

No. 656,854.

Patented Aug. 28, 1900.

**J. NORD.
CYCLE SADDLE.**

(Application filed Mar. 18, 1899.)

(No Model.)

fig. 1.

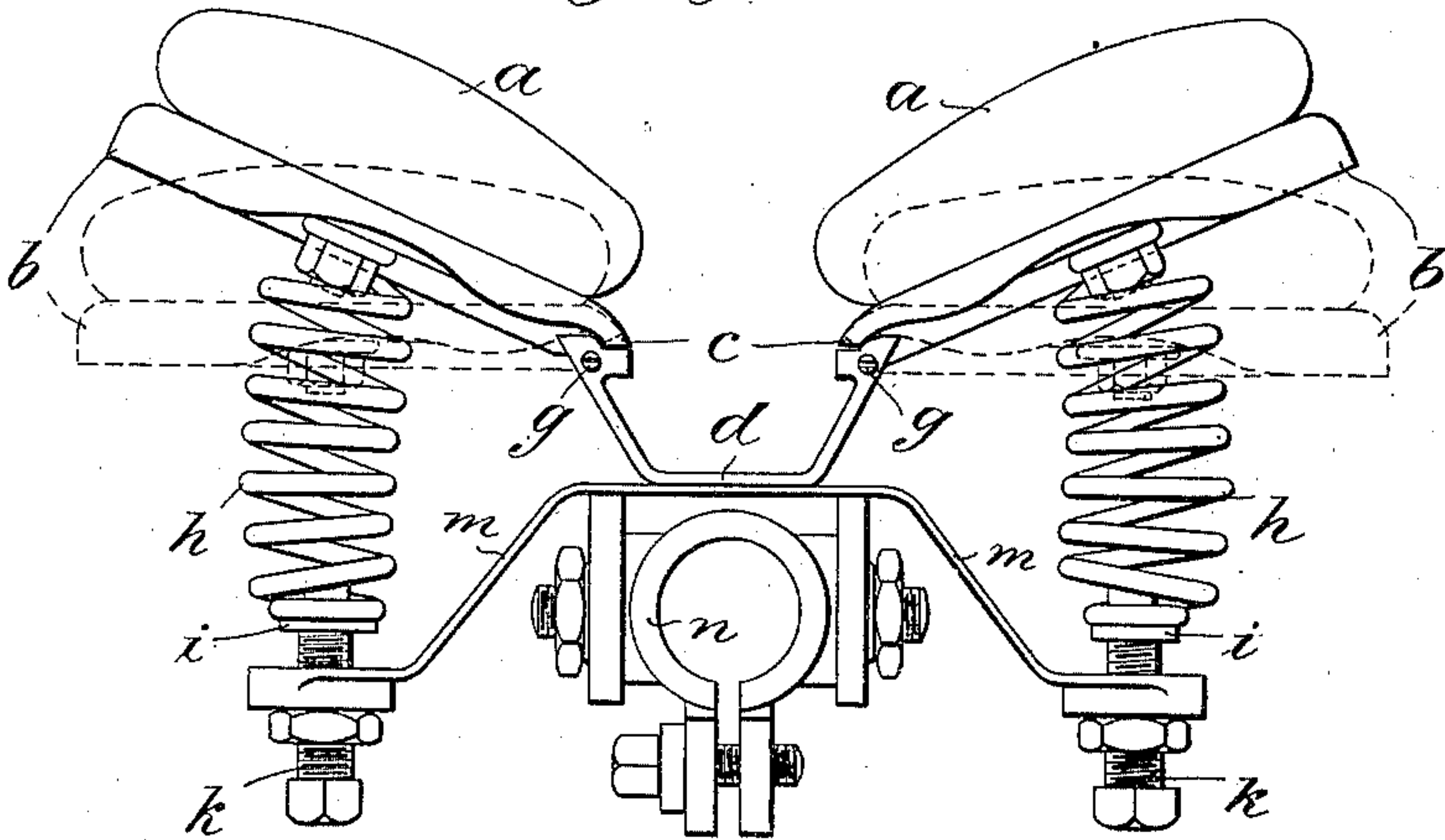
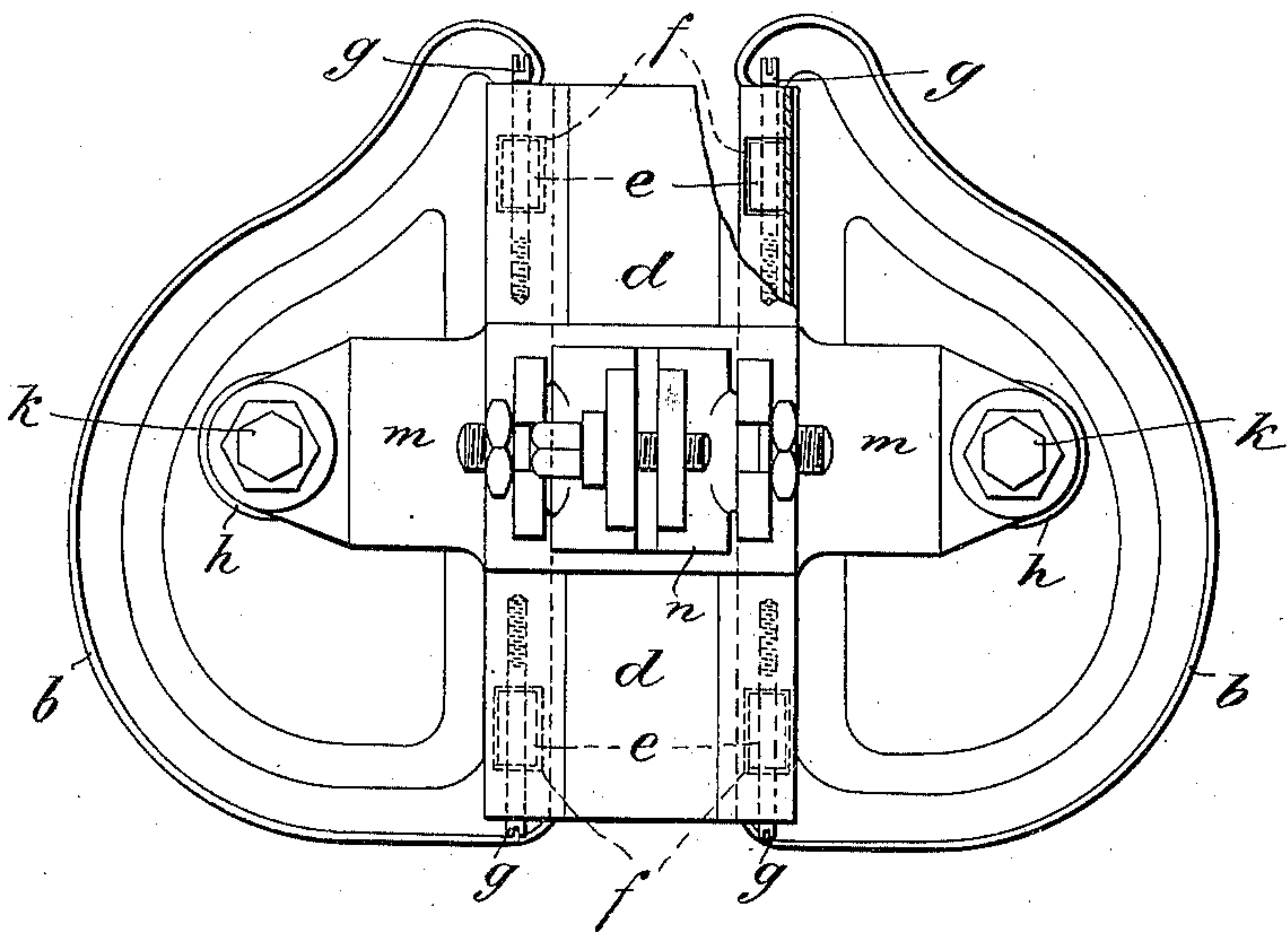


fig. 2.



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UNITED STATES PATENT OFFICE.

JULIUS NORD, OF AMERSFORT, NETHERLANDS.

CYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 656,854, dated August 28, 1900.

Application filed March 18, 1899. Serial No. 709,563. (No model.)

To all whom it may concern:

Be it known that I, JULIUS NORD, a subject of the Queen of the Netherlands, residing at Amersfort, Netherlands, have invented a certain new and useful Cycle-Saddle, of which the following is a specification.

Bicycle-saddles with two cushions or pads separated from each other by an intervening space longitudinally of the saddle are already known. Also saddles of this kind are known in which the separate cushions are fixed by hinges and supported by springs. All these saddles, however, have the disadvantage that the seat-surface does not fit sufficiently close to the outwardly-curved form of the human seat, and that it is not possible to adjust the pressure of the supporting-springs for each cushion separately, and that therefore they are not able to alter their weight-carrying capacity in proportion to the load. All these disadvantages are avoided by the bicycle-saddle which forms the subject of the present invention. This saddle possesses also two cushions or halves, but differs from previous saddles in that each of the halves is separately hinged and rocks independently of the other about a stationary axle parallel to the longitudinal axis of the saddle and lying in the same plane with the adjacent edges of the cushions. This arrangement renders it possible for each half to adjust itself in proportion to the load, which, as is known, varies during riding around curves in the road. To make the seat-surface concave, so as to accurately correspond to the outwardly-curved form of the human seat, each half is further so supported by one or more springs that both halves are slightly turned upward and make a more or less obtuse angle with each other. The said supporting-springs are fixed to the saddle-carrier and to the halves of the seat in such manner that each supporting-spring is adjustable, and therefore the seat may be made resilient to a greater or less extent in proportion to the load.

In the accompanying drawings is shown a form of saddle embodying the present invention.

Figure 1 is a front view, and Fig 2 an underneath plan view, partly in section.

Each pad or cushion *a* has a special metal lower portion or frame *b*, the edge *c* of which, being turned to or directed toward the longitudinal axis of the saddle, is connected piv-

otally with the trough-shaped center portion *d* of the saddle. In the example illustrated the said edge *c* of the under frame *b* is provided with two lugs *e*, which are inserted in slots *f*, Fig. 2, of the middle portion *d* and are pivoted therein upon pins *g*, screwed into the part *d* through the said lugs. At that part where the under frame *b* and the middle portion *d* are hinged together the adjacent edges of the parts *b* have shoulders, Fig. 1, which abut against the middle portion *d* and prevent the cushions from moving essentially higher than is shown by full lines in the drawings and not essentially lower than is shown by the dotted lines. Each cushion *a* is independently supported by one or more springs, (spiral, india-rubber, or the like.) In the drawings there is shown a spiral spring *h* for each cushion, attached rigidly at one end to the under frame *b* of the cushion and at its other end resting upon the washer *i* of a screw *k*. This screw *k* is adjustable in the saddle-carrier *m*, so that the tension of the spring may be regulated at pleasure. Beneath the saddle-carrier and centrally thereof is the usual pivoted sleeve *n*, which serves to affix the saddle to the pin.

The seat-surface of this saddle becomes greater on mounting the machine to a greater or less extent, according to the weight of the rider and the tension of the supporting-springs.

The saddle is available without any alteration whatsoever, either for gentlemen's or ladies' use, and as it has no peak or head, as will be seen from Fig. 2, cannot injure the body of the rider.

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

In a bicycle-saddle the combination of two seat-halves with two hinges for fixing each of the said halves to stationary axles, parallel to the longitudinal axis of the saddle and lying in the same plane with the adjacent edges of the said halves, and springs supporting each of said halves separately and being adjustable independently, for the purpose of being able to regulate the resiliency of the seat.

Signed at Amsterdam, Netherlands, this 1st day of March, 1899.

JULIUS NORD.

Witnesses:

AUGUST SIEGFRIED DOCH,
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