

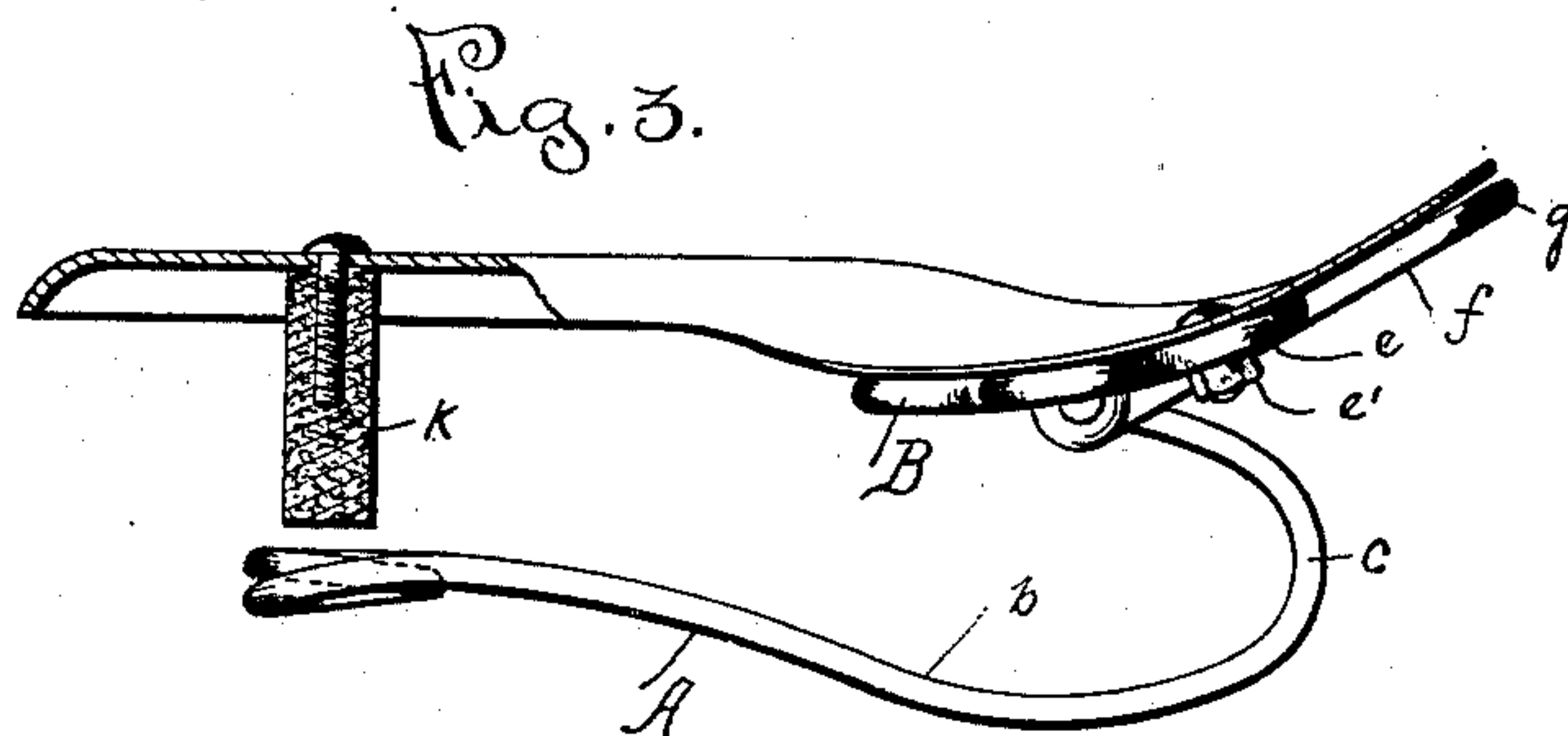
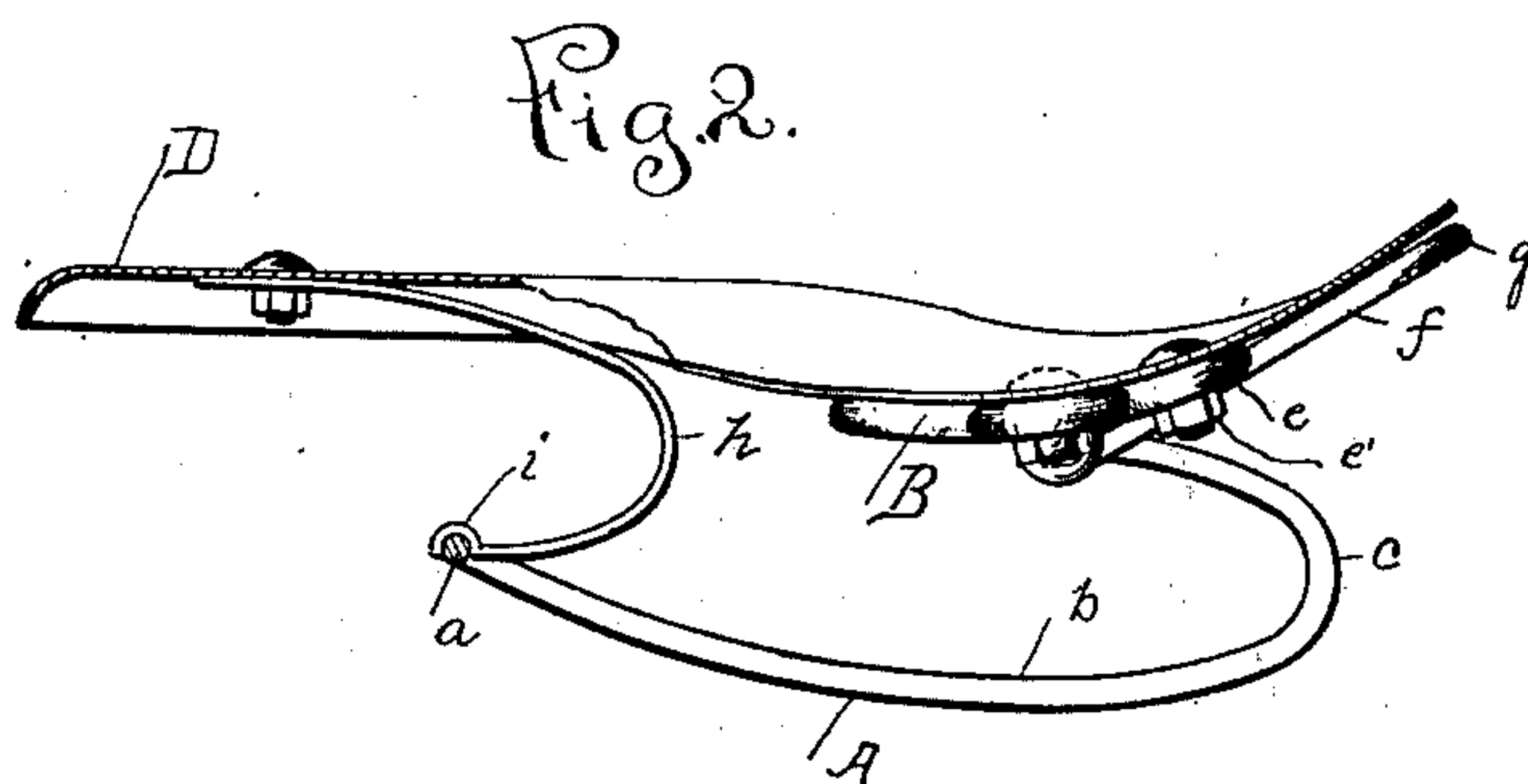
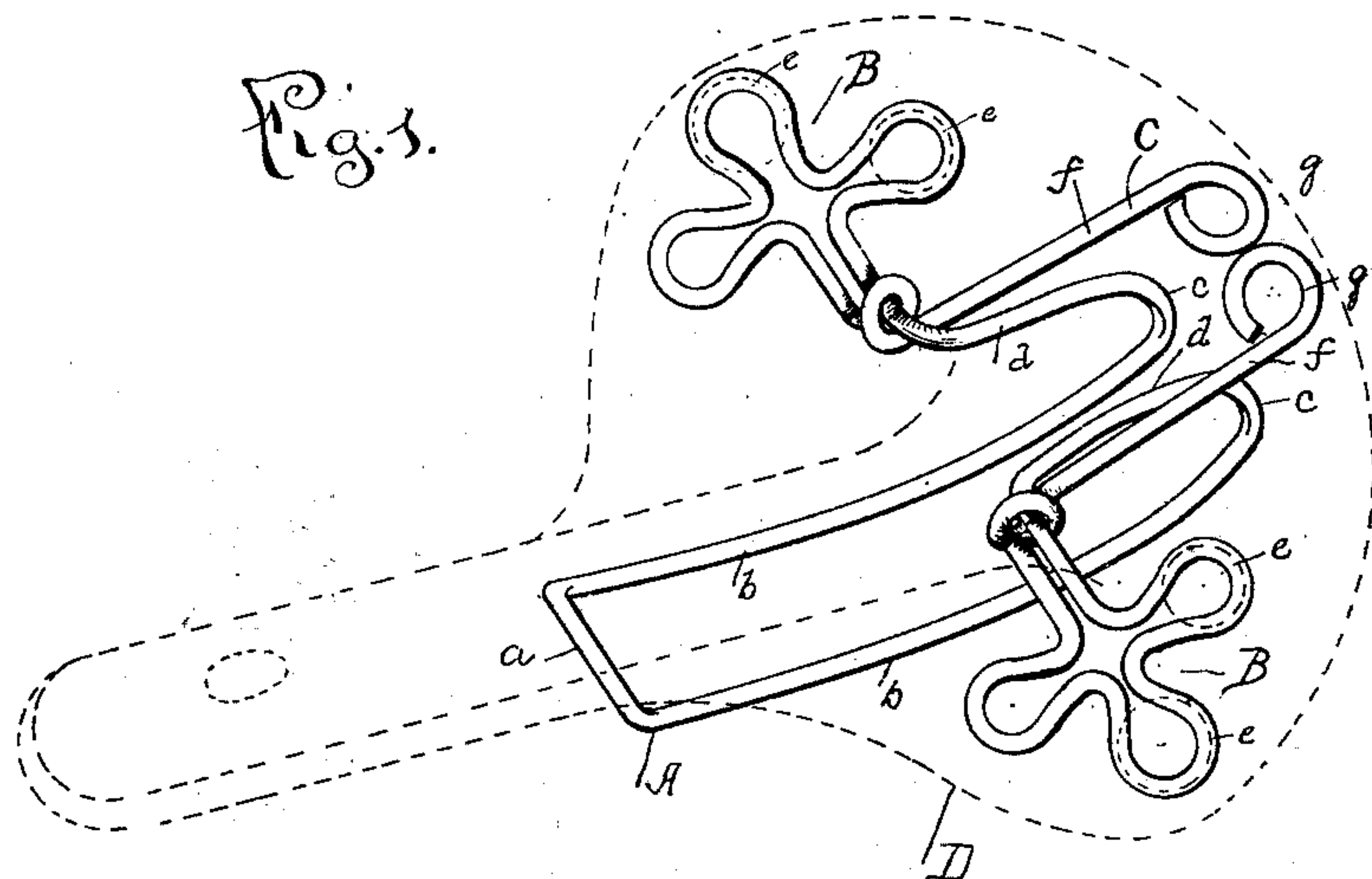
No. 666,061.

Patented Jan. 15, 1901.

M. H. NABER.
SEAT SUPPORT.

(Application filed May 9, 1898.)

(No Model.)



Witnesses:

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UNITED STATES PATENT OFFICE.

MOSES H. NABER, OF CHICAGO, ILLINOIS, ASSIGNOR, BY MESNE ASSIGNMENTS, TO EDWARD G. PAULING, OF SAME PLACE.

SEAT-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 666,061, dated January 15, 1901.

Application filed May 9, 1898. Serial No. 680,127. (No model.)

To all whom it may concern:

Be it known that I, MOSES H. NABER, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Seat-Support, of which the following is a specification.

This invention relates to seat-supports; and its object is to provide a support especially adapted for bicycle seats or saddles, whereby the saddle may have a tilting or rocking movement to accommodate itself to the position of the rider.

In the drawings, Figure 1 is a perspective view of the support with the saddle shown in outline. Fig. 2 is a view of the support with an auxiliary supporting-spring, and Fig. 3 is a view of a modification.

The same reference-letters are used throughout to designate like parts.

In the drawings, the reference-letter D indicates the saddle, and the letter A indicates the base of the support, which is formed of a piece of wire of suitable size bent back upon itself at *a* to form the parallel legs *b*, which latter are adapted to be attached by the usual clamping devices to the saddle-post. (Not shown.) The legs *b* may be clamped at any desired point to obtain the desired horizontal adjustment of the saddle and are bowed more or less in a vertical direction to allow the seat or saddle to be set at the desired angle. At the rear ends of the legs are the springs *c*, which are curved upwardly and which may, if desired, be formed in one or more convolutions.

The letter *d* indicates the arms that directly support the saddle or seat platform B. These arms are formed by the forwardly-extending portion of the springs *c*, and the parts *b*, C, and *d* are in substantially the same vertical plane in each side, respectively.

The platform B constitutes the support or seat for the saddle and has a tilting or rocking movement to accommodate itself to the movements of the body of the rider. The platform or saddle-seat consists of the wings B, which are formed by extending the arms *d* laterally a suitable distance and then bending them to the desired shape to form suitable seats for the saddle. These seats are made by forming suitable attaching-loops *e*, which

may be of any desired shape, and the usual fastening means are passed through them, as indicated at *e'*.

The rear wings C are composed of a shank *f*, suitably fastened to the arm *d*, preferably by coiling the prolongation of the wire forming the wings about the arms *d*, and terminate in loops *g*. These rear wings may be dispensed with, if desired, and the saddle supported by the lateral wings B' only. However, it is considered that the best results will follow the use of both sets of wings.

It is to be noted that the support as thus described may be made of a single piece of wire, as shown in the drawings, although this is not essential, as some of the parts—as, for example, the wings—may be separate and suitably attached to their supporting parts. When the support, with the saddle in position upon it, is mounted upon the post, it may be adjusted to any desired position forwardly or rearwardly, and it may be given any desired tilt or inclination by adjusting the legs *b* in the clamping-head.

The platform B, being carried by the lateral projections *d*, has a tilting or rocking movement against the torsional force of these projections when the body of the rider is thrown forward, as when low handle-bars are used. This permits the saddle to automatically accommodate itself to the position of the rider independently of the angle at which it may have been set in the head. Hence if the saddle be adjusted or set in the usual horizontal position for a rider who sits erect it will automatically tilt or rock forward if the rider desires to bend over or when low handle-bars are used. This capability of the platform to tilt forward is also of great advantage when any unusual shock or jar is caused by rough roads, as the saddle will give sufficiently to avoid all injury to the rider, but still will afford a sufficiently firm and rigid seat to prevent the rider from slipping off. In this way the full effect of a saddle having a soft nose is gained with the ordinary rigid saddle.

For an unusually heavy rider an auxiliary supporting device may be used to prevent the too easy tilting of the saddle. Thus in Fig. 2 the base A is provided with a seat *a*, which

supports one end of a suitable leaf-spring *h*, having the curved end *i* resting on the seat *a*, the other end being secured to the saddle. When this form of device is used, the saddle
5 need not be bolted to the loops of the lateral wings *B'*, but may rest upon these wings and will be sufficiently held by the bolts passing through the loops of the rear wings *C* and the spring *h*.

10 The buffer is shown in Fig. 3. In this construction the base *A* is prolonged toward the front and the wire at the bend may be coiled to form a stop. The buffer *K* is attached to the saddle in line with this stop and will come
15 in contact with it when the saddle is tilted. This buffer may be of rubber or in the form of a coil-spring.

By the support as described the saddle is permitted to yield to avoid all shocks and
20 jars incident to rough roads and also to tilt forward when the position of the rider is changed. The springs *c* are sufficient to take up all ordinary shocks and are supplemented by the tilting or rocking effect of the plat-
25 form when an unusually rough place is encountered. On the other hand, as the saddle maintains its relative horizontal position

when the springs *c* yield it is permitted to rock or tilt independently of these springs upon the projections *d*.

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

1. A seat-support comprising a base of parallel wires, each wire having a spring at its rear portion and an arm, a tilting platform composed of two wings, each wing being formed by a lateral extension *B* of the wire of the arm, the wire of the wing being returned and coiled about itself to form a rear wing.
35 40

2. A seat-support formed from a single piece of wire and comprising a base formed by parallel portions thereof, springs at the rear of the wires, forwardly-extending arms, the parts on each side being in the same vertical plane, lateral wings each having seats, the wire of each wing being returned and coiled upon itself to form a rear wing.
45

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