

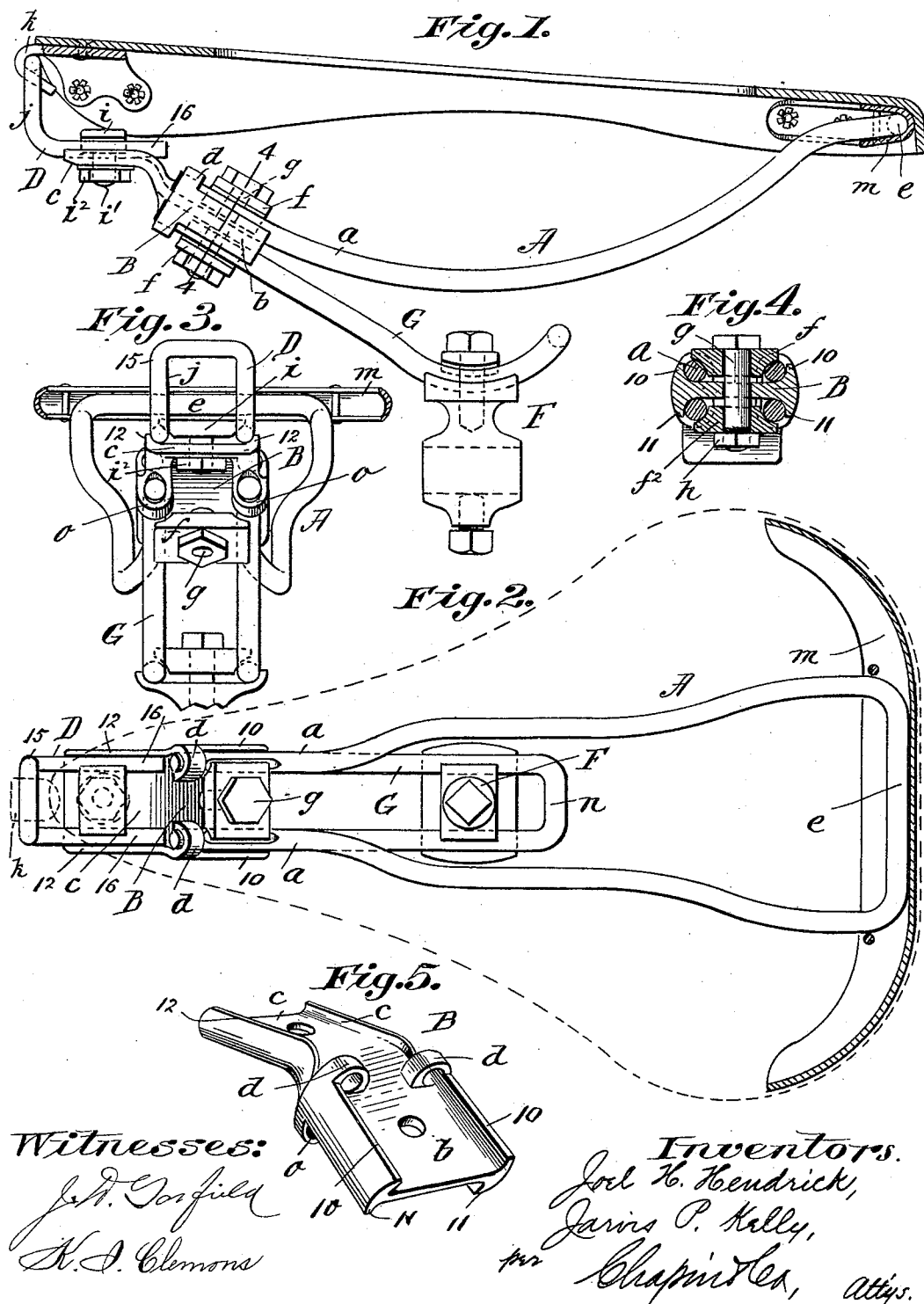
(No Model.)

2 Sheets—Sheet 1.

J. H. HENDRICK & J. P. KELLY.
SADDLE FOR VELOCIPEDES.

No. 499,675.

Patented June 13, 1893.



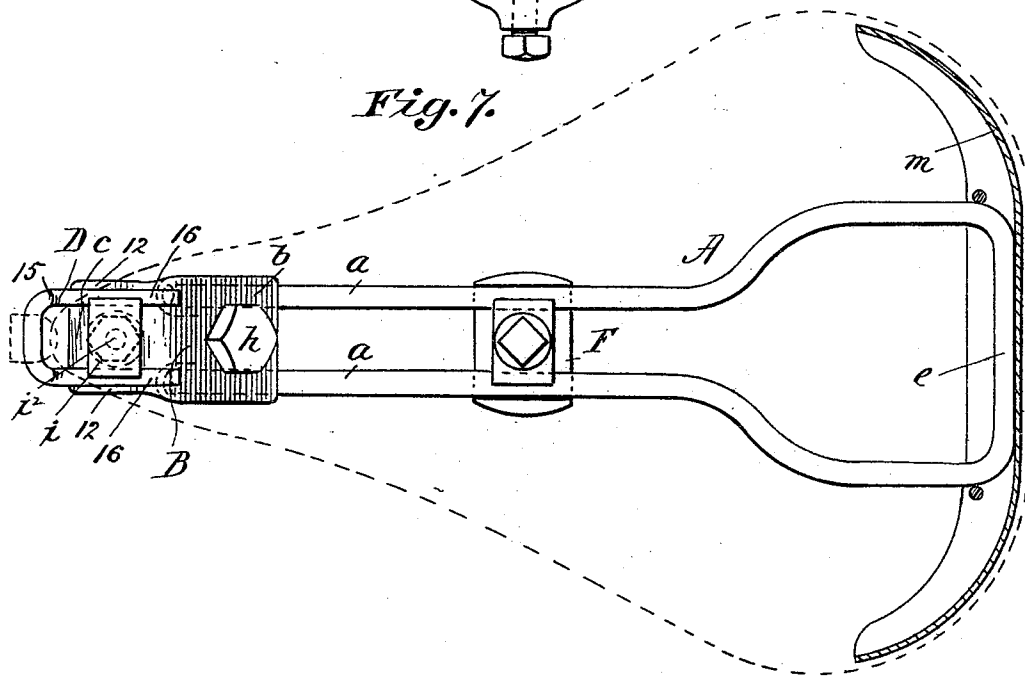
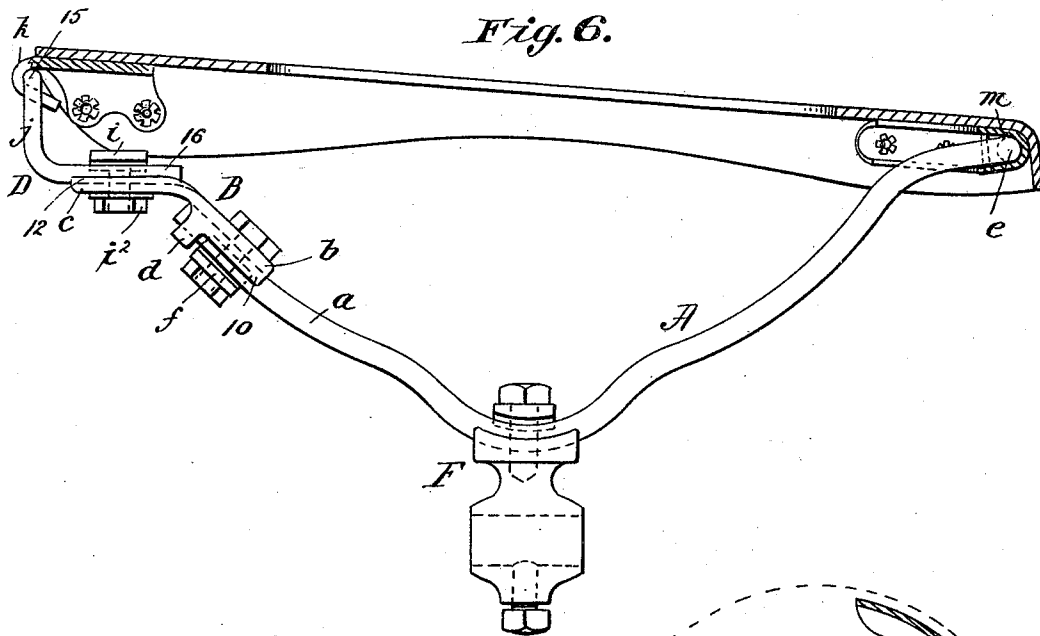
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2 Sheets—Sheet 2.

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No. 499,675.

Patented June 13, 1893.



Witnesses:

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Inventors.

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UNITED STATES PATENT OFFICE.

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SADDLE FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 499,675, dated June 13, 1893.

Application filed December 5, 1892. Serial No. 454,138. (No model.)

To all whom it may concern:

Be it known that we, JOEL H. HENDRICK, residing at Springfield, and JARVIS P. KELLY, residing at Chicopee, in the county of Hampden, State of Massachusetts, citizens of the United States, have invented new and useful Improvements in Saddles for Velocipedes, of which the following is a specification.

This invention for improvements in velocipede saddles particularly relates to the metallic saddle-frame or support for the seat leather.

The primary object of the invention is to construct a saddle which shall possess the qualities of ease and flexibility, not inconsistent, however, with all required stability,—and also to construct a saddle which is light, simple, practicable and cheap.

To these ends the invention consists in constructions and combinations of parts all substantially as will hereinafter fully appear and be set forth in the claims.

The improvements are illustrated in the accompanying drawings the saddle shown in Sheet 1 being understood as an “easy riding” saddle, while that seen in Sheet 2 is understood as one having less capabilities for yielding movements, and better adapted to the requirements of a racer.

In the drawings, Figure 1 is a side elevation of the riding saddle with the seat leather and parts directly connected thereto in central vertical section. Fig. 2 is a plan view of the saddle-frame with the seat leather indicated only by dotted lines, the cantle being in horizontal section. Fig. 3 is a front elevation of the saddle-frame. Fig. 4 is a cross sectional view of clamp parts taken on the line 4—4, Fig. 1. Fig. 5 is a perspective view on a larger scale of the clamp body. In Sheet 2, Figs. 6 and 7 are views similar to Figs. 1 and 2 but showing the saddle-frame mounted in the manner as preferred by a racer.

In all of the drawings similar characters of reference indicate corresponding parts.

The main portion of the saddle frame consists of a length of sufficiently heavy spring wire, indicated at A, which has its intermediate portion looped or return-bent, as more clearly seen in Figs. 2, 3 and 7, and forwardly

extended in suitable separation and practically in parallelism in the legs, *a, a*. This length of wire, looped or return-bent, as described, is, between its rear loop part and the forward terminals bent into the form of a bow or inverted arch. The legs, *a, a*, are united by clamping devices, which will be now described.

B represents a clamp-body which has the oblique section, *b*, and, as a forward extension thereof the horizontal member, *c*. These parts, *b* and *c*, have the parallel edge flanges or lips, 10, 10, and 12, 12, and the portion, *b*, has socket-lugs, *d, d*, for the entrance thereto, for engagement, of the very ends of the legs, *a, a*. The legs are held in place against the base of the clamp-body and also against the edge flanges thereof by the clamp-block, *f*, with the inwardly beveled edges held to bearing against the separated legs by the spindle or bolt, *g*, formed thereon or engaged therewith, and which spindle passes through the clamp body and receives the confining nut, *h*.

D represents the longitudinally adjustable forward support for the seat leather which consists of a length of wire intermediately bent into U-form, as at 15, and having the parallel terminal members bent into L-form; the legs, 16, 16, rest against the top of the aforementioned extension, *c*, of the clamp body and also bear against the edge flanges, 12, 12, and are confined by the clamp block, *i*, which has the beveled edges and the downwardly extended screw spindle, *i'*, which is passed through the said extension, *c*, receiving thereunder the confining nut, *i'*. To the riser portion, *j*, of the said adjustable support, D, the seat leather has its removable supporting engagement by means of the hook, *k*. The rear support of the seat leather with the section, *e*, of the loop bent wire is through the medium of the cantle, *m*, here indicated as of the usual form.

In order to have any desired tension upon the seat leather the L-shaped support, D, is longitudinally adjusted. We do not, of course, broadly claim a longitudinally adjustable forward support for the seat leather, knowing such to have been proposed heretofore.

The description thus far given has refer-

ence to either of the forms of saddle shown and hereinbefore mentioned, but when the saddle is to have the lessened capabilities for free yielding movements the saddle is connected to the saddle-post-clamp, F, by having such clamp directly engage the bowed main portion of the saddle-frame at the middle of its length, as seen in Figs. 6 and 7, but where the increased degree of yielding movement is to be insured a supplemental arm, G, is further provided which extends from its connection with the aforesaid clamp body B, with a downward and rearward inclination terminating at a little distance below said main portion of the saddle-frame constituted by said wire length, A, and this arm has the connection with the saddle-post-clamp. This said arm, G, consists of a suitable length of heavy spring wire which is formed into an extended U-form by intermediately bending it, as seen at *n*; the forwardly extended and terminating ends of this wire-formed arm, are extended into engagement with the second set of socket-lugs, *o*, *o*, with which the clamp body, B, is provided. The clamp body is also provided with the further pair of edge lips or flanges, 11, 11, (when the clamp body is comprised in the riding saddle) and the second clamp block, *f*², is here provided for holding the terminal portions of said arm, G, against the flat face of the clamp body and inner surfaces of the said edge lips, 11, 11; and the same spindle, *g*, and confining nut, *h*, may serve to effect the binding action of the clamp-block, *f*², as also to effect the bind by the clamp-block, *f*.

The edge flanges, 10, 10, and 12, 12, as well also as those, 11, 11, when employed, serve the twofold purpose of holding the terminals of the respective wire parts of the saddle-frame against lateral displacement and of strengthening the clamp body.

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

1. In a saddle for a velocipede, the combination with a length of wire intermediately looped and return-bent having its terminals opposite each other, of the clamp comprising the clamp-body, having a pair of socket lugs and the edge flanges and the clamp-block and confining bolt, and said clamp-body carrying the forwardly and upwardly extended support for the front of the leather, substantially as described.

2. In a saddle for a velocipede, the combination with the terminals of the looped and return-bent and bowed length of wire, of the oblique clamp-body, B, having socket lugs, *d*, *d*, and steadying side flanges, 10, 10, and the forwardly and horizontal extension, *c*, with the steadying side flanges, 12, 12, the adjustable front seat support consisting of a riser, and the rearwardly extended legs, and the clamp-blocks, *f* and *i*, and screw spindles and confining nuts therefor, substantially as described.

3. In a saddle for a velocipede, the combination with a length of wire intermediately looped and return-bent and bowed from front to rear, as described, of a clamp uniting the terminals of said wire and having the forward extension, *c*, with the side lips, 12, 12, and the length of wire, D, intermediately bent into U-form and having the parallel members thereof bent into L-form, and the clamp-block, *i*, and screw spindle and nut, substantially as and for the purpose set forth.

4. In a saddle for a velocipede, the combination with the terminals of the looped and return-bent and bowed length of spring-wire, of the obliquely arranged clamp-body having the edge flanges, 10, 10, and 11, 11, at its upper and under sides, and also the socket-lugs, *d*, *d*, at one side, in which the said wire terminals have engagements, and having the socket-lugs, *o*, *o*, on its other side, and said body having the forward horizontal extension carrying the forwardly adjustable support for the forward end of the seat-leather, and the arm, G, consisting of a length of spring wire intermediately return-bent and having its ends extended to engagements in said socket-lugs, *o*, *o*, and the clamp-blocks, *f*, and *f*², and the confining bolt passed therethrough and through the clamp-body and having the nut, all substantially as described and shown.

5. The clamp-body consisting of the oblique section, *b*, with the upper and lower edge flanges, 10, 10, and 11, 11, and the upper and lower socket-lugs, *d*, *d*, and *o*, *o*, and the horizontal extension-member, *c*, with the upwardly extended edge-flanges, 12, 12, substantially as shown.

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