No. 626,644. Patented June 6, 1899.

L. WIDDERSHOVEN.

PNEUMATIC SADDLE FOR BICYCLES.

(Application filed Aug. 10, 1898.)

(No Model.)

Fig. 1.

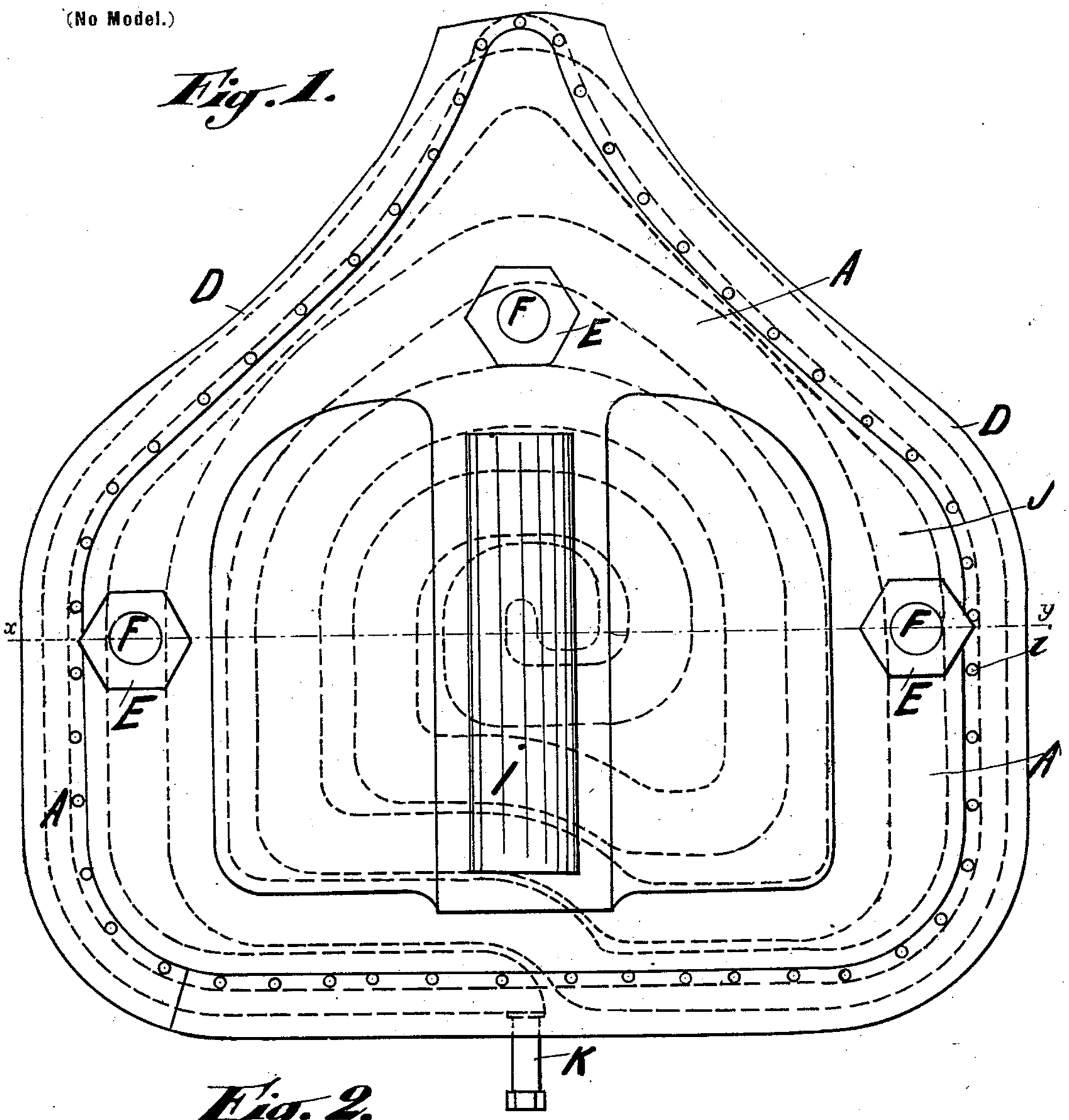
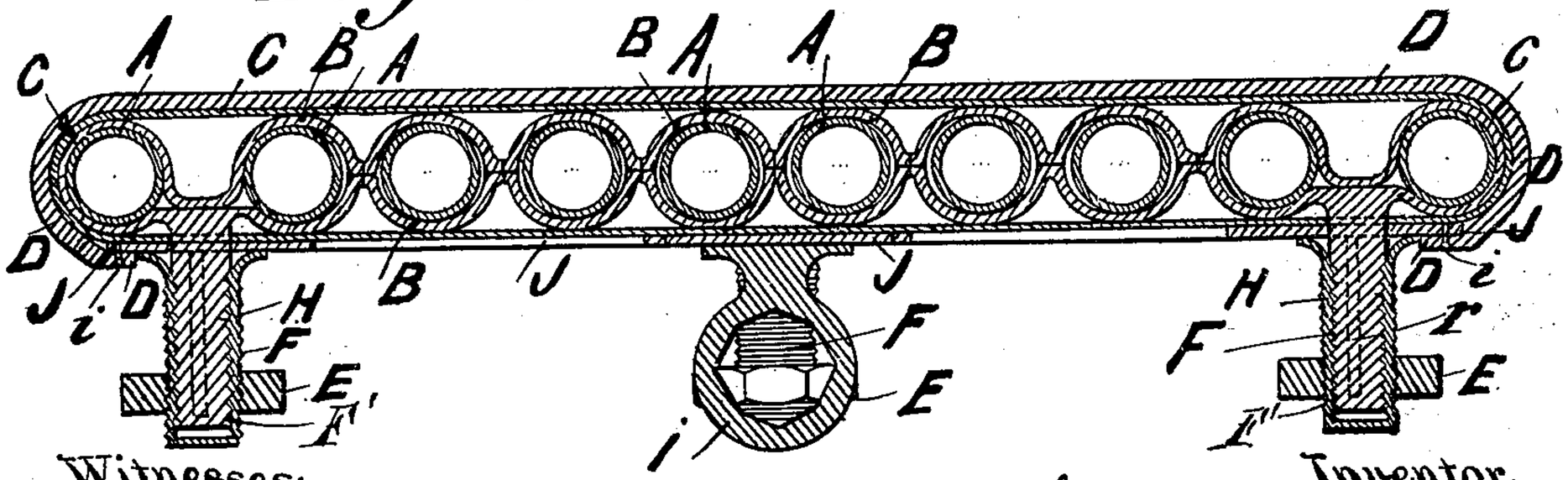


Fig. 2.



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UNITED STATES PATENT OFFICE.

LOUIS WIDDERSHOVEN, OF ANTWERP, BELGIUM.

PNEUMATIC SADDLE FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 626,644, dated June 6, 1899.

Application filed August 10, 1898. Serial No. 688,278. (No model.)

To all whom it may concern:

Be it known that I, LOUIS WIDDERSHOVEN, a citizen of the Kingdom of Belgium, residing at Antwerp, Belgium, have invented certain new and useful Improvements in Pneumatic Saddles for Velocipedes, of which the following is a specification.

The object of this invention is the construction of a pneumatic saddle for velocipedes which shall be absolutely air-tight, so as to retain the compressed air within it, and which shall also possess great elasticity.

The drawings annexed hereto show, by way of example, one mode of carrying out the invention.

On the drawings, Figure 1 is an inverted plan view of the saddle. Fig. 2 is a vertical section of the saddle, taken on the line *x y*, Fig. 1.

The saddle is composed of an india-rubber pneumatic tube A A, which is coiled up in such a manner as to form the surface of the saddle. This tube, which is closed at each end, has provided at one end, at the back of the saddle, a valve K, by means of which the tube can be inflated in the usual manner by the use of any suitable and well-known form of air-pump. The convolutions of the coiled-up tube are covered by a cover B, made of rubbered canvas, and this cover is so arranged and secured together, as shown at Fig. 2, as to tightly envelop each convolution. This cover prevents any escape of air even although there may be a defect in the rubber of the pneumatic tube, and it further prevents the tube bursting through an overpressure of air.

An outside covering C, made of canvas or sail-cloth, incloses the parts of the saddle hereinbefore described and retains them in position.

The saddle rests upon a perforated sheet-iron plate J, which is similar in shape to the outline of the saddle.

The leather D of the saddle, by which the above-described parts are covered, is secured to the plate J around its whole circumference by means of small screws *i*. The plate J has at its under side a socket I, with a polygonal opening for the reception of the supporting or L pillar of the cycle.

The rubber and canvas cover B has molded in one with it three india-rubber projections H, which are cylindrical in shape and are directed downward. Each projection passes through a hole made in the sail-cloth and in the plate J and also into a tube F, closed at the bottom, but provided at the top with a curved flange or rim. The tube is threaded externally, and is also slotted for the greater part of its length, as indicated in dotted lines at *r*. As will be seen, the slot extends upward through the flange. For the purpose of retaining the projections H within the tubes the latter are made on the inner surface with teeth or notches F′. The tubes F can further be caused to grip the projections by means of nuts E, which when screwed up cause the split tubes F to tighten upon the projections. Each tube is fixed by its flange to the under side of the plate J.

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

A pneumatic saddle for velocipedes, characterized by a coiled-up pneumatic tube of india-rubber, the convolutions of which are tightly inclosed by a covering of rubbered canvas over which is arranged a covering of sail-cloth; the whole being fitted upon a metal plate having a socket for the reception of the seat-pillar; the rubbered canvas cover having three projections of india-rubber which pass through holes in the sail-cloth and the metal plate and enter slotted tubes screwed externally and which retain the projections by means of teeth or notches made in the metal of the tubes and by nuts which can be screwed upon the tubes, said tubes being fixed below the support-plate; the leather which covers the upper part of the saddle being fastened around its edges to the under side of the support-plate by means of screws or equivalent, substantially as hereinbefore described and shown on the drawings annexed.

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