

(No Model.)

A. J. PARKER.
SADDLE SUPPORT FOR VELOCIPEDES.

No. 602,018.

Patented Apr. 5, 1898.

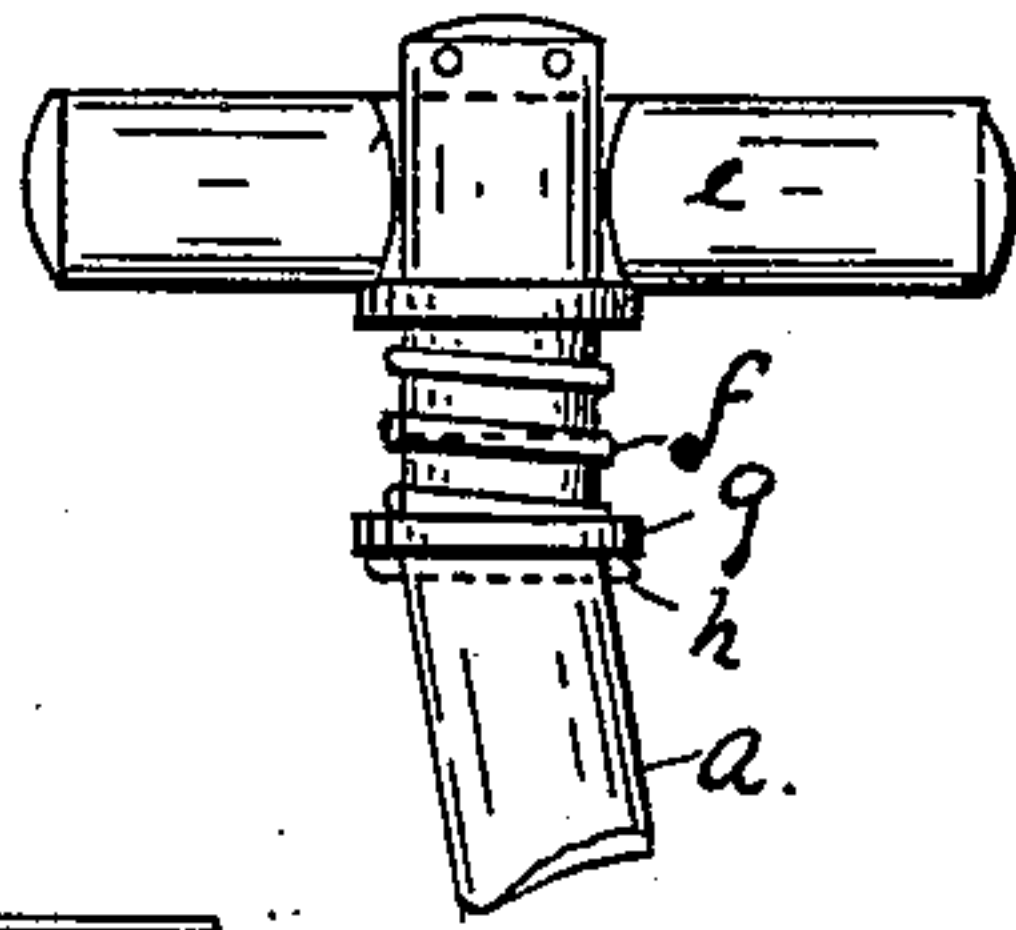


Fig. 6.

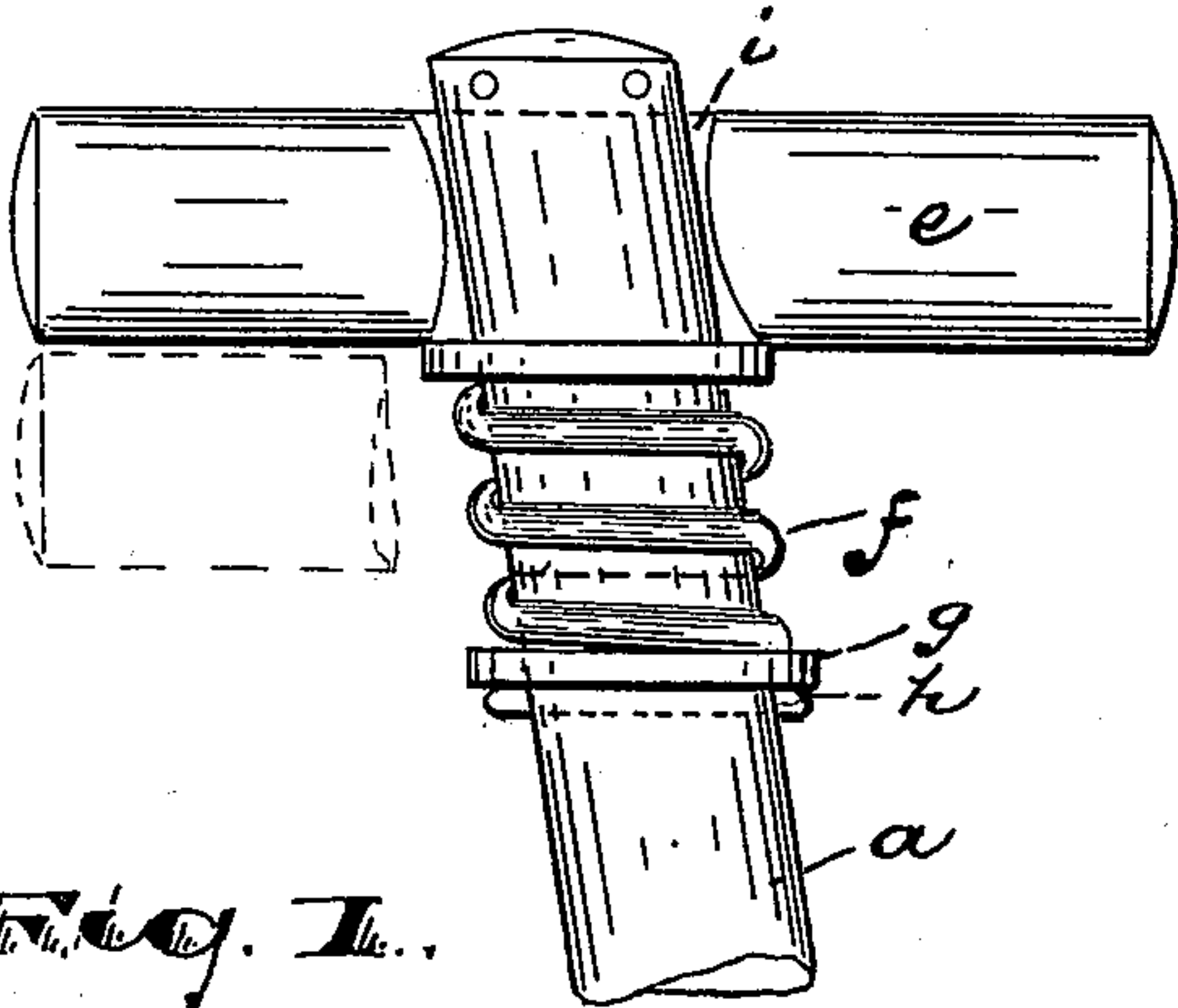


Fig. 1.

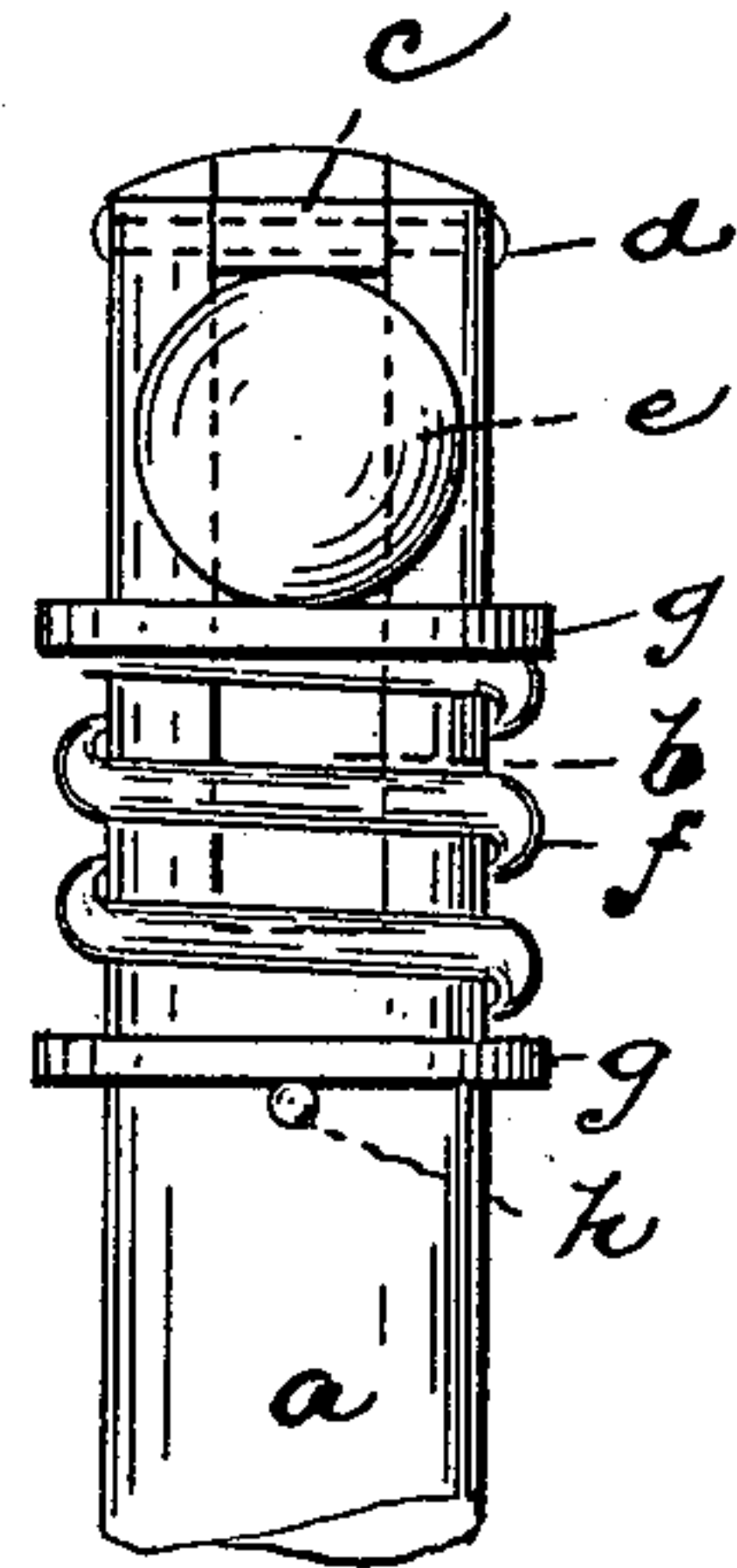


Fig. 2.

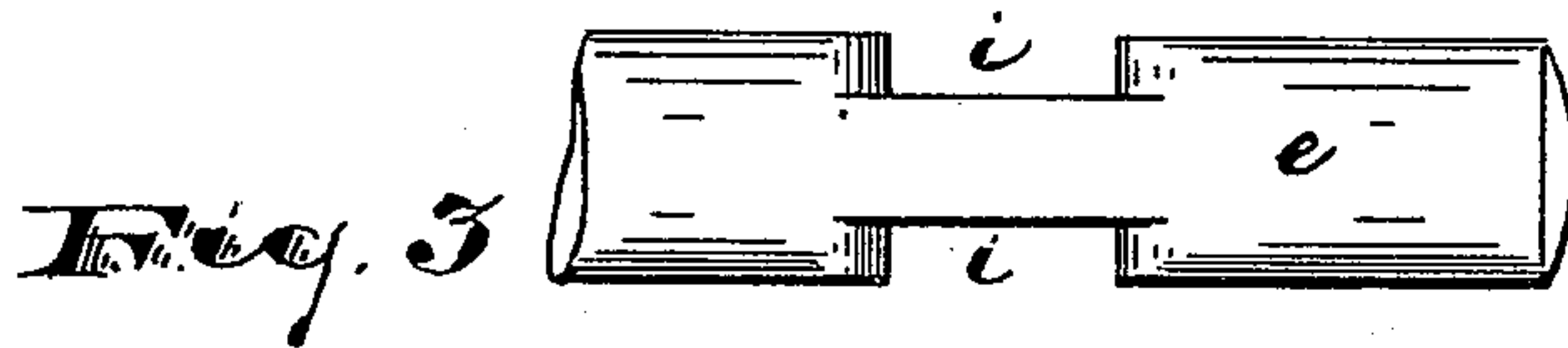


Fig. 3.

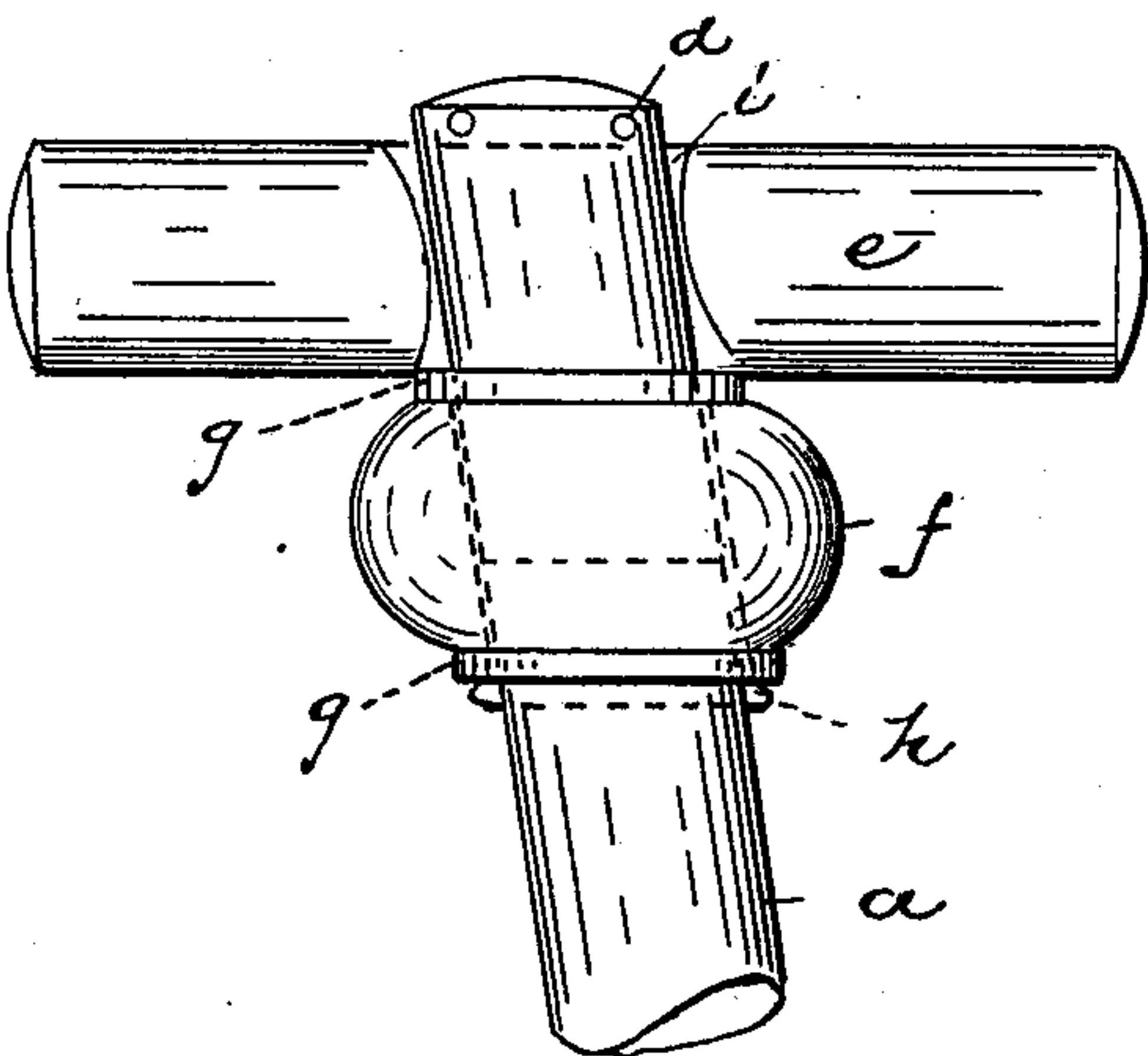


Fig. 4.

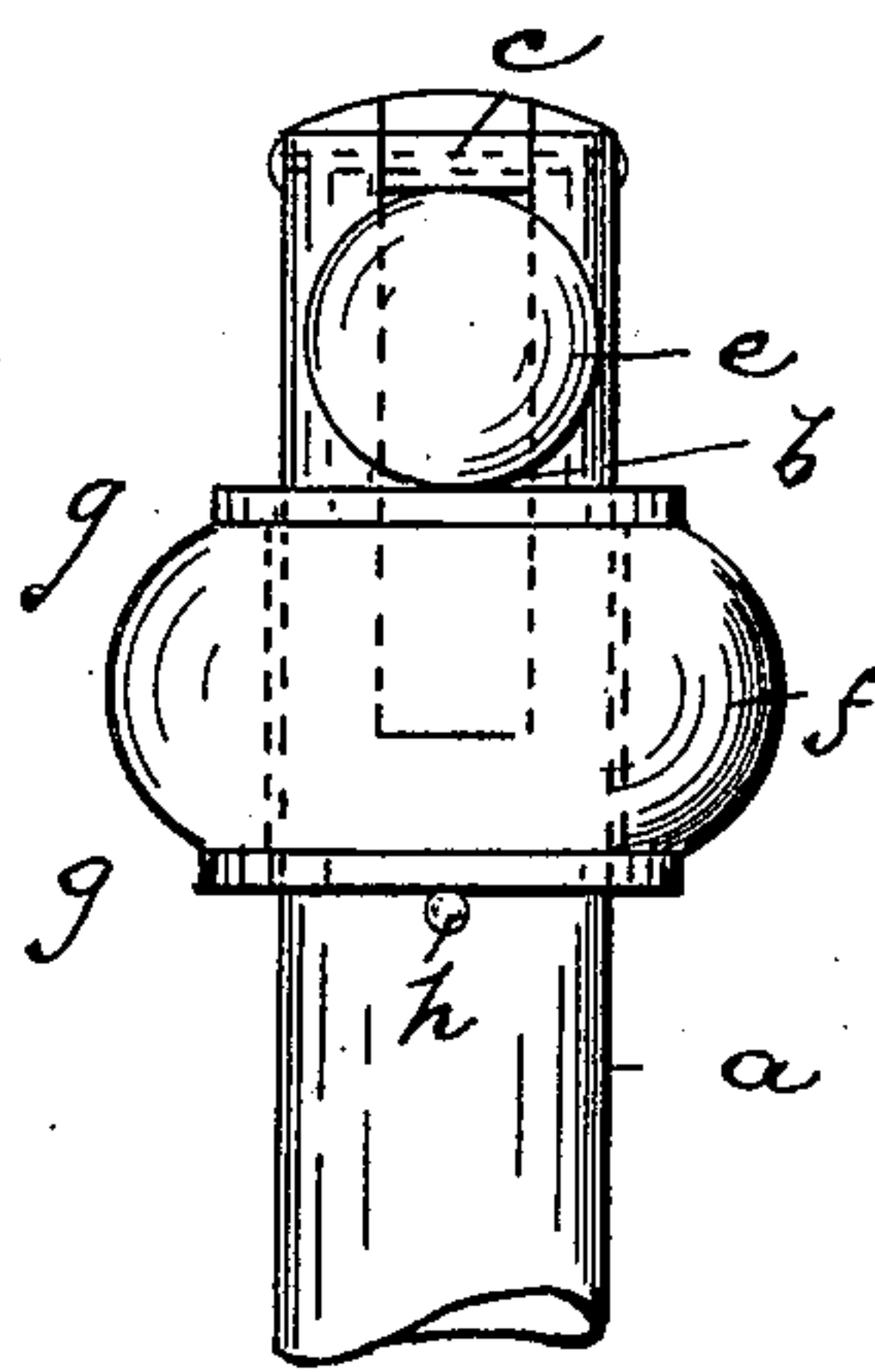


Fig. 5.

WITNESSES:

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SADDLE-SUPPORT FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 602,018, dated April 5, 1898.

Application filed September 9, 1896. Serial No. 605,227. (No model.)

To all whom it may concern:

Be it known that I, ALFRED J. PARKER, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Saddle-Supports for Velocipedes; 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 objects of this invention are to obtain a more easy and comfortable riding, to avoid more effectively the vibration, due to the passage of the vehicle over an uneven surface, being transmitted to the seat, and to secure other advantages and results, some of which may be referred to hereinafter in connection with the description of the working parts.

The invention consists in the improved velocipede-frame and in the particular arrangements and combinations of parts thereof, all substantially as will be hereinafter set forth, and finally embraced in the claim.

Referring to the accompanying drawings, in which like letters of reference indicate corresponding parts in each of the several views, Figure 1 is a side elevation, and Fig. 2 a front elevation, of a portion of a bicycle-frame embracing my improvements. Fig. 3 is a plan of the supporting-bar in detail, and Figs. 4 and 5 are respectively a side elevation and a front elevation of a modification of construction which is sometimes preferred. Fig. 6 shows another modification which may be employed.

In said drawings, *a* indicates a supporting-bar, which may be either a rigid and permanently-fastened portion of the frame or may be telescopically adjustable upon the body of said frame in any manner common to velocipedes. At the upper end of the said bar the same is horizontally slotted, as at *b*, in the direction of the front and rear line of the vehicle, as indicated in Fig. 2, the upper end of the slot being closed by a block *c*, which is riveted or otherwise fastened in said slot by pins *d* or other suitable means. Within the slot is arranged the vertically-sliding horizontal saddle-support *e*, which is at the center re-

duced in width, as shown in Fig. 3, to conform to the width of the slot, so that said support will have a positive vertical movement in the bar *a*, but no lateral or front and rear looseness therein. Around the bar *a*, beneath the said horizontal support, is arranged a spring *f*, which may be either a heavy wire spiral, as in Figs. 1 and 2, or a globular and perforated cushion of rubber, as shown in Figs. 4 and 5. These springs at their upper and lower sides may bear upon washers *g g*, the lower washer being supported and held in place by a shoulder or pin *h*, which preferably extends through the bar *a*, as indicated. The upper washer serves as a supporting-seat for the horizontal support *e*, holding it up in place in the upper part of the slot.

To prevent the horizontal bar *e* from binding unduly because of the saddle bearing thereon at either one side or the other of the vertical studs *a*, I prefer to round the end walls of the recesses *i i*, formed at the sides of the said horizontal bar, as shown in Figs. 1 and 4. In the construction of Fig. 6 the stud *a*, which is ordinarily inclined, is bent at its upper end to stand vertically in position, thus reducing somewhat the tendency of the bar *e* to bind and securing greater freedom of movement.

By the construction thus described the weight of the rider is cushioned not only by the spring commonly employed in the saddle, but also by the spring upon which the horizontal bar bears. Thus the vibration is doubly cushioned and a smoother riding secured.

The construction described is simple and inexpensive, durable, and easy of repair.

Having thus described the invention, what I claim as new is—

In a velocipede, the combination with the slotted bar of the frame, of a horizontal saddle, supporting-bar, recessed at *i, i*, the end walls of the recesses being rounded and a spring for holding the horizontal bar in an elevated position, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 8th day of August, 1896.

ALFRED J. PARKER.

Witnesses:

CHARLES H. PELL,
C. B. PITNEY.