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RESILIENT SADDLE FOR CYCLES, MOTORCYCLES AND LIKE VEHICLES
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Fig. 1

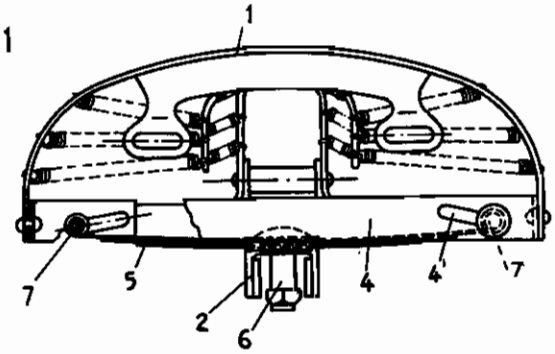


Fig. 2

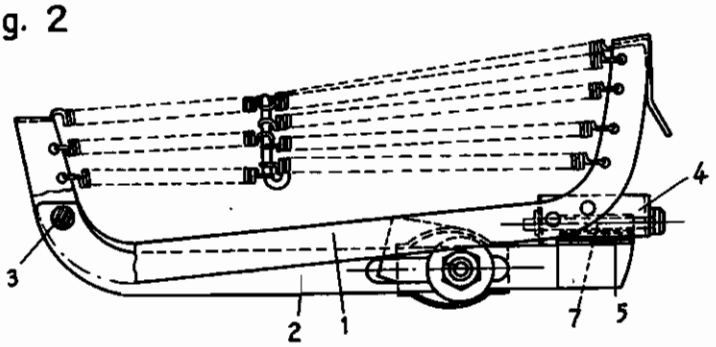
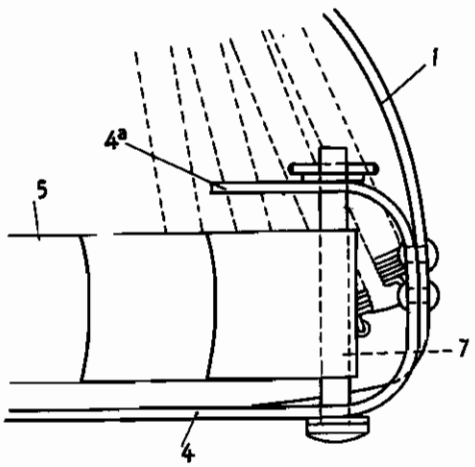


Fig. 3



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ALIEN PROPERTY CUSTODIAN

RESILIENT SADDLE FOR CYCLES, MOTOR-CYCLES AND LIKE VEHICLES

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This invention has for its object a saddle for cycles and motorcycles (delivery tricycles, bicycles) of the type in which the seat support, which may itself be elastic, is hinged at its front end near the pointed end of the saddle to a horizontal pin arranged in a rigid frame and rests at its rear end on a resilient member fixed to the frame.

According to this invention, the resilient member is constituted by a laminated spring secured to the rigid frame which is in the form of a bar, the front end of which carries the pin and the rear end the laminated spring. The central part of the bar is provided with a fitting for the tube carrying the saddles. Big saddles for motorcycles are supported directly on the frame.

As the chord length of the laminated spring varies according to the deformation of the spring, the seat support is attached to the spring by means of a slotted cross-piece permitting said deformation; the slots are so inclined as to prevent any oscillation of the seat.

The annexed drawing shows an embodiment of the invention.

Fig. 1 is a rear view of the saddle;

Fig. 2 is a side view thereof;

Fig. 3 is a bottom partial view on an enlarged scale.

The saddle comprises, as usual, a seat support 1, which, in the example illustrated, is constituted by a plurality of helical springs which are covered by a stuffing material and a bar 2 to which the support is pivotally connected by means of a transversal pin 3, said bar 2 being secured to the bicycle frame. The support 1 is provided at its rear part with a cross piece 5 through which it rests on the laminated spring 6, the latter being secured at its central part to the bar 2 by means of a bolt 6. The laminated spring is level or slightly convexed downwards when in the inoperative position; under the weight of the cyclist the spring yields to a considerable extent and becomes convex upwards, its chord undergoing at each oscillation changes in length. For this purpose the spring ends may be displaced relatively to the cross-piece 4 and form an eyelet through which passes a pin 7 slidable in slots 4' in the cross piece 4 and portion 4a thereof; these slots are slightly inclined to the axis of the cross piece, so that the length of the spring chord may vary within wide limits; when the spring is straight the pins 7 are positioned towards the outer end of the slots and when the spring is fully depressed the pins are placed towards the inner ends of the slots. Owing to the inclination of the slots 4', the support 1 is prevented from oscillation or immediately returned to its central position should any inclination occur.

The saddle according to this invention is of light weight, comfortable and cheap in construction due to the absence of any articulations. When the saddle is intended for use on bicycles, the bar 2 is provided with a clamp 6 for attachment to the tube carrying the saddle; when used on motorcycles the bar 2 may be secured directly to the machine frame by means of lugs, clamps or the like suitably arranged.

The constructional details can be modified from what has been described and illustrated by way of example according to the intended use and other circumstances without departing from the scope of the invention.

ENRICO MUSSO.