

No. 622,357.

Patented Apr. 4, 1899.

J. L. HITCHCOCK & C. GALBRAITH.

BICYCLE SADDLE.

(Application filed Feb. 24, 1897.)

(No Model.)

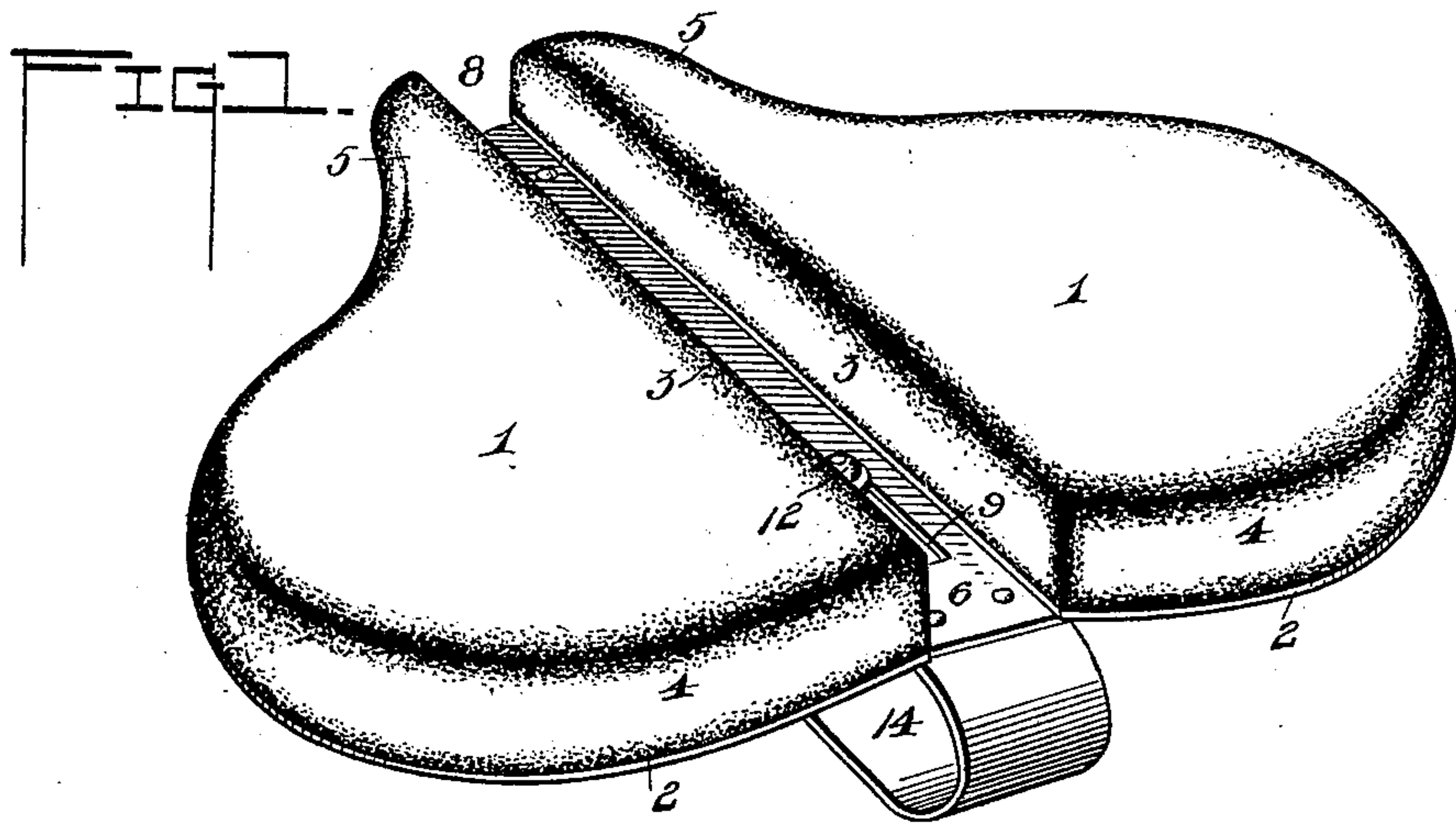


FIG. 2.

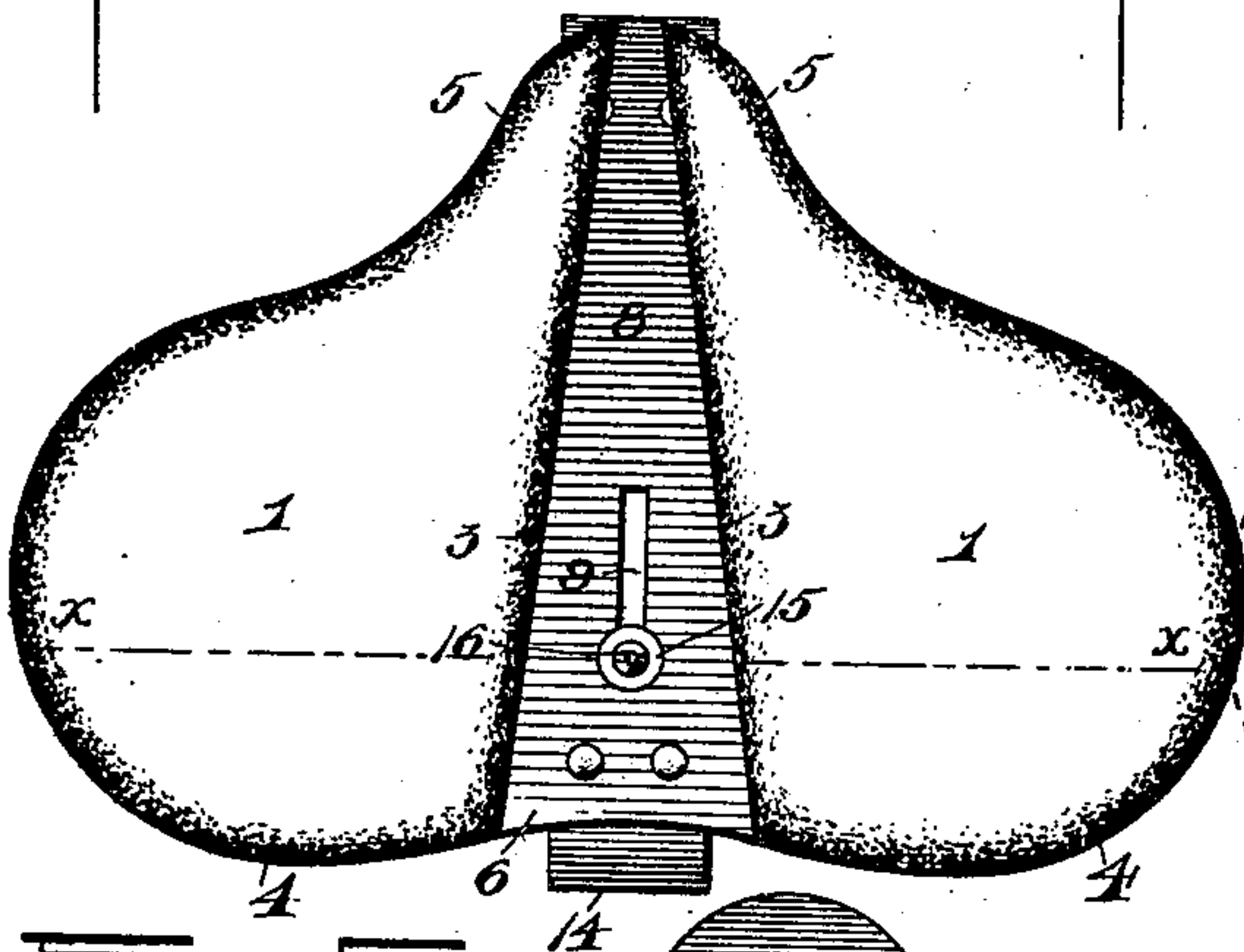


FIG. 3.

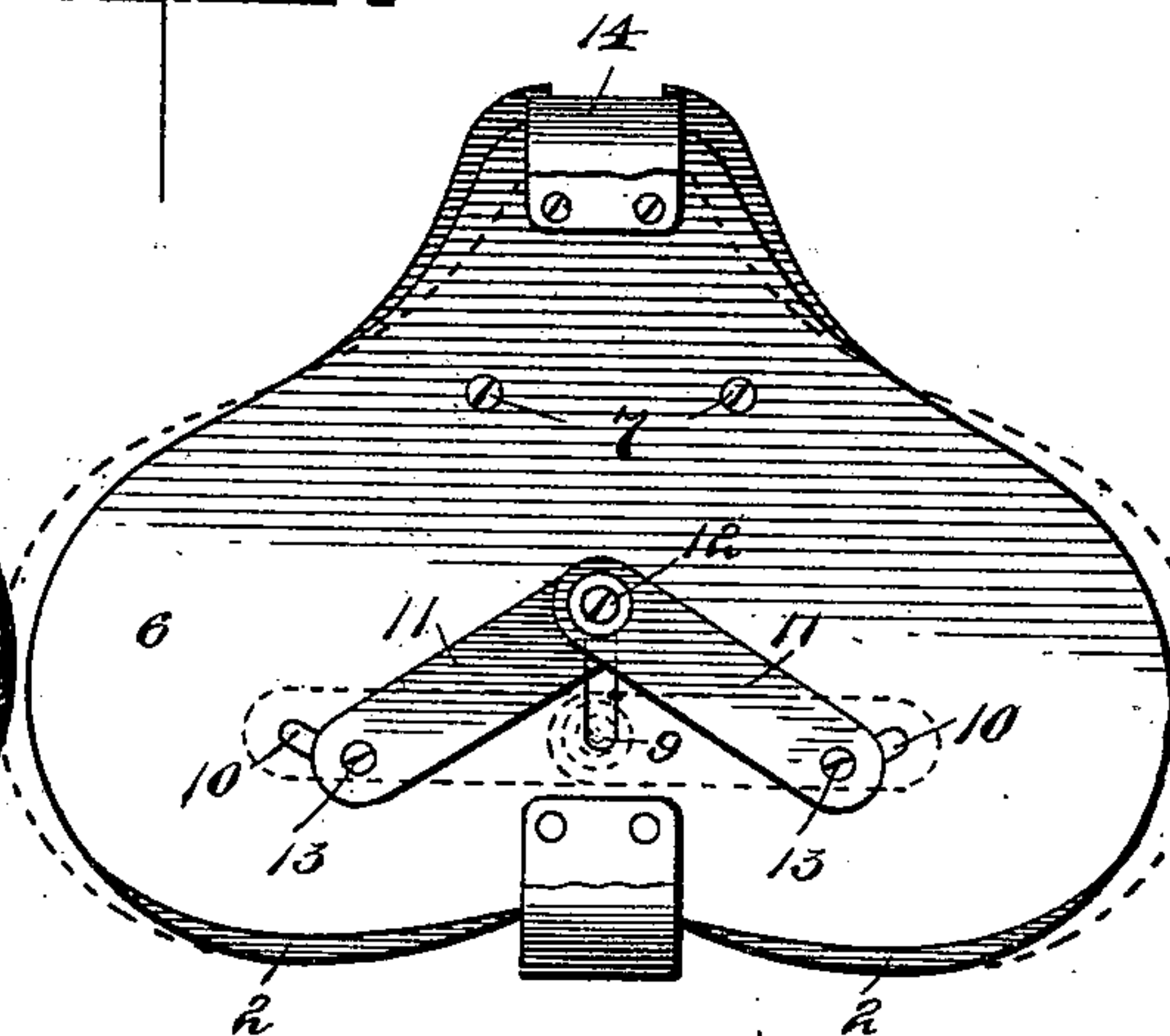


FIG. 4.

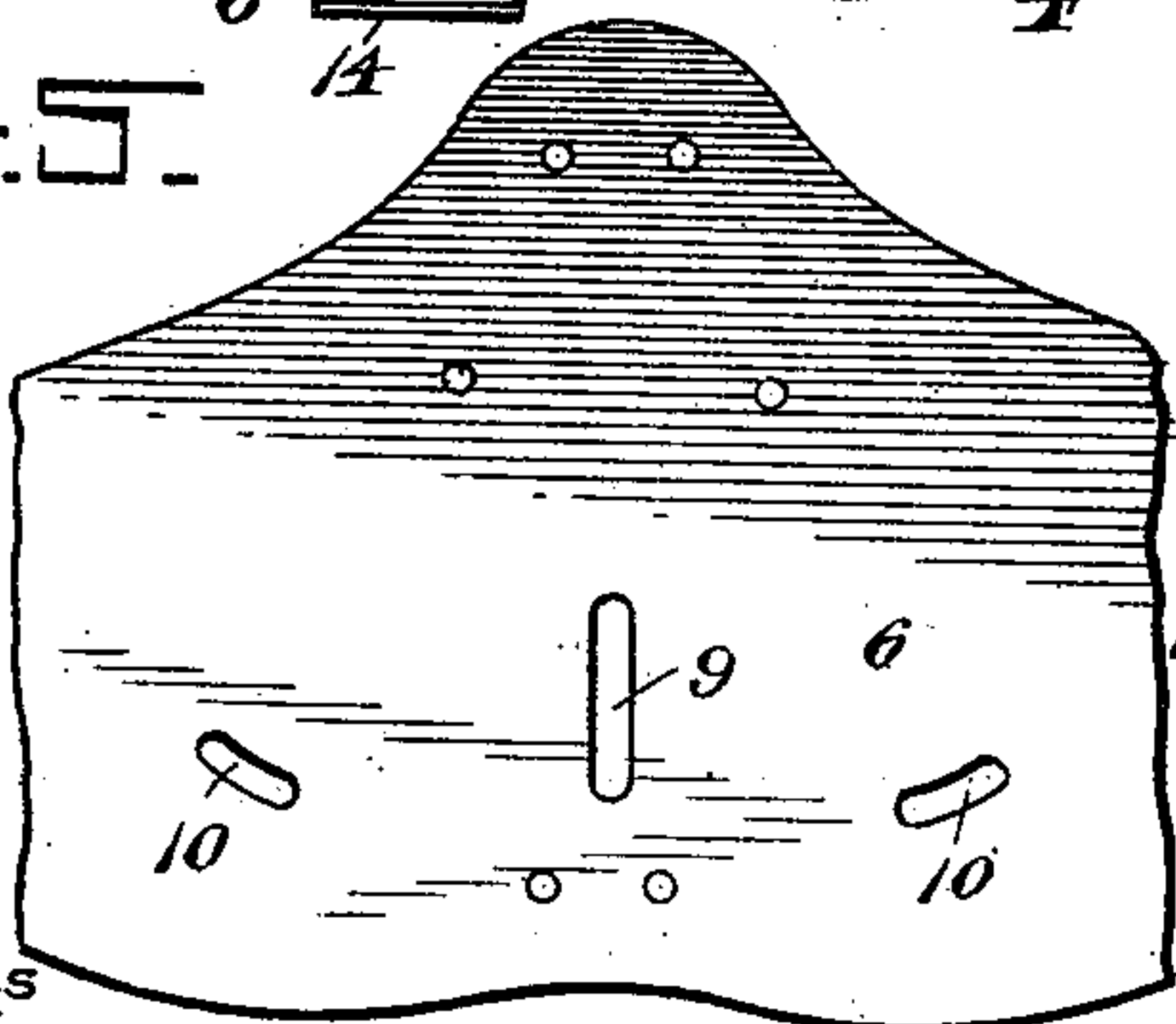
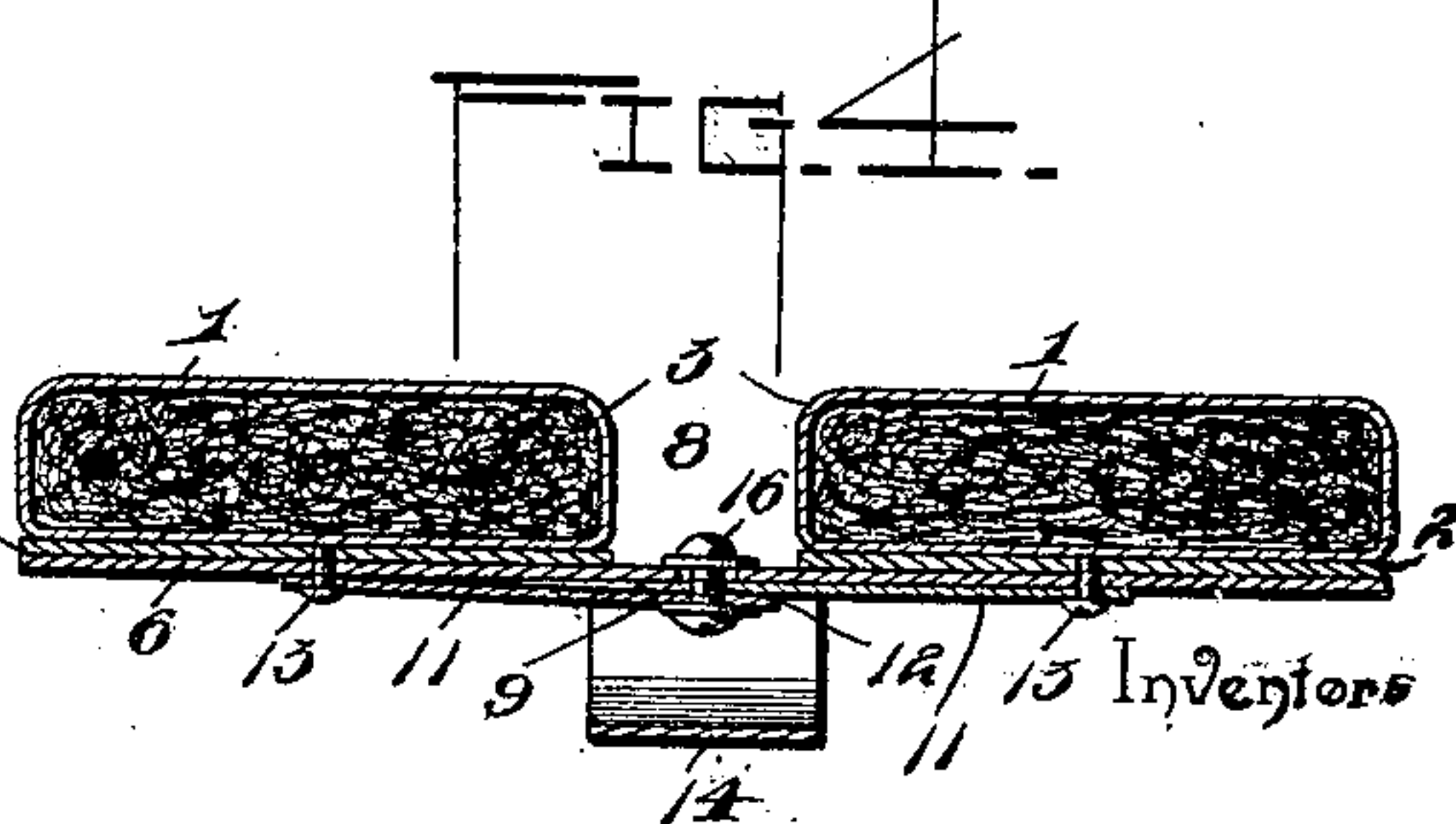


FIG. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN L. HITCHCOCK, OF UHRICHVILLE, AND CHARLES GALBRAITH, OF
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BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 622,357, dated April 4, 1899.

Application filed February 24, 1897. Serial No. 624,792. (No model.)

To all whom it may concern:

Be it known that we, JOHN L. HITCHCOCK, residing at Uhrichsville, in the county of Tuscarawas, and CHARLES GALBRAITH, residing at Germano, in the county of Harrison, State of Ohio, citizens of the United States, have invented a new and useful Bicycle-Saddle, of which the following is a specification.

This invention relates to bicycle-saddles, its object being to provide a saddle that may be adjusted in order to render it available for either a male or female rider, and so constructed that proper ventilation will be assured and the saddle will meet all anatomical requirements.

With this object in view the invention consists in the several details of construction and combination of parts hereinafter fully described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of the saddle when in position for use by a male rider. Fig. 2 is a similar view showing the position of the parts when adjusted for a female rider. Fig. 3 is a bottom plan view of the saddle, part of the spring being broken away to more clearly show some of the parts, the saddle being adjusted for a male rider, and showing in dotted lines the position of the parts when adjusted for a female rider. Fig. 4 is a vertical transverse section on the line *xx* of Fig. 2. Fig. 5 is a view of a portion of the bottom plate, showing the arrangement of the slots.

Similar reference-numerals indicate similar parts in the several figures.

For the purpose of carrying out our present invention the cushion is made in two similar sections, (indicated by 1,) each cushion-section being attached to a plate 2, preferably of sheet-steel, the plates corresponding in outline to the cushion-sections. The cushion-sections will preferably be covered with fine leather and may contain an inflated sack or be otherwise stuffed, as desired. As shown, each cushion is provided with a straight inner side 3, which straight sides face each other when the cushions are in position. The outer edge of the cushion is substantially ogee in outline, and the cushion is thereby

given a wide rear portion 4 and a tapering narrow front or peak portion 5.

6 represents the bottom plate of the bicycle-saddle, to which the narrow end portions of the plates 2 are pivotally connected, as indicated at 7, in such manner that a space 8 is left between the straight sides 3 of the cushion-sections. This space is provided to avoid pressure on the sensitive soft parts of the rider. The plate 6 is provided with a straight elongated slot midway of its width, as indicated at 9, which slot opens out into the space between the two cushion-sections and on opposite sides of this slot 9 with short curved slots 10. Two links 11 are pivoted together at one end on a pin 12, which passes through the slot 9 and is adapted to move therein. The opposite ends of these links are pivoted to the plates 2, respectively, by means of pins 13, which pass through the curved slots 10 in the plates 6.

14 represents the usual supporting-spring for the saddle, firmly secured to the plate 6, and by means of which the saddle is connected to the seat-post. (Not shown.) The pin 12, which passes through the slot 9 in the bottom plate 6, is threaded at its outer end, and a washer 15 fits over it to engage the plate 6 on opposite sides of the slot 9, and a nut 16 is fitted on the threaded end of the pin, by means of which the pin can be clamped in any desired position.

When the saddle is to be used by a male rider, the cushion-sections will occupy the position indicated in Fig. 1 and the pin 12 will be at the forward end of the slot 9, and the parts will be locked in this position by means of the nut 16. When, however, it is desired to adjust the saddle for use by a female rider, the nut 16 will be loosened and the rear ends of the cushion-sections will be spread apart, and as these sections will turn on the pivot-pins 7, which are intermediate of their front and rear ends, the front ends of the cushion-sections will be drawn inwardly toward each other, thereby narrowing the front or peak portion of the saddle and widening the rear portion. During the spreading apart of the cushion-sections at their rear ends the pin 12 will move to the rear end of the slot and

the links 11 will move into alinement with each other, as indicated in dotted lines in Fig. 3, when on tightening the nut 16 on the pin 12 the cushion-sections will be locked in their adjusted position.

As the female pelvis is wider than that of the male, it is necessary to provide a wider support for it, and the narrower peak is more suitable for a female for anatomical reasons, which will be readily understood, and it is much less liable to produce chafing or saddle soreness.

As the several parts of the saddle may be easily disconnected, it is obvious that should any accident occur to either of the parts it may easily be replaced, and consequently the cost of repair will be reduced to a minimum.

It will be understood that changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what we claim is—

1. In a bicycle-saddle, the combination with a bottom plate attached to the saddle-spring, of two similar cushion-sections pivotally connected intermediate their ends to the said plate with a space between them, and means to simultaneously turn the sections on their pivots to vary the width of the space between the sections at their front and rear ends, and means to lock them in position, substantially as described.

2. In a bicycle-saddle, the combination with a bottom plate attached to the saddle-spring, of two similar cushion-sections each attached to the plate, said sections being pivoted intermediate their ends to the bottom plate with a space between them, and connections between the cushion-sections and the bottom plate to simultaneously turn the cushion-

ion-plates on their pivots to vary the width of the space between the cushions at their front and rear ends, and means to lock the cushion-plates in their adjusted position, substantially as described.

3. In a bicycle-saddle, the combination with a bottom plate attached to the saddle-spring, said plate having a straight elongated slot midway its width, and a curved slot on each side of the straight slot, of two upper plates pivoted intermediate their ends on the bottom plate with a space between them, and each carrying a cushion-section having a wide rear end and a narrow front end, and means for simultaneously turning the plates carrying the cushion-sections upon their pivots to vary the width of the space between the cushions at their front and rear ends, said means consisting of two links pivoted together on a pin which extends through the straight slot, and their ends being pivotally connected to the respective upper plates by means of pins passing through said curved slots, and a locking-nut on the pin in the straight slot, substantially as and for the purpose specified.

4. A bicycle-saddle comprising two seat-sections mounted to have a simultaneous outward movement at one end and a corresponding inward movement at the opposite end, and means connecting the two sections to effect a synchronous adjustment thereof at both ends, substantially as and for the purpose described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

JOHN L. HITCHCOCK.
CHARLES GALBRAITH.

Witnesses:

JARED MARSHALL,
J. C. MCCLINTOCK.