

(No Model.)

2 Sheets—Sheet 1.

F. B. RAY.
BICYCLE SEAT.

No. 574,342.

Patented Dec. 29, 1896.

Fig. 1.

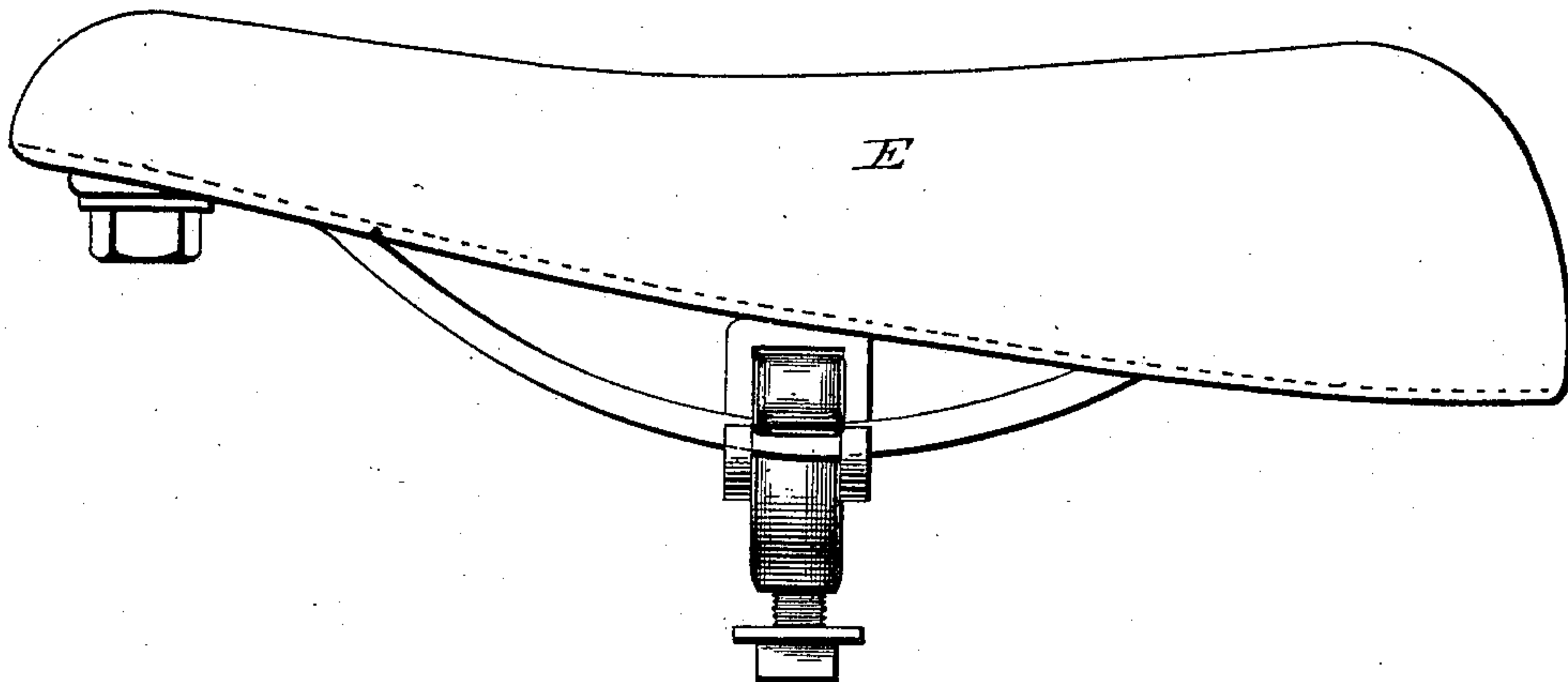


Fig. 2.

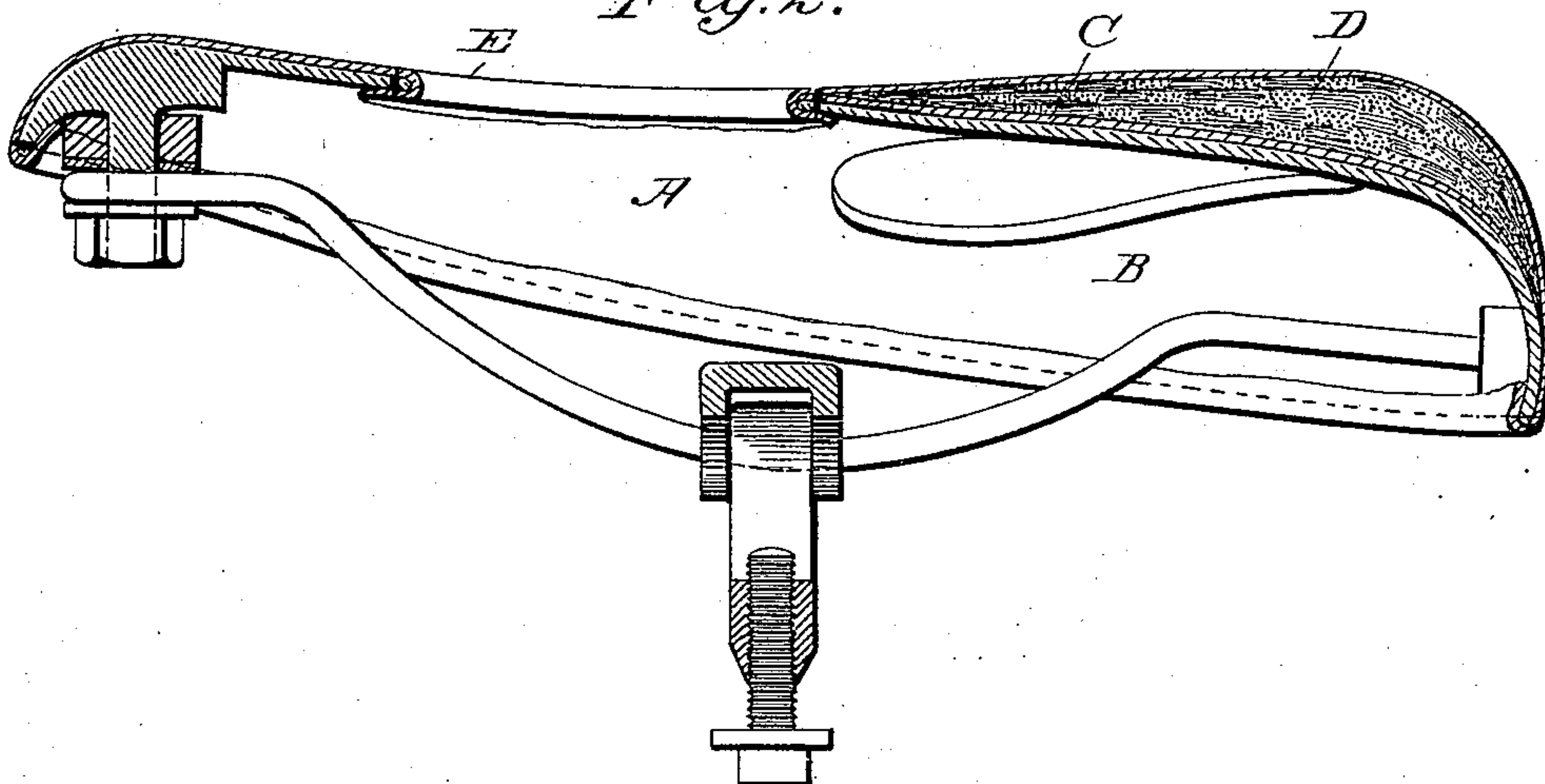
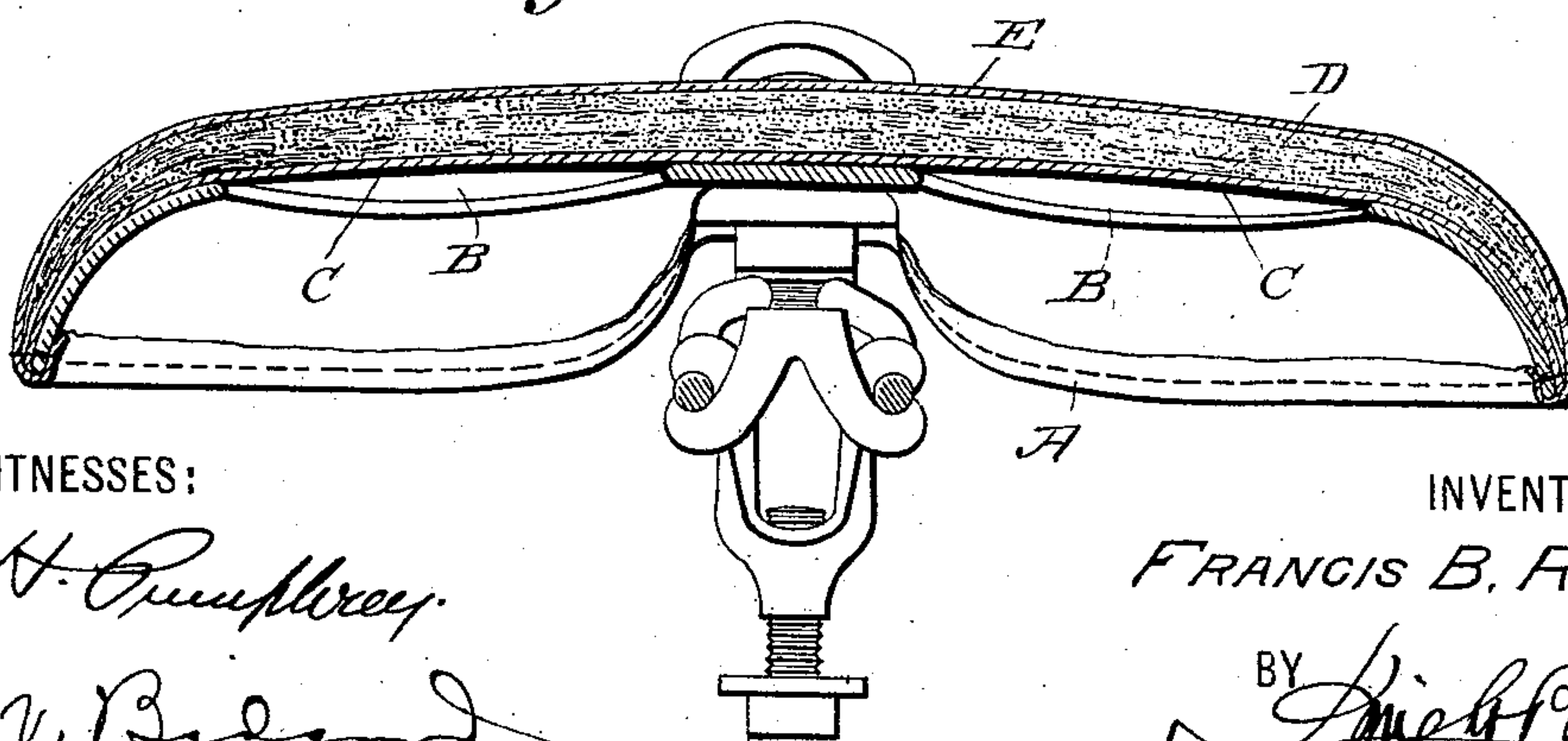


Fig. 3.



WITNESSES:

W. H. Humphrey
Dr. V. Bigford

INVENTOR,

FRANCIS B. RAY,

BY

Light Bros
HIS ATTORNEYS.

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Fig. 4.

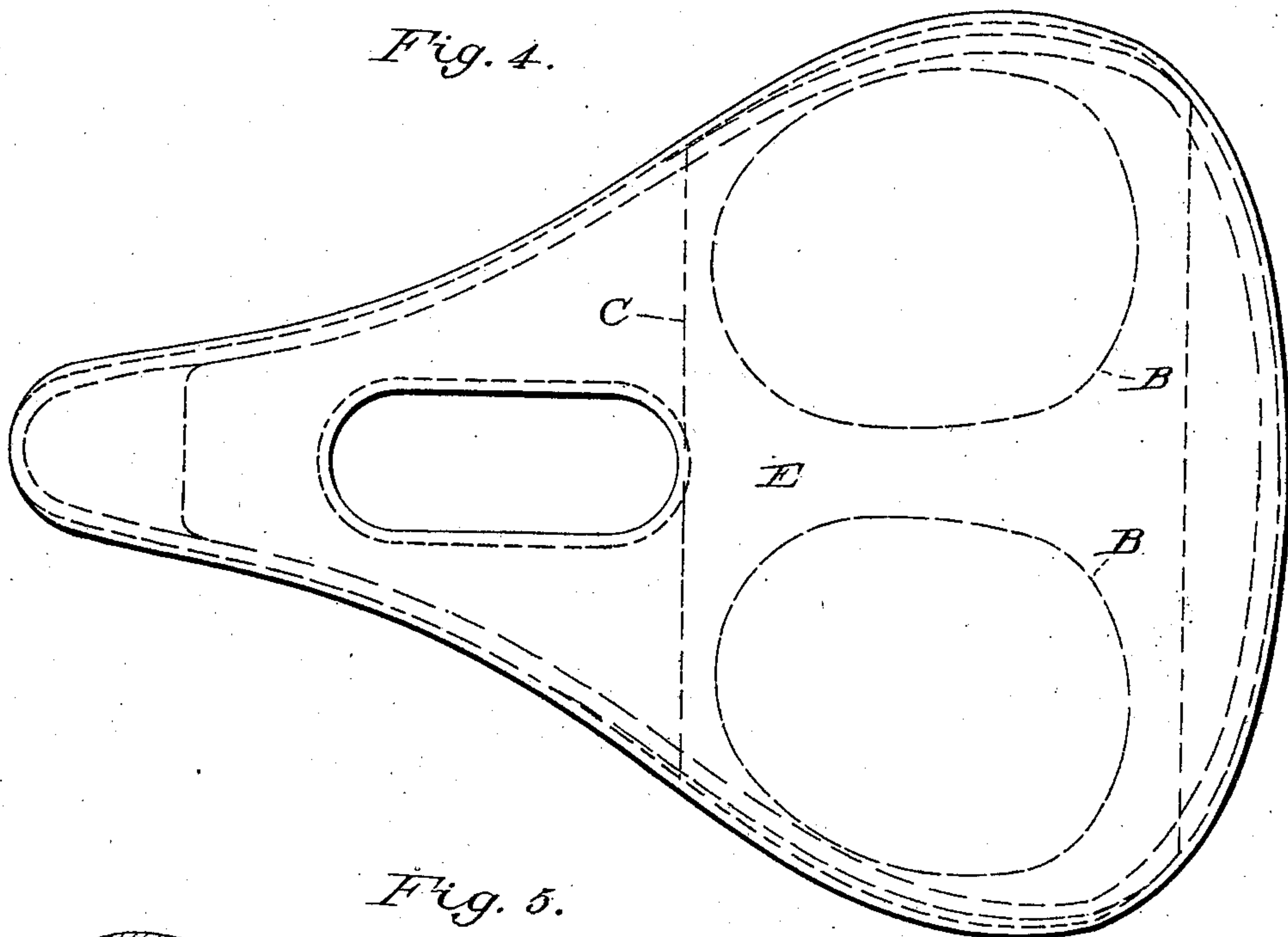
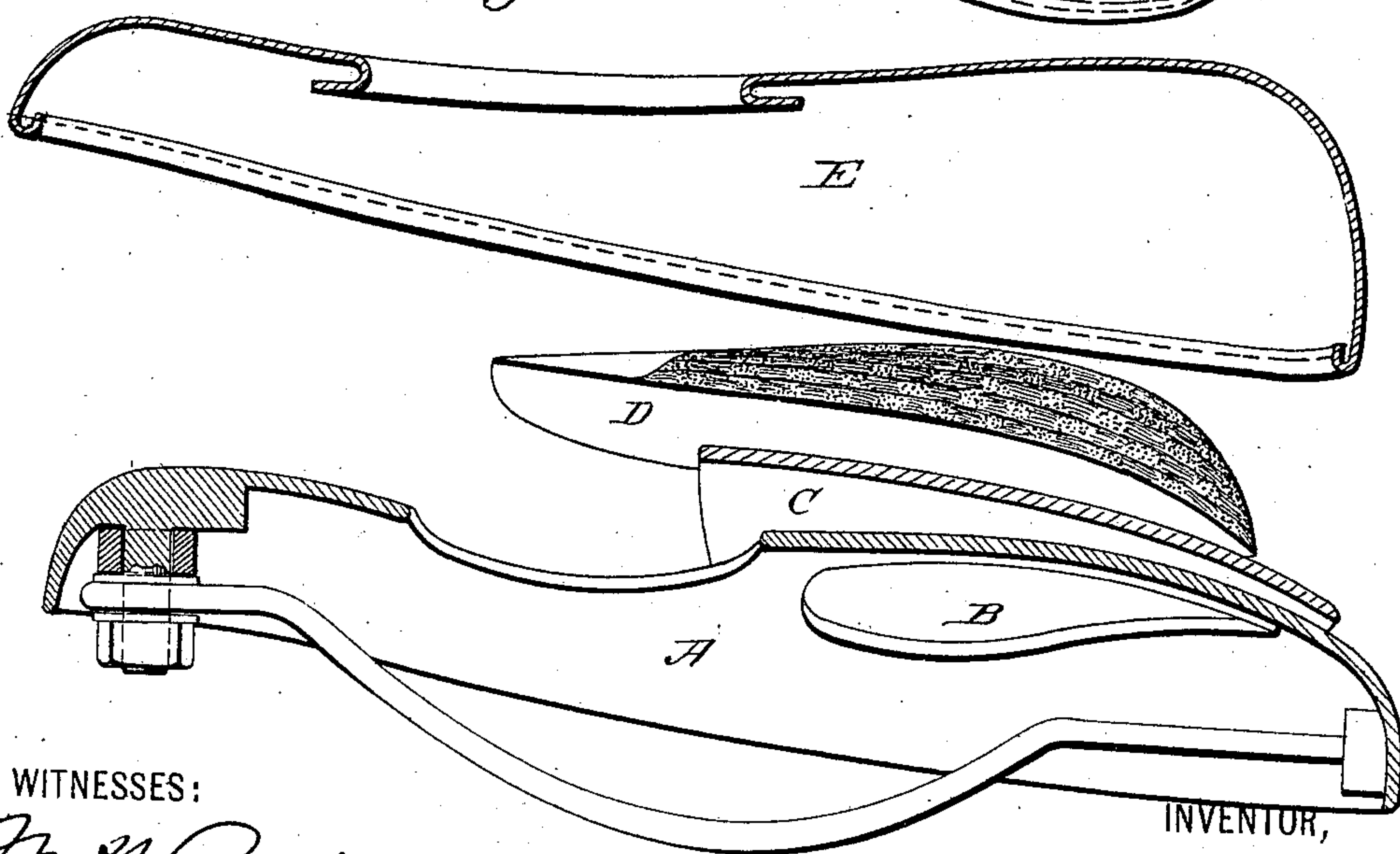


Fig. 5.



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INVENTOR,

FRANCIS B. RAY,

BY *Wm. H. Jones*
HIS ATTORNEYS.

UNITED STATES PATENT OFFICE.

FRANCIS B. RAY, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO FRANK
S. RAY, OF SAME PLACE.

BICYCLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 574,342, dated December 29, 1896.

Application filed April 3, 1896. Serial No. 586,042. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS B. RAY, a citizen of the United States, residing at New York, in the county and State of New York, have invented certain new and useful Improvements in Bicycle-Seats, of which the following is a specification.

My invention relates to a novel seat or saddle for bicycles or tricycles; and it consists, essentially, of a metallic frame having openings to provide for the tuberosities of the pelvic bone with a suitable cover formed of leather or other desirable material and an interposed cushion between the cover and the metallic frame and immediately over the openings aforesaid, combined with a suitable support for the cushion, as will be explained.

Referring to the accompanying drawings, which form a part of this specification, Figure 1 represents a side elevation of my improved bicycle-seat as I now propose to make it. Fig. 2 represents a longitudinal section of the same. Fig. 3 represents a cross-section. Fig. 4 is a plan view, and Fig. 5 represents the parts separated before being assembled.

In said drawings, A represents a frame, preferably of aluminium, cast and formed in the shape shown. This frame forms a continuous support for the cover of the saddle at the periphery or outer edge, thereby preventing any sagging at the sides by reason of the pedal movements or consequent bunching or buckling of the leather in the middle.

B represents openings formed in the frame, which I have found by experiment to be advisable in many cases in order to relieve the excess of pressure of the tuberosities of the pelvic bone upon the saddle. These cut-away portions serve, through the medium of the cushioning device which I am about to describe, to relieve this pressure and to throw the requisite amount of weight upon the surrounding muscles, thus enabling the rider to

more freely and comfortably propel the vehicle. It is to be understood, however, that the openings B do not interfere with the contour of the frame, but lie inside of same, so that the outer edge of the saddle is always kept true.

C represents a bridging lining extending from one edge of the saddle across the openings to a point indicated forwardly by dotted lines. This lining serves as a support for the cushion immediately above it and prevents the cushion from losing its proper shape. Above this I place a felt packing D, and over all stretch the final and superimposed cover E. By reference to the drawings it will be seen that the cover E, coming down over the cushion D and around the frame A, to which latter it is attached in any suitable manner, secures the cushion D tightly in place, while the support or lining C precludes the cushion falling or sagging into the openings B.

The structure forms a comfortable saddle for daily usage, conforms to the shape of the body, and provides for the exigencies which constantly appear, and the movements are, by reason of the openings B and the superimposed cushions, entirely provided for.

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

The combination in a seat for bicycles, tricycles &c., of a frame A extending entirely around the periphery of the seat and having inclosed openings B one upon each side of the median line in the rear part of the saddle, a bridging lining C arranged as shown, cover E and the interposed cushion D, all constructed and arranged substantially as and for the purposes set forth.

FRANCIS B. RAY.

Witnesses:

M. V. BIDGOOD,
HERBERT KNIGHT.