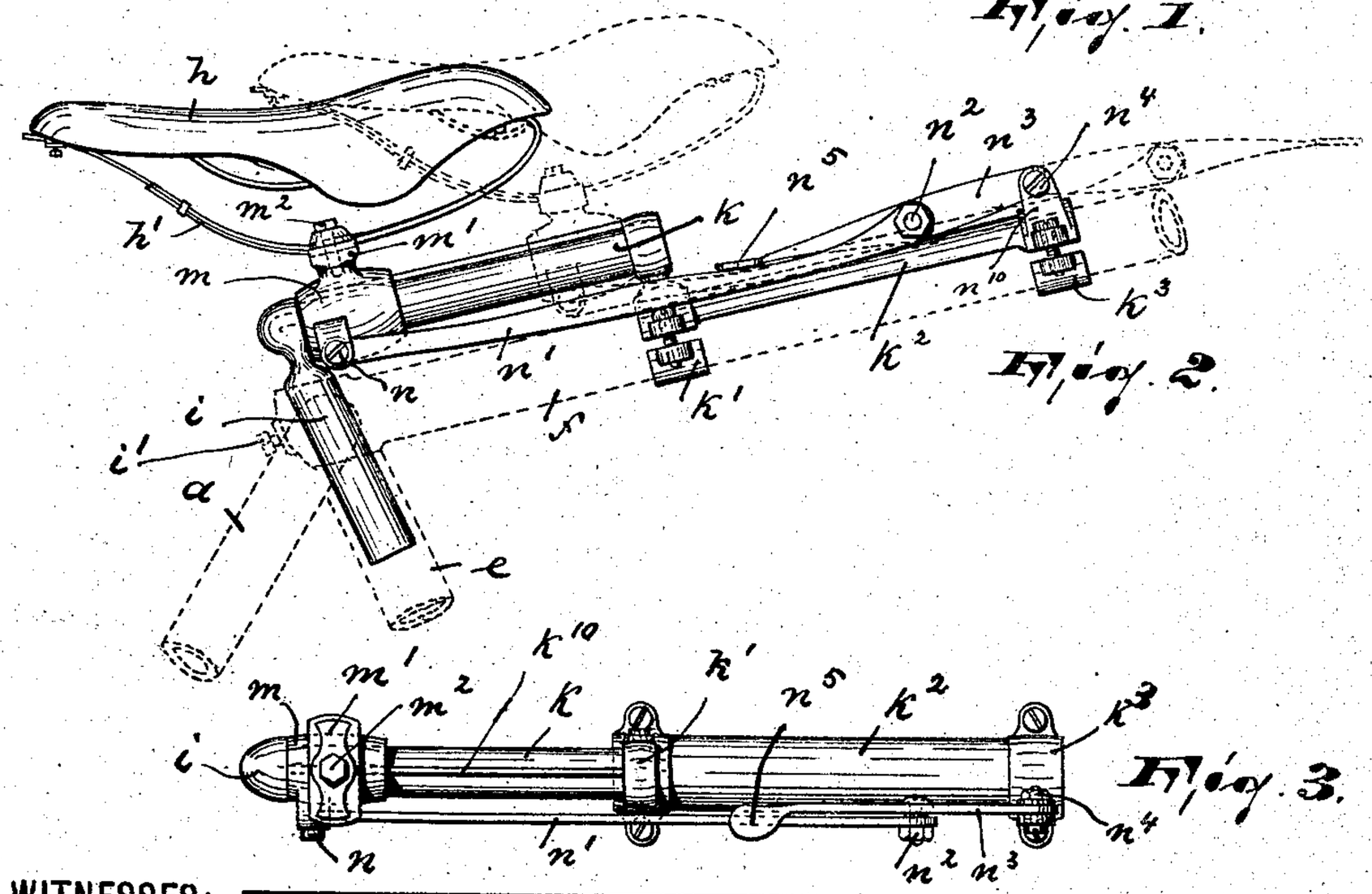

Fig. 2.

Fig. 3.

WITNESSES:

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UNITED STATES PATENT OFFICE.

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SLIDING SADDLE-SUPPORT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 572,273, dated December 1, 1896.

Application filed May 21, 1896. Serial No. 592,434. (No model.)

To all whom it may concern:

Be it known that I, OSCAR PETERSON, a citizen of the United States, residing in Paterson, county of Passaic, and State of New Jersey, have invented certain new and useful Improvements in Sliding Saddle-Supports for Bicycles; 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide a bicycle with a sliding or adjustable saddle-support adapted to be moved forward or backward to thus bring the saddle in a more or less perpendicular position with relation to the treadles, thereby facilitating the operation of the said treadles in ascending or descending grades, of simple, strong, and durable construction, light in weight, and easily operated and controlled by the rider without the necessity of dismounting.

The invention consists in the improved sliding or adjustable saddle-support, its connection with the bicycle-frame, its locking mechanism, and in the combination and arrangement of the various p' s, substantially as will be hereinafter more fully described and finally embodied in the clauses of the claim.

In the accompanying drawings, Figure 1 represents a bicycle of ordinary construction provided with my improvement; Fig. 2, an enlarged detail view of the latter when constructed as a separate attachment applicable to bicycles of various makes, and Fig. 3 a top plan view of Fig. 2.

In said drawings, *a*, *b*, *c*, *d*, and *f* represent the diamond frame, *e* the diagonal, and *g* the handle-bar, all of the usual and well-known construction.

The saddle-post *i*, which is adjustably secured by means of the thumb-screw *i'* in the diagonal *e*, is provided at its upper portion with a bar or tube *k*, arranged substantially parallel with the connecting-bar *f* of the diamond frame, and is removably secured thereto by means of the clip *k'*, the upper half of which is fastened on or forms a part of the bar or tube *k*. On said tube *k* is slidingly arranged the sleeve *m*, terminating at its upper portion in a clip *m'*, into which the spring *h'* of the saddle *h* is adjustably secured by means of the thumb-screw m^2 or in any desired manner. Said sleeve is arranged on the tube *k* in such a manner that it is capable of being moved laterally thereon, but is prevented from rotation, which is accomplished by the well-known key-and-feather arrangement, as illustrated in Figs. 2 and 3, or by having the said tube or bar of a polygonal shape.

On the connecting-bar *f* and about midway between the clip *k'* and head *d* of the diamond frame is removably secured a clip k^3, provided, preferably at its upper portion, with a lug n^{10}, to which latter the lever n^8 is pivotally secured, as at n^4.

To about the middle or center of said lever is pivoted, as at n^2, the forward end of the arm or lever *n'*, the rear end of which is fulcrumed, as at *n*, to the sliding sleeve *m*. The lever n^3 is provided at its free end with a flattened head n^5, adapted to rest on ' e arm *n'* when the saddle is locked in normal position, as shown in full lines in Figs. 2 and 3. The relative arrangement of the lever n^3, the arm *n'*, and their respective fulcrums and connections is thus that the fulcrum n^2 will be below the connecting-line of the fulcrums *n* and n^4, thus locking the saddle in normal or adjusted position, as will be manifest.

In Figs. 2 and 3 of the drawings the clips *k'* and k^3 are illustrated as being connected by an outwardly-curved brace k^2, which is only used in case the improvement is being manufactured as a separate and complete attachment, adapted to be used on bicycles of various makes, in which case said brace is adapted to rest on and partly surround the connecting-bar *f*, as clearly shown.

A bicycle-rider in climbing a grade will always move his body to the front portion of the saddle, so that he can operate the treadles from a more perpendicular position, which greatly facilitates the operating of the said treadles and naturally reduces the exertion or strength necessary for that purpose. By so doing the rider does not fully occupy the saddle and therefore cannot feel comfortable and safe. With my improved arrangement

the rider, when getting to an ascending grade, does not need to dismount, but slightly raises his body and throws the lever n^5 forward. The saddle is thus moved forward, (into the position illustrated in dotted lines in Fig. 2,) and as the lever is pressed downward until the fulcrum n^2 is below the connecting-line of the fulcrums n and n^4 it is locked in said position, as will be manifest.

I do not intend to limit myself to the precise construction shown and described, as various alterations can be made without changing the scope of my invention; but

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

1. The combination with the frame of a bicycle, of the saddle-post, removably arranged in the diagonal of said frame, a tube or bar projecting from said saddle-post, a clip connecting the forward portion of said tube or bar with the top tube of the frame, a sleeve on said tube or bar and adapted to slide thereon, the saddle carried by said sleeve, a lever fulcrumed on the top tube and in front of the clip, and an arm pivotally secured at one end to the sliding sleeve and at its other end to said lever, all said parts, substantially as and for the purposes described.

2. The combination with the frame of a bicycle, of the saddle-post removably arranged in the diagonal of said frame, a tube or bar projecting from said saddle-post, a clip removably arranged on the top tube of the frame and supporting the front portion of said tube or bar, a sleeve on said tube or bar and adapted to slide thereon, the saddle carried by said sleeve, a clip removably secured on the top tube and in front of the bar-supporting clip, a brace connecting said clips, a lever fulcrumed on the front clip, and an arm pivotally secured at one end to the said lever and at its other end to the sliding sleeve, all said parts substantially as and for the purposes described.

3. The combination with the saddle-post, of a tube or bar projecting from the upper portion of said post, a sleeve on said tube or bar and adapted to slide thereon, the saddle carried by said sleeve, a brace secured to the forward portion of and substantially parallel with said tube or bar, a clip on the forward end of said brace, a lever fulcrumed on said clip, and an arm pivotally secured at one end to the sliding sleeve and at its other end to the said lever, all said parts, substantially as and for the purposes described.

4. The combination with the frame of a bicycle, of a tube or bar removably arranged on the top tube of said frame and substantially parallel therewith, a sleeve on said tube or bar and adapted to slide thereon, the saddle carried by said sleeve, a lever fulcrumed on the top tube, an arm pivotally secured at one end to the sliding sleeve and at its other end to about the center of said lever, and a flattened head or enlargement on the free end of said lever and adapted to engage the said arm and the top tube respectively, all said parts, substantially as and for the purposes described.

In testimony that I claim the foregoing I have hereunto set my hand this 12th day of May, 1896.

OSCAR PETERSON.

Witnesses:
ALFRED GARTNER,
WM. D. BELL.