

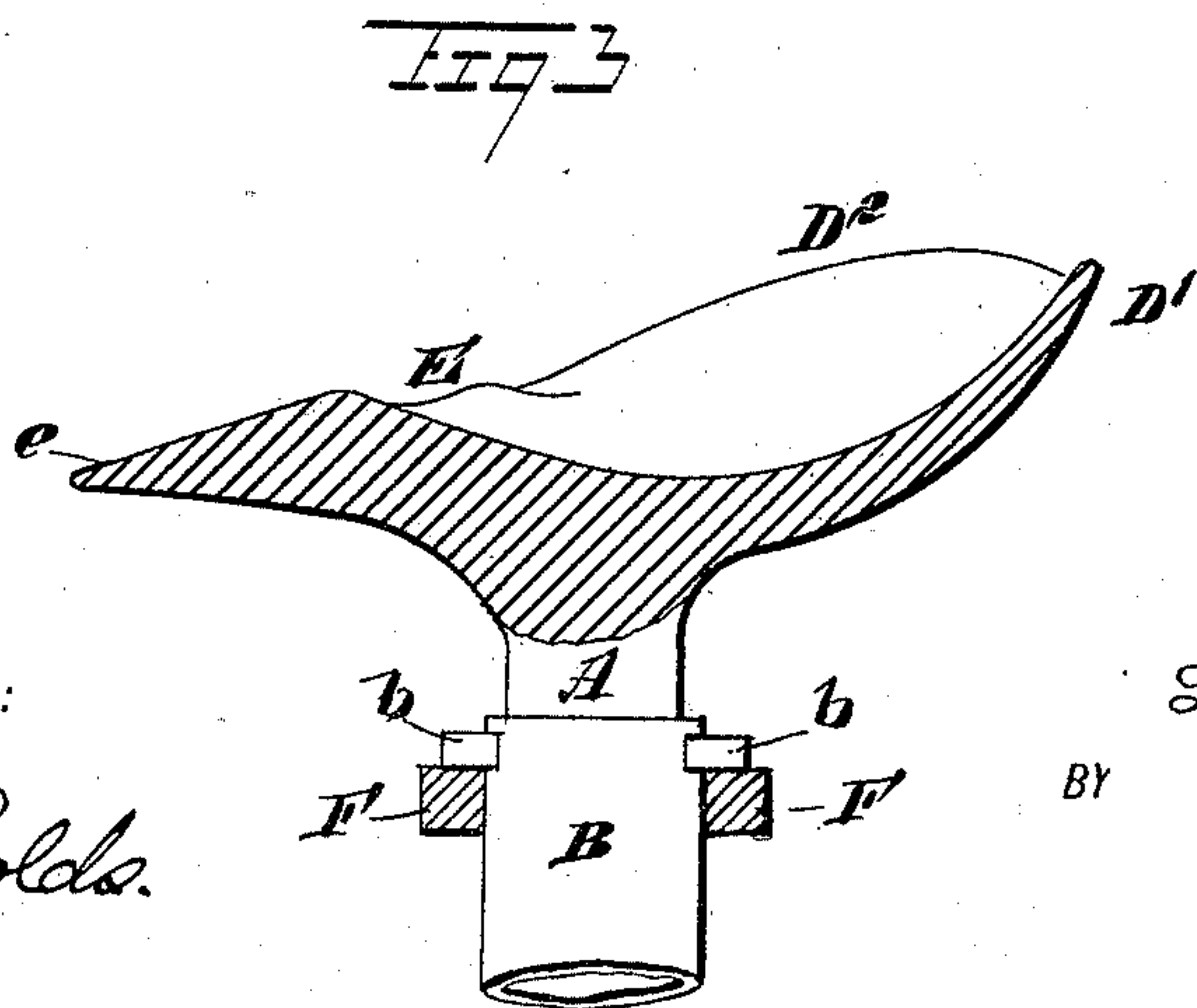
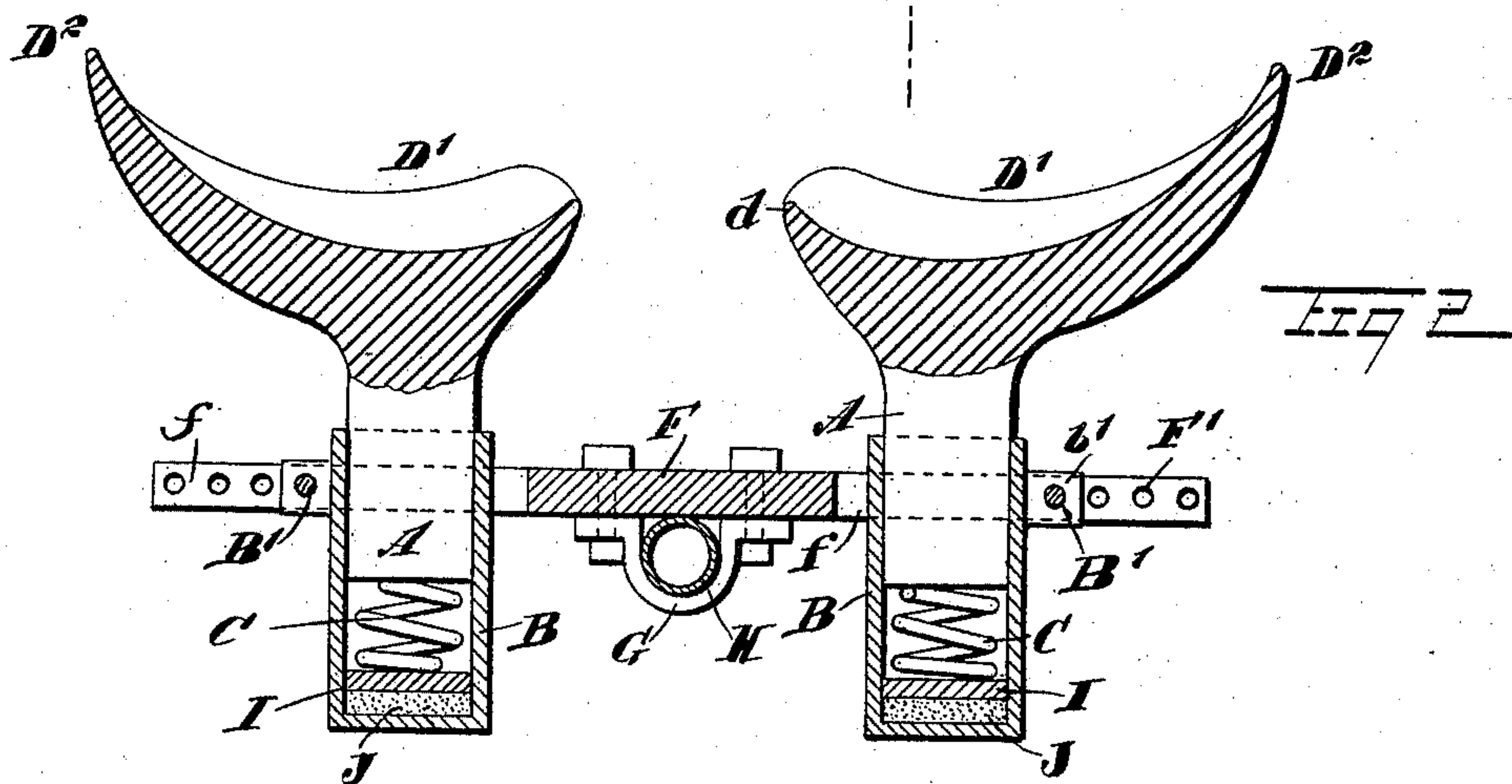
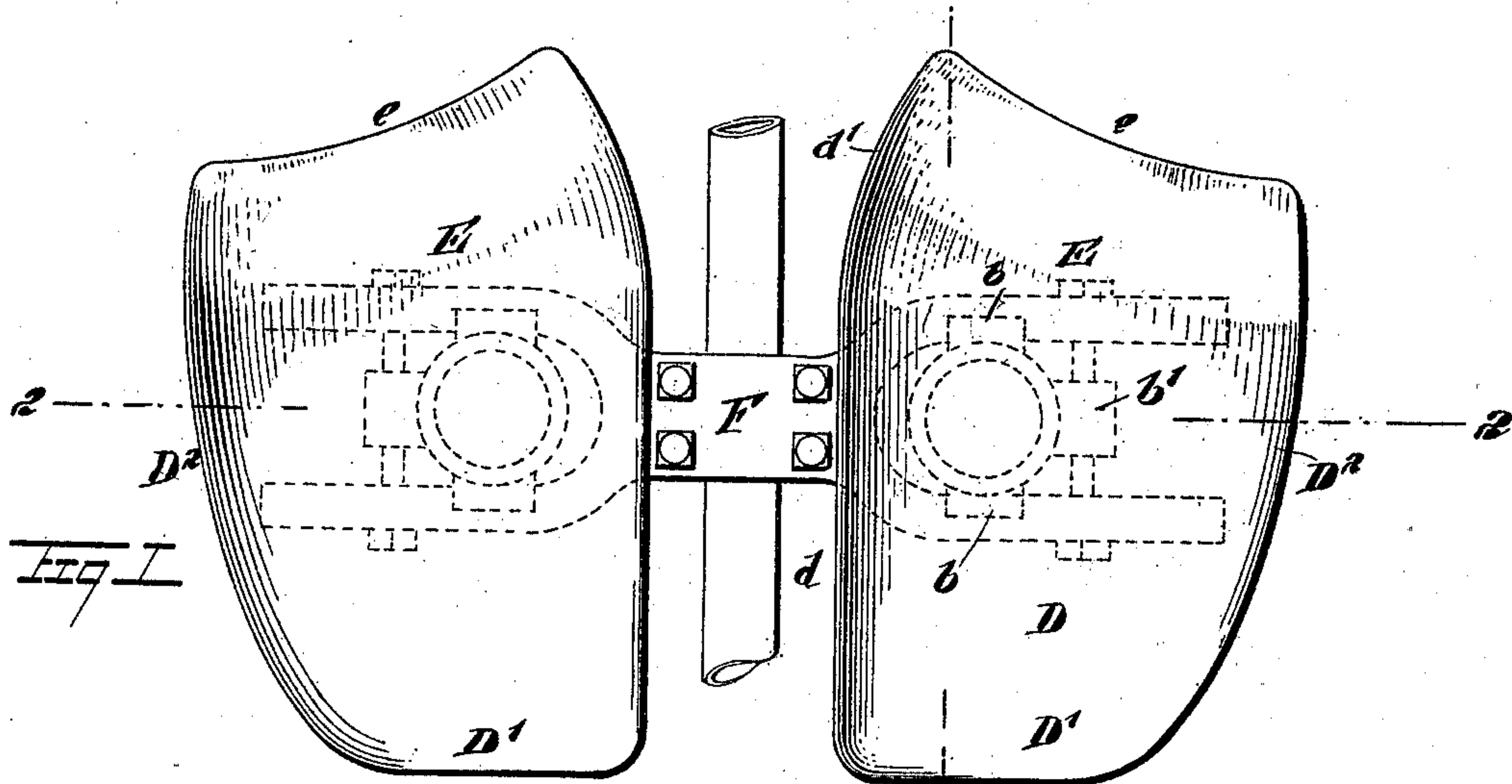
No. 608,089.

Patented July 26, 1898.

L. P. WELLMANN.  
BICYCLE SADDLE.

(Application filed Nov. 24, 1896.)

(No Model.)



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

LOUIS PHILIP WELLMANN, OF UNION, HUDSON COUNTY, NEW JERSEY.

## BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 608,089, dated July 26, 1898.

Application filed November 24, 1896. Serial No. 613,303. (No model.)

*To all whom it may concern:*

Be it known that I, LOUIS PHILIP WELLMANN, of Union township, in the county of Hudson and State of New Jersey, have invented a new and Improved Bicycle-Saddle, of which the following is a full, clear, and exact description.

My invention relates to an improvement in bicycle-saddles, having for its object the formation of a flexible seat which may yield with the motions of the rider and which may be adjusted in width to correspond with the person using it; also, to form the seat in two independent halves, leaving a central opening between the same.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a top plan view of the saddle. Fig. 2 is a central sectional elevation taken on the line 2 2 in Fig. 1, and Fig. 3 is a longitudinal section of one-half of the seat.

In my improved saddle the seat portion is formed in two parts or sections, as shown in Figs. 1 and 2, and of rubber of considerable thickness, so as to have the strength to hold the rider. The saddle is in general of a cup shape and shaped as near as possible to conform to the rider's body. Beneath the central portion of each section of this cup-shaped saddle, but near the inner edge thereof, is formed a stem A, which enters a socket B and is supported therein upon a spiral spring C. The inner edge *d* of the top or cup D is very slightly elevated above the center of the cup. This edge is for the larger portion of its length straight and parallel with the corresponding edge of the other half. At the forward end *d'*, however, it curves outwardly. The rear edge of the cup at D' is raised considerably above the central portion and the outer edge D<sup>2</sup> is similarly elevated and curves toward the front.

At a point E near the forward edge of the cup the slope of the bottom thereof, which from the center has been an upward incline, turns downward toward the forward edge *e*. A cross-section taken at this point would show a concave outline to the cup. The object of this is to fit the same to the upper portion of the thigh of the rider.

The thickness of the material decreases from the stem A toward the edge in all directions. The two sides are made rights and lefts, and the cylinders B, within which the stem is placed, are adjustable upon a supporting-bar F, which is clamped by a strap G or any other any other suitable means to the seat-post H. The bar F has slots or bifurcated portions *f'* in each end, adapted to receive the cylinders B, supporting the two halves of the saddle. The cylinders B have lugs *b* (shown in dotted lines in Fig. 1) upon each side thereof, which rest upon the top of the bar F, and also have a third lug *b'*, which receives a bolt B', passed through holes F' in the sides of the bar F. These holes are a short distance apart and enable the saddle to be adjusted so as to be wider or narrower. The stem A of each half of the saddle is to be placed in such a position that it will come under the bone which carries the larger part of the weight. The material itself of the saddle has considerable resiliency, which is assisted by the resiliency of the spiral springs C. In the bottom of each cylinder B is placed a washer I and beneath the same a layer of sand J, the object of this being to decrease vibration.

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

1. A bicycle-saddle provided with two independent seat portions each having in its upper face a depression of irregular shape adapted to fit the under surface of the thigh and buttock and a stem integral with each seat portion, the said seat portion and stem being composed entirely of rubber, whereby the seat portion will yield to the weight of the rider and bend as a whole with respect to the stem to conform to the position of the thigh, as and for the purpose set forth.

2. A bicycle-saddle, comprising a saddle-bar provided with socket portions rigidly held thereon, but adjustable to and from the center of said bar, and right and left seat portions each formed with an integral stem arranged to be received in said socket, the seat portions and stems being composed entirely of rubber, whereby the seat portion will yield to the weight of the rider and bend as a whole with respect to the stem to conform to the po-



sition of the rider's thigh, as and for the purpose set forth.

3. A bicycle-saddle, comprising the supporting-bar arranged for connection with the seat-post of the bicycle and having bifurcated ends formed with a plurality of bolt-holes, cylinders received in said bifurcated ends and provided with lugs arranged to rest on the top of said bar and an apertured lug arranged to receive a bolt passed through corresponding bolt-holes in the said bifurcated ends of the bar, whereby said cylinders may be adjustably held by said bar, and right and left seat portions formed of rubber or similar flexible material and provided with stems received in said cylinders, substantially as described.

4. A bicycle-saddle provided with a supporting-bar arranged for connection with the seat-post of a bicycle, the ends of said bar being bifurcated and formed with a plurality of alining bolt-holes and seat-holding sockets

held in said bifurcated ends and provided with an apertured lug arranged to receive a bolt passed through corresponding bolt-holes in the bifurcated ends of said bar, as and for the purpose set forth.

5. A bicycle-saddle, comprising the supporting-bar provided with sockets rigidly held thereon, but adjustable to and from its center, springs received in said sockets, and right and left independent seat portions formed with stems arranged to rest upon the springs in said sockets and composed of flexible or yielding material, whereby the said stems will bend to conform the seat portion to the position of the rider's thigh, as and for the purpose described.

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Witnesses:

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