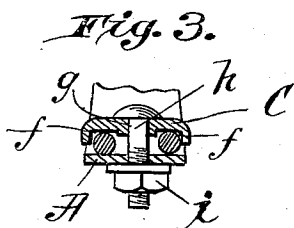
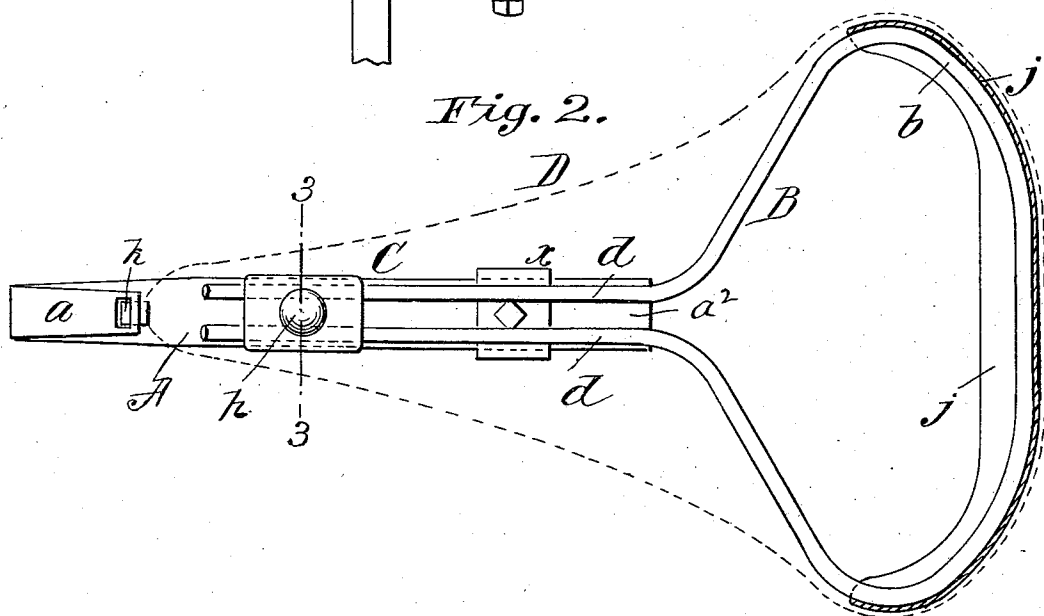
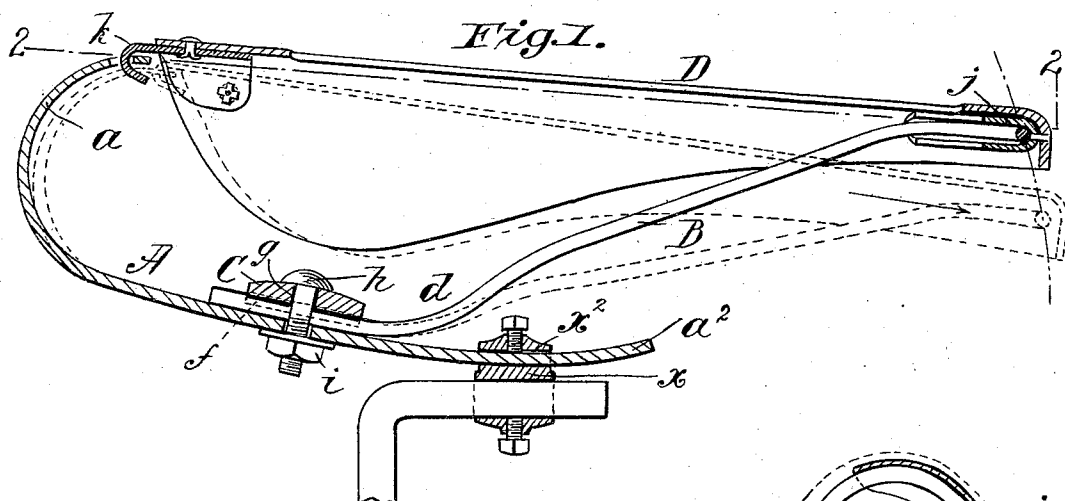


B. F. PEET.
SADDLE FOR VELOCIPEDES.

Patented July 26, 1892.



Witnesses:
J. D. Garfield
H. J. Clemons.

Inventor,
Benj. F. Peet,
per *Chapin & Co. Attys.*

UNITED STATES PATENT OFFICE.

BENJAMIN F. PEET, OF SPRINGFIELD, MASSACHUSETTS.

SADDLE FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 479,656, dated July 26, 1892.

Application filed May 3, 1892. Serial No. 431,666. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. PEET, a citizen of the United States, residing at Springfield, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Saddles for Velocipedes, of which the following is a specification.

The object of the present invention for improvements in saddles for velocipedes is the production of the frame or support for the seat-leather, which has capabilities for imparting the greater strain longitudinally upon the leather as the weight or depressing force on the leather becomes increased, the frame, moreover, being of the utmost simplicity and practicable of economical construction.

A saddle constructed in accordance with this invention is illustrated in the accompanying drawings, in which—

Figure 1 is a central longitudinal vertical section. Fig. 2 is a plan view of the saddle-frame, the seat-leather being indicated by the dotted lines. Fig. 3 is a vertical cross-section on a larger scale of parts in detail on line 3 3, Fig. 2.

In accordance with this invention the saddle-frame embodies two spring-support members for the seat-leather, both connected together intermediately of the saddle-frame, the one extending from the point of connection forwardly and upwardly and rearwardly and the other extending rearwardly and upwardly, the rearward support member being adapted to have in its deflection against its spring reaction its rear portion swing both downwardly and rearwardly, thereby assuming a position at an increased distance from the normal position of the extremity of the forward spring-support, and consequently causing through the medium constituted by the seat-leather a rearward draft on said forward member, all so that the greatest tension will be upon the seat-leather at the time of its maximum depression.

I will now proceed to describe more specifically and in detail the construction of the saddle under the aforesaid invention and in the preferred form as devised by me. The forward spring-support member A is formed by a strip of comparatively thick flat spring-steel, the same having its lower section more or less

nearly horizontal, being, however, shown as slightly curved, said section forwardly continuing in the upward and then rearward bend *a*, which comprises about a half-circle. The rearward spring-support member B is constructed of comparatively heavy steel spring-wire, which is intermediately thereof bent into the form of a laterally-widened loop corresponding to the plan contour of the rear of the saddle, as indicated at *b*, the terminal sections being brought into proximity and extended forward in the parallel legs *d d*. The loop-and-leg-formed spring-frame has the end portions of its legs adapted to be clamped upon the top of the flat spring-section A at a point which is suitably rearward from the aforesaid upward bend thereof, the said legs *d* being, just to the rear of the place of their confinement upon the section A, extended rearwardly with a marked upward incline. In this form of saddle at present under consideration the confinement of the legs of the member *b* upon the member *a* is by means of the clamping-block C, which has longitudinal grooves *f* in its under side to engage the extremities of the legs *d d* and the aperture *g* centrally through it for the passage of the screw-bolt *h*, the head of which lies on the top of the clamping-block and the shank of which passes through the steel strip which constitutes the spring member A and receives below and against the latter the confining-nut *i*.

D indicates the seat-leather of the saddle, which is of the most usual form, the same being provided at its rear end with the metallic cantle *j*, which engages the rear loop-section *b* of the rear spring-support member, said leather also having the forwardly and downwardly extended hook *k*, which has an engagement with the apertured extremity of the curved section *a* of the forward spring-support member.

The saddle may be mounted upon the saddle-post or other suitable supporting part of the machine in any suitable manner, one approved means of attachment being indicated in the drawings as consisting of a clip *x*, provided for the saddle-post, having a longitudinal aperture *x*² therethrough, through which passes the extremity *a*² of the saddle-support member A, which is extended rearwardly be-

yond the place of connection of the members A B.

The action of the saddle may be readily comprehended by an inspection of Fig. 1, wherein by full lines the saddle is shown with its parts in their normal positions, the seat D being under such a tension as to maintain it sufficiently taut and firm. The greater the weight upon the saddle for its depression the greater will be the movement of the member B, its rear end at the cantle having both a downward and rearward swinging movement from the center of movement, which is coincident with or adjacent the clamp-block C, which increases the distance between the points of connection of the seat-leather with the rear and front spring-supports, and causes, through the leather, the rearward draft upon the curved portion *a*, all as is quite clearly indicated in the drawings.

This saddle is most simple and cheap of construction, and, avoiding unnecessary weight, is found by practical use to possess and fulfill all the requirements for a velocipede-saddle.

A bicycle-saddle composed of a bow-shaped seat-spring formed of two members adjustably clamped together near the front end of the seat, the front member being extended downwardly and backwardly from the point at which the members are clamped together to form a supporting-arm for attachment to a bicycle-frame, and a seat-leather having its front and rear ends attached, respectively, to the ends of the bow-spring is hereby disclaimed by me, as I am not the first inventor thereof; but

What I claim is—

1. In a saddle for a velocipede, two spring-support members for the seat-leather, which are united intermediately of the saddle-frame, the one consisting of a single flat strip of spring metal extending forwardly and upwardly and then rearwardly and having its extremity capable of a yielding movement rearwardly and the other member formed of heavy spring-wire having its intermediate portion of loop form continued in the forwardly-extended legs *d d*, which are extended upon and clamped to the first spring member at the rear of its forward bend, said wire-formed member being inclined from its place of confinement rearwardly and upwardly and adapted to have in its deflection against its spring reaction its rear portion swing both downwardly and rearwardly, thereby assuming a position at an increased distance from

the normal position of the extremity of the forward spring-support, substantially as and for the purpose set forth.

2. In a saddle for a velocipede, in combination, the flat spring A, having the upwardly-curved and rearwardly-terminating portion *a* and the member B formed of heavy spring-wire, having its intermediate portion of loop form terminating in the parallel separated legs *d d*, lying upon the flat spring A and having from said place of connection the rearward and upward inclination, the clamping-block C, having its bottom grooved, and the bolt *h* and nut *i* and seat-leather connected to said front and rear spring-supports and adapted on the downward deflection of the latter to have the rear end thereof assume a position farther from the front support for exerting thereon through the seat an increased tension, substantially as described.

3. In a saddle for a velocipede, the combination, with the forward seat-support member A, consisting of a flat spring having an approximately horizontal lower section and the upwardly-curved section *a*, rearwardly terminating and provided with the aperture, as shown, of the rear support B, consisting of a spring-wire formed into the laterally-extended loop with the forwardly-extended legs *d d*, which are connected with said member A and said section B, rearwardly and upwardly inclined, as shown, and the seat-leather supported at its rear by the loop-formed section of the member *b* and having at its forward end the hook *k*, which engages the aperture in the aforesaid section *a*, substantially as described.

4. In a saddle for a velocipede, the flat strip A, having the upwardly-curved and rearwardly-terminating portion *a* and the member B formed of heavy spring-wire, having its intermediate portion of loop form terminating in the legs *d d*, connected to said forward section and having from said place of connection the rearward and upward inclination, and the seat-leather connected to said front and rear spring-supports and adapted on the downward deflection of the latter to have the rear end thereof assume a position farther from the front support *a* for exerting thereon through the seat an increased tension, substantially as described.

BENJAMIN F. PEET.

Witnesses:

WM. S. BELLOWS,
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