

(No Model.)

J. T. HALL.
BICYCLE SADDLE.

No. 583,433.

Patented May 25, 1897.

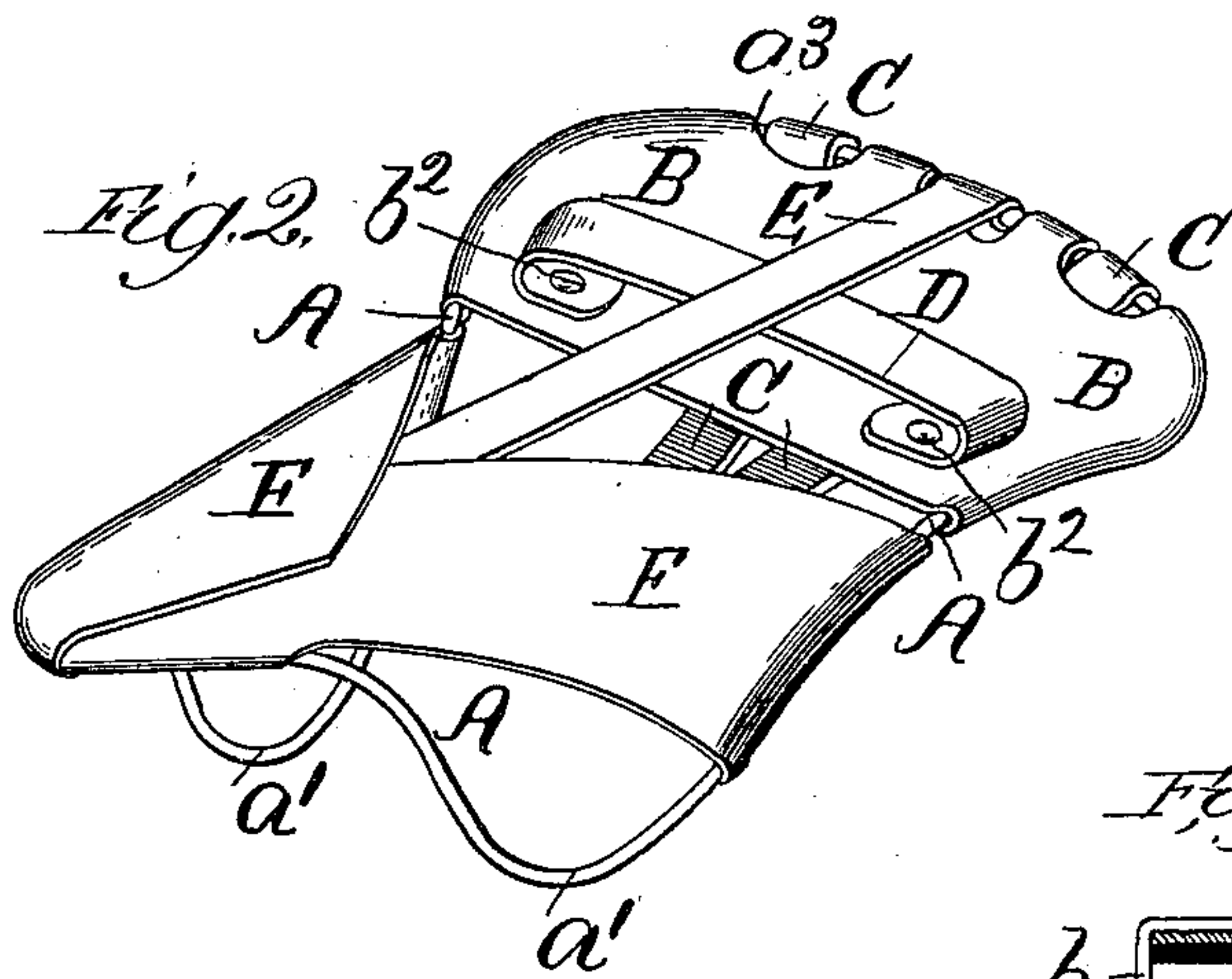
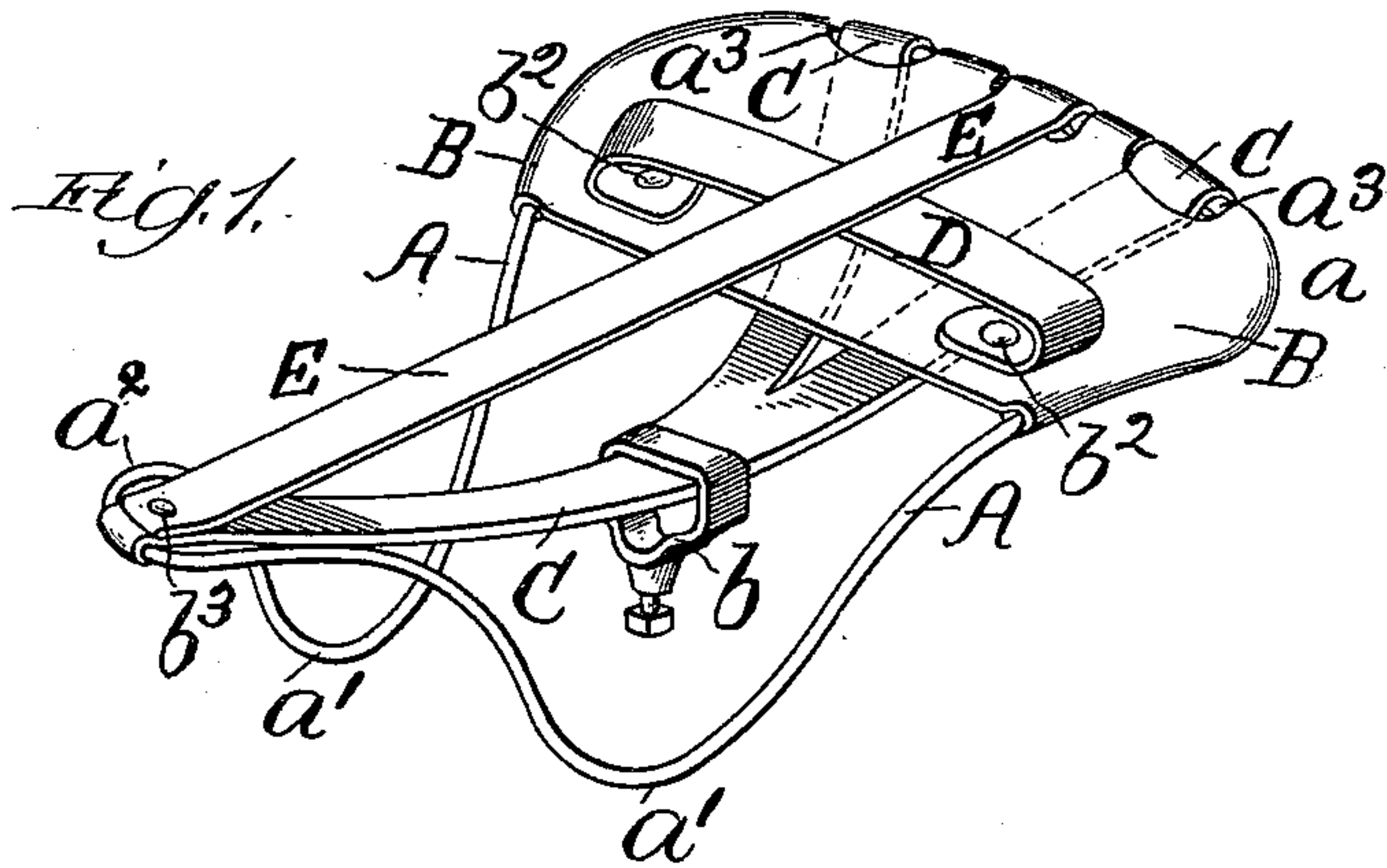
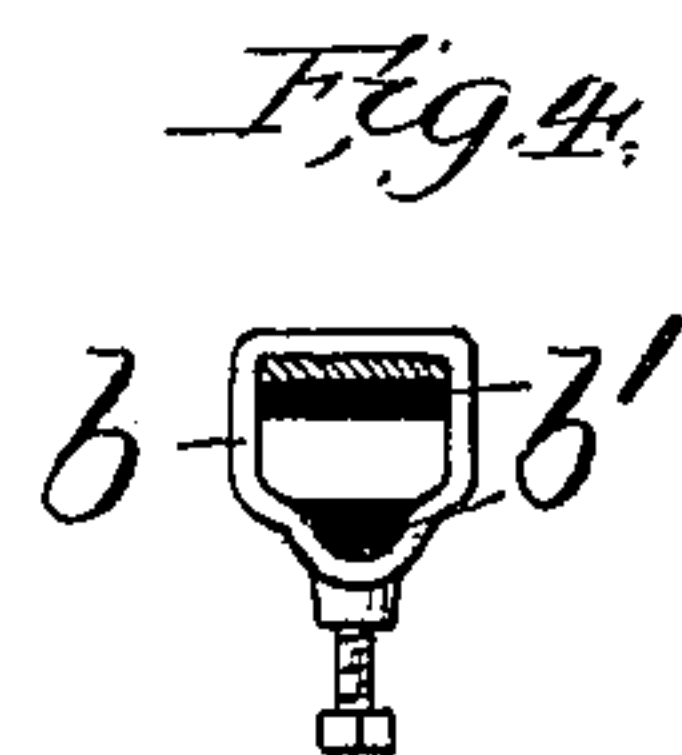
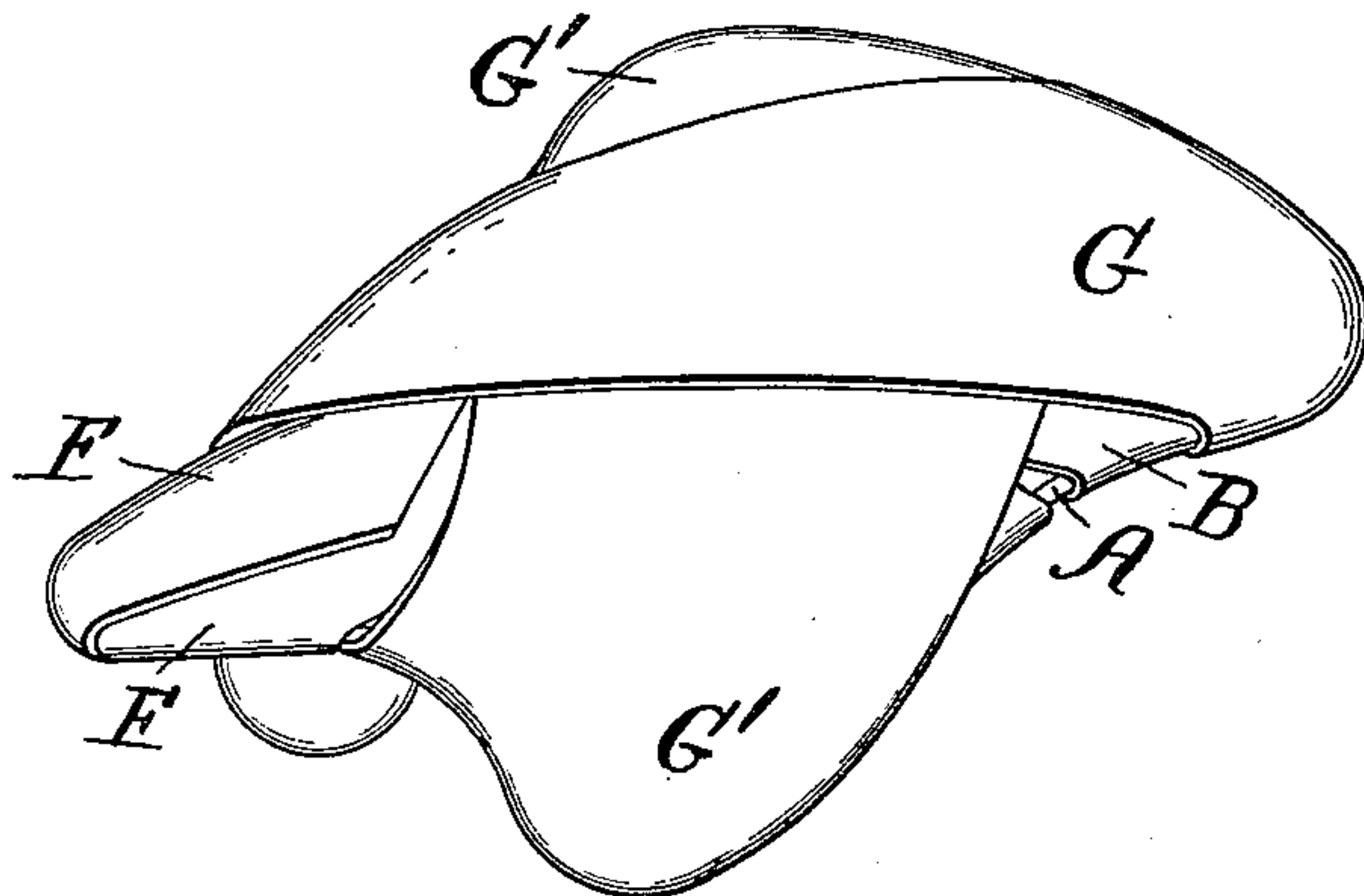


Fig. 3.



Witnesses:
Edw. C. Taylor
Lute J. Miller

Inventor:
J. T. Hall.
By *L. B. Coupland & Co.*
Attys.

UNITED STATES PATENT OFFICE.

JESSE T. HALL, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-FOURTH TO
MINOR T. JONES, OF SAME PLACE.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 583,433, dated May 25, 1897.

Application filed August 20, 1896. Serial No. 603,347. (No model.)

To all whom it may concern:

Be it known that I, JESSE T. HALL, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have
5 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
10 appertains to make and use the same.

This invention relates to an improved saddle for bicycles, and has for its object to provide a structure of this character that will adjust itself to conform to and closely fit the
15 inside of the thighs and bring all of the muscles into play and provide a continuous uniform bearing-surface and distribute the pressure uniformly.

Figure 1 is a view in perspective of the
20 foundation part of the structure. Fig. 2 is a similar view with other parts added; Fig. 3, a view in perspective of the complete saddle, the usual outside covering being omitted; and Fig. 4, a detached detail.

The elongated frame or base feature A of the structure consists of a single continuous piece of spring metal bent in the form shown—that is, gradually narrowing from the wider rear end a and curving downwardly to form
30 the drop part a' , then curving upwardly terminates in the horizontal contracted front end a^2 . The wider rear part of the frame is covered with a thin sheet of steel B, provided with a number of openings a^3 in the back edge
35 to permit of the attachment of other parts. The front and rear ends of the frame are connected by a flat spring C, running through the center. The rear part of this spring is bifurcated, the diverging ends being attached to
40 the frame. This spring curves downwardly in the center, the bifurcated members passing underneath the steel covering B.

The clamp b for securing the saddle to the seat-post is mounted on the spring C. This
45 clamp is provided above and below the point of attachment with rubber cushions b' , which serve to relieve this part of any undue rigidity and prevent severe jars.

A flat spring D is arranged transversely

and has its respective ends coiled under and
50 secured to the covering B, as at b^2 , at each side of the spring C. A flat spring-plate E is secured at its rear end to the frame, the opposite end being pivoted to the front end of
55 spring C, just inside of the frame, as at b^3 .

The rear ends of companion plate-springs F F are secured to that part of the frame curving downwardly from the rear end, then extend diagonally, the front part of one spring
60 overlapping that of the other, and are secured to the front end of the frame, as more clearly shown in Fig. 2.

The rear ends of companion plate-springs G G' are secured to the back end of the frame, and from thence cross each other in a diagonal plane and have their opposite ends secured to that part of the frame curving upwardly from the drop part, as shown in Fig. 3. This compound arrangement of the series of
65 springs entering into the structure provides a saddle of the required firmness and at the same time of such a springy and yielding nature as to bring every muscle into action, and thus obviate the many objectionable features
70 attending this class of inventions. The saddle as a whole will be finished with the usual exterior covering of leather or other suitable material.

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

In a bicycle, a saddle structure, comprising an elongated frame, having a drop part in the center, a steel sheet, covering the wider rear part of the frame, a flat spring, bifurcated at
80 the rear part and connecting the respective ends of the frame, a transverse spring, having its respective ends coiled under and secured to the steel-sheet covering, a spring-plate, E, the companion plate-springs, F F, 90 and the companion plate-springs, G G', substantially as described.

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

JESSE T. HALL.

Witnesses:

L. M. FREEMAN,

L. B. COUPLAND.