

No. 712,059.

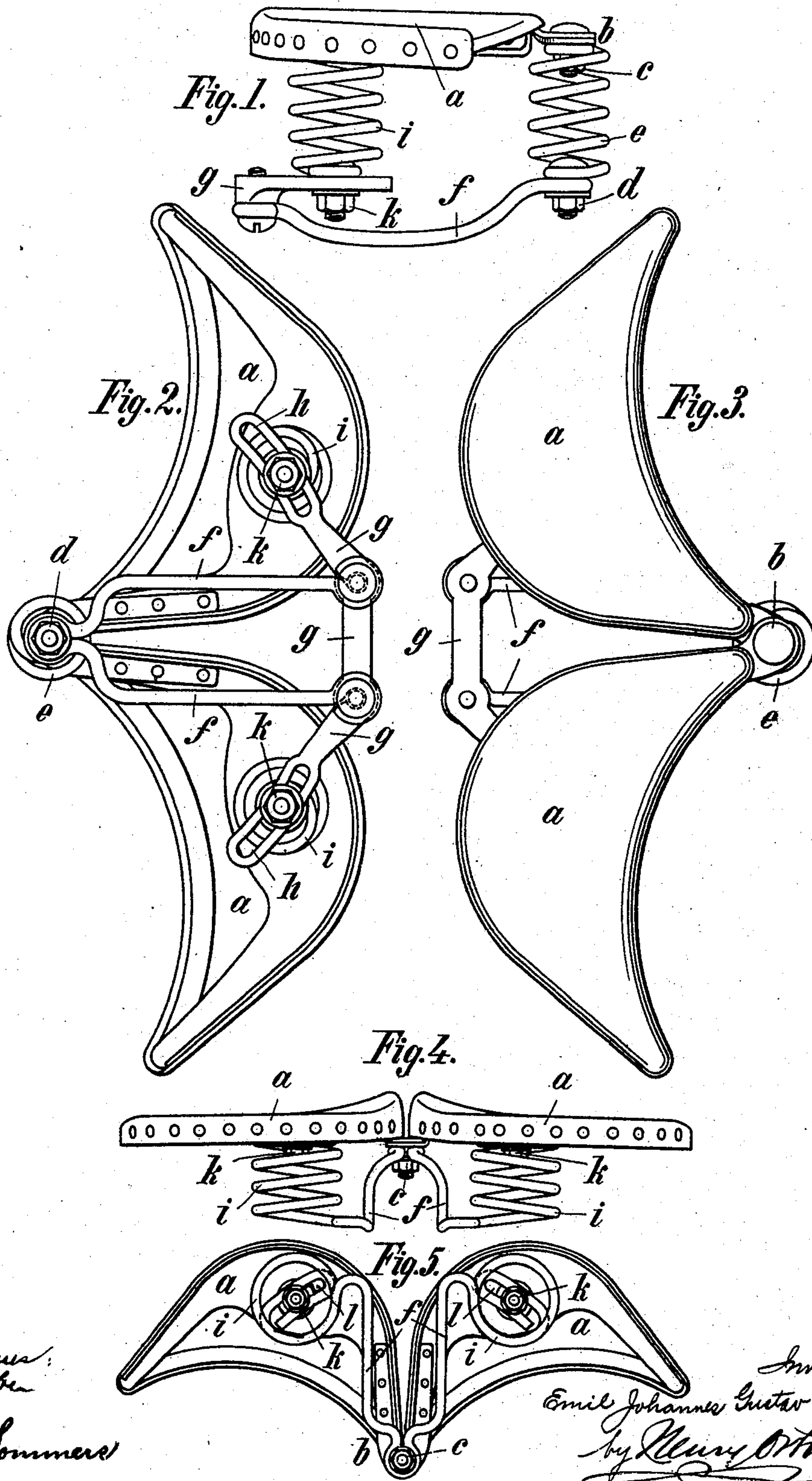
Patented Oct. 28, 1902.

E. J. G. GOERKE.

CYCLE SEAT.

(Application filed Feb. 28, 1901.)

(No Model.)



Witness:  
C. J. Sommer

Inventor:  
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# UNITED STATES PATENT OFFICE.

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TO THE FIRM OF HERMANN SAGER, OF NEUMÜNSTER, SCHLESWIG-  
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## CYCLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 712,059, dated October 28, 1902.

Application filed February 28, 1901. Serial No. 49,343. (No model.)

*To all whom it may concern:*

Be it known that I, EMIL JOHANNES GUSTAV GOERKE, a subject of the German Emperor, and a resident of Neumünster, in the Province of Schleswig-Holstein, Kingdom of Prussia, German Empire, have invented certain new and useful Improvements in Cycle-Seats, of which the following is a specification.

This invention has relation to cycle-saddles, and more especially to that type known as "divided" saddles; and it has for its object certain improvements whereby the two parts or halves of the saddle can be adjusted horizontally to suit the rider's seat, and it has for its further object to simplify the construction of the appliances for supporting the saddle.

In order that my invention may be clearly understood and readily carried into effect, I will now proceed to describe the same fully with reference to the accompanying drawings, in which—

Figures 1, 2, and 3 are a side elevation, an inverted plan, and a plan or top view, respectively, of a cycle-seat embodying my invention. Figs. 4 and 5 are a rear elevation and an inverted plan of a modified form of construction.

The seating-cushions or seats proper, *a a*, Figs. 1 and 3, constructed in an appropriate manner, have a curved or concave front edge, as shown in the drawings, so arranged as to conform to the shape of the body, especially, also, at the time when the cyclist slightly rises off the seat to lean forward, and in this manner to afford a more stable and comfortable support than the ordinary peaked saddle. Thus it will be noticed that the flat or, if required, slightly forwardly inclined seating-cushions of the seat give as nearly as possible the same effect as that of an ordinary chair-seat. In the construction shown in the drawings the two seating-cushions are hinged together at *b*, and can therefore be readily adjusted to fit the rider, while by tightening the nut *c* the said parts are firmly secured in position. To the pivot *b* is connected a spring *e*, the other end of which is secured by means of a bolt and nut *d* to a supporting-fork *f*, fitted with a cross-link *g*, formed with projecting arms having slotted ends *h*, to which latter are fixed by means of screw-nuts *k* the

lower ends of the supporting-springs *i* of the seating-cushions *a a*. In order to adjust the width or distance between the cushions, it is only necessary to loosen the nuts *k* and *c*, and after having properly adjusted the seating-cushions by turning them around the pivot *b* the said nuts are tightened to retain the parts in position.

The seat may be secured or fastened to the ordinary saddle-support or saddle-carrier of the cycle-frame by any convenient means, such as a clip or the like, connected to the supporting-fork *f*.

In the modified construction shown in Figs. 4 and 5 the springs *i* are made in a single piece with the supporting-fork *f*, and the latter is directly fixed to the pivot *b* of the seating-cushions *a a* by means of the nut *c*, the spring *e* being dispensed with. In this arrangement the springs *i* are formed with slotted ends *l*, in which engage pins attached to the seating-cushions, secured in the desired position by screw-nuts *k*.

What I claim, and desire to secure by Letters Patent, is—

1. The combination with the two halves of a divided cycle-seat and a pivot common to both; of a resilient support comprising a fork having diverging arms parallel to the seat and adapted to be secured to a seat-post, springs connected with said fork and the saddle-halves, means for adjusting the latter about their pivot on their supporting-fork, means for locking said halves thereto, and a spring connecting said fork with the aforesaid pivot, substantially as described.

2. The combination with the two halves of a divided cycle-seat and a pivot common to both; of a support comprising a fork having arms parallel with the plane of the seat and extending under the same, arms diverging from said support, coiled springs carried by said arms and connected with the seat-halves, means for adjusting the latter about their pivot, means for locking the same, and a spring connecting the support and pivot, substantially as described.

EMIL JOHANNES GUSTAV GOERKE.

Witnesses:

MAX KAEMPFER,

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