To all whom it may concern:

Be it known that I, David S. Troxel, a citizen of the United States, residing at Elyria, in the county of Lorain and State of Ohio, have invented new and useful Improvements in Motor-Cycles and Saddles Therefor, of which the following is a specification.

This invention relates particularly to the saddle mounting for motor-cycles; and the primary object is to provide a cheap, compact and durable construction, operating in an approved manner.

The invention is illustrated in the preferred embodiment in the accompanying drawing, in which—

Figure 1 represents a broken elevational view of the rear upper portion of a motor-cycle-frame, and a saddle (shown in vertical section) mounted thereon; Fig. 2, a section taken approximately as indicated at line 3 of Fig. 1; and Fig. 3, a broken perspective view, showing a detail of the connection between the saddle-springs and a post-carried frame employed.

In the construction illustrated, A represents a portion of the frame of the motor-cycle; and B, a saddle mounted thereon. The frame, in the form shown, is of tubular construction, having the slightly inclined member 1, the upper struts, or top reach, 2, and the rear fork 3. The member 1 contains a coil 4, upon which is mounted a plunger 5. To the upper end of the plunger 5 is connected, by a link 6, the intermediate portion of a post, or lever 7, whose front end is secured by a pivot 8 to the member 2. On the projecting rear end of the reclining post 7 is mounted a clamping-device 9. The saddle-body is provided with a metal plate, or cantle, 10, whose front portion is connected by a clip 11, to a pivot 12 carried by an ear 13 rising from the member 7 a short distance in the rear of the pivot 8. Fixedly mounted on the clamping-device 9 is a pair of rearwardly-extending arms 14, whose rear ends are widely separated, and fixedly united by a yoke 15, which is connected therewith by bolts 16. The lower ends of a pair of compression coils 17 and the upper ends of a pair of tension coils 18 are secured to the bolts 16; and extending through said coils are rods 19, whose lower ends are supported on the lower ends of the tension coils 18, the rods 19 forming the downwardly-extending arms of a yoke whose connecting member 20 is secured, by pivot-clips 21, to the rear portion of the cantle 10. Thus, the compression coils 17 surmount the tension coils 18, and the upper ends of the compression coils are disposed beneath the rear portion of the saddle-body.

It will be understood that the compression coils are supported independently of the tension coils. When the rear portion of the saddle-body is forced downwardly, the coils 17 confined between the saddle-body and the bolts 16 are compressed, while the weight from the saddle-body is also transmitted through the rods 19 to the lower ends of the tension coils, so that the tension coils will be extended. Also, the resiliency of the mounting is improved by the fact that the plunger 5 upon which the intermediate portion of the post 7 is supported is mounted on the spring 4.

The construction described is simple, cheap, durable, and affords a saddle-mounting of great resiliency.

The foregoing detailed description has been given for clearness of understanding only, and no unnecessary limitation should be understood therefrom.

What I regard as new and desire to secure by Letters Patent is—

1. In means of the character set forth, the combination with a motorcycle frame, of a spring-supported plunger mounted in the rear upper portion thereof, a reclining post supported on said plunger and having its front end pivotally connected to said frame, a saddle-body having its front portion pivotally joined to said post, a clamping device secured to the rear end of said post, arms secured to and projecting rearwardly from said clamping device, tension coils having their upper ends secured to said arms and surmounting compression coils having their lower ends secured to said arms, and rods pivotally connected with the rear portion of the saddle-body and extending through said coils and having their lower ends connected with the lower ends of said tension coils.

2. In means of the character set forth, the combination with a motorcycle frame, of a spring-supported plunger mounted in the rear upper portion thereof, a reclining post having its front end pivotally connected with the top frame-member and having its intermediate portion linked to said plunger, a saddle-body having its front portion piv-
otally connected with said post in the rear of its front end, the rear end of said post projecting rearwardly beyond the link connection with the spring-supported plunger, a clamping device secured to the rearwardly projecting portion of said post, arms secured to and extending rearwardly from said clamping device, bolts carried by said arms, tension springs having their upper ends connected with said bolts, surmounting compression springs having their lower ends connected with said bolts, a yoke having pivotal connection with the rear portion of the saddle-body and provided with arms extending through said coils, and connections between the lower ends of said last-named arms and the lower ends of said tension springs.

DAVID S. TROXEL.

In presence of—

F. M. STEVENS,

IRMA AUSTIN.

Copies of this patent may be obtained for five cents each, by addressing the “Commissioner of Patents, Washington, D. C.”