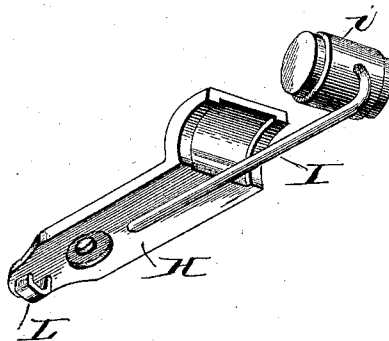
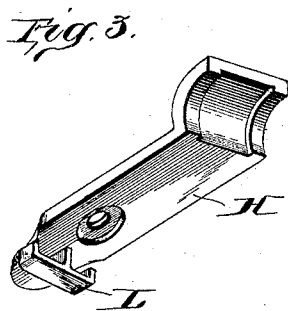
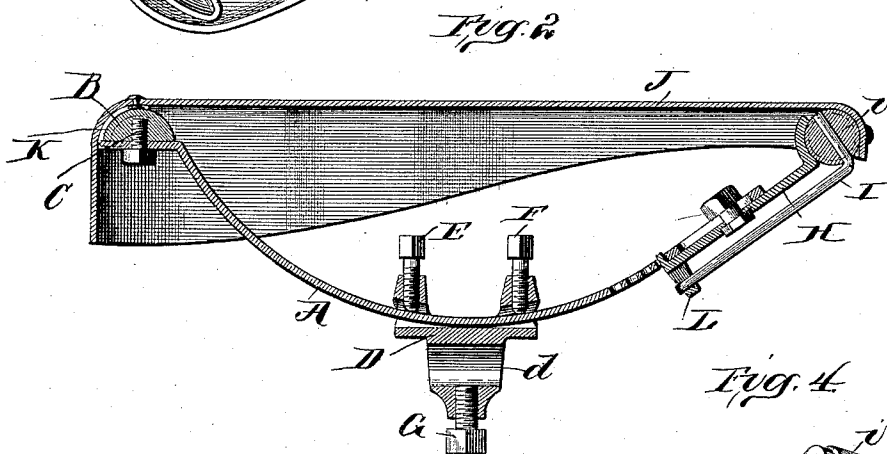
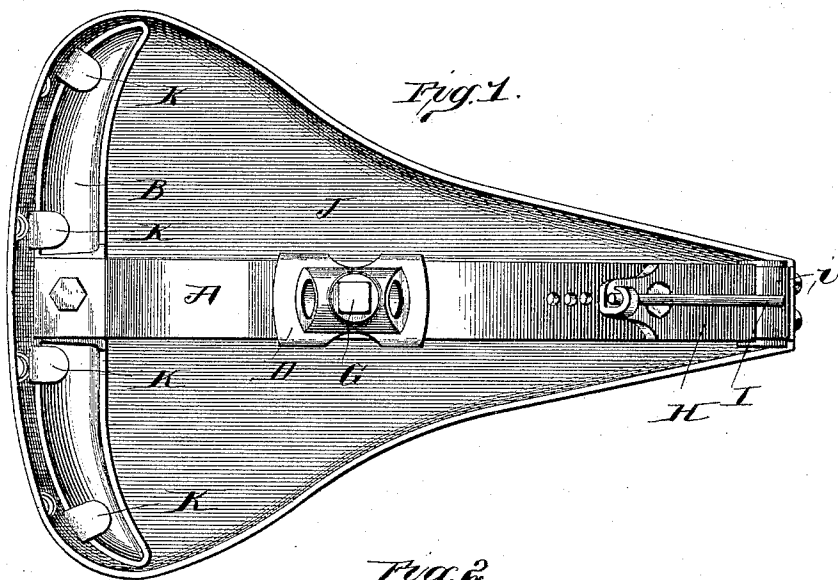


(No Model.)

H. C. GOODRICH.
SADDLE FOR VELOCIPEDES.

No. 468,799.

Patented Feb. 16, 1892.



Witnesses:
Wm. M. Rheem.
J. M. Fort.

Inventor:
Harry L. Goodrich
By Raymond & Velder
Attys

UNITED STATES PATENT OFFICE.

HARRY C. GOODRICH, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE VELOCITY MANUFACTURING COMPANY, OF SAME PLACE.

SADDLE FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 468,799, dated February 16, 1892.

Application filed July 8, 1891. Serial No. 398,744. (No model.)

To all whom it may concern:

Be it known that I, HARRY C. GOODRICH, of Chicago, in the county of Cook, State of Illinois, have invented certain new and useful Improvements in Velocipede-Saddles, of which the following is a specification.

The principal object of my invention is to provide a ready means for the attachment and detachment of the leather or other flexible material which forms the top of the saddle.

Further objects of my invention are to provide for the adjustment of the inclination of the saddle and for the adjustment and equalization of the tension of the seat-leather.

In the accompanying drawings, Figure 1 is a view of the saddle as seen from below. Fig. 2 is a vertical longitudinal section. Figs. 3 and 4 are detached views of front portions of the saddle, which serve for the attachment and tensioning of the top.

A is an arched plate of metal, which may be given as much or as little elasticity as desired, to the rear end of which is swiveled a cross-bar B upon a screw or stud C, said plate A and bar B constituting the frame of the saddle. The plate A is provided with a clip D, slotted for its reception and in which it is held by set-screws E F. The slot through which the plate F passes is wide in a vertical direction to permit movement of the plate A, and is straight or less curved than the latter, so that the angle of inclination of the plate may be changed by the adjustment of the screws E F, which touch the plate on opposite sides of its point of contact with the clip. The inclination may be further changed by moving the plate A longitudinally through the slot.

In the clamp D is an aperture *d* for the reception of the usual seat-post, to which the clamp is secured in the ordinary manner by the screw G. At the front end of the plate A is adjustably secured the piece H, which forms the bearing or fulcrum for the lever I, to which the front end of the seat-leather J is attached. The rear end of the saddle is provided with a series of hooks K or an equivalent, by which it may be detachably secured to the cross-bar B. The piece H has a catch L, adapted to engage with the end of the lever I when the latter is in position on the

piece H. The forward end of the piece H is concaved to fit the rounded drum *i*, forming the end of the lever I, and circular ribs and grooves upon the drum and its bearing prevent end motion.

The operation of the device is as follows: The seat-leather having been hooked to the cross-bar B, the lever I is placed in its bearing at the end of the piece H and turned, so that its end may be inserted in the catch L. The elastic tension of the seat-leather prevents its detachment. The operation of securing or detaching the seat-leather occupies but a moment's time, so that the seat-leather may be removed whenever the rider leaves his wheel. The removal of the seat-leather operates as a safeguard against the unauthorized use or the theft of the wheel. The durability of the seat-leather may be promoted by relieving its tension whenever the wheel is not in use. The adjustment of the tension is facilitated, as the piece H may be readily adjusted when the seat-leather is removed. The lever-fastening enables a sufficient tension to be given to the seat J without exertion.

It is not essential to my invention that in all cases the cross-bar B should be swiveled, as it may be rigid without interfering with the operation of the other parts. I consider it more desirable that it should be so swiveled, however, as the tension of the seat-leather is thereby equalized and undue local strains upon any part of the leather in mounting or dismounting are avoided, so that the shape of the saddle is better preserved.

The end of the lever I to which the seat-leather is attached may be varied in shape. It should be so constructed, however, that by turning the lever upon its fulcrum or bearing the seat-leather should be put in tension, it being necessary to facilitate in attaching and detaching the seat that there should be little or no tension upon the seat-leather until the lever is turned to bring its end in position for engagement with the catch L.

Other changes in detail, which it is not necessary to specify minutely, may be made without departing from my invention.

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

1. The saddle comprising the combination

of an arched plate, a cross-bar swiveled thereto at one end, a piece adjustably secured at the other end, and a seat-leather detachably secured to said cross-bar at one end and at its
5 other end secured to a lever having its fulcrum in said adjustable piece, substantially as specified.

2. In a saddle, the combination of a seat-frame consisting of two parts adjustably connected, whereby its length may be regulated,
10 and a lever attached to the seat-leather and having a bearing in one of the adjustable parts of the saddle-frame, said frame being provided with a catch for securing the end of the
15 lever, substantially as described.

3. The combination, with a saddle, of a lever tension device comprising a drum form-

ing the end of the lever to which the seat-leather is attached, a concaved bearing fitting said drum in the saddle-frame, and a catch
20 adapted to secure the opposite end of said lever, substantially as described.

4. The combination, with a saddle having an arched frame-plate, of a clamp having a slot for the reception of said plate, either
25 straight or of less curvature than the plate, and screws bearing upon said plate at opposite sides of its point of contact with said clamp, substantially as described.

HARRY C. GOODRICH.

Witnesses:

TODD MASON,
ELSIE NEMETT.