(No Model.)

F. E. WEAVER.

SADDLE FOR BICYCLES.

No. 521,943. Patented June 26, 1894.

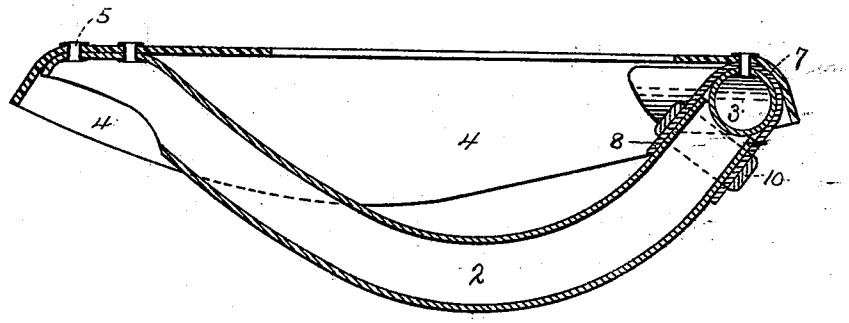
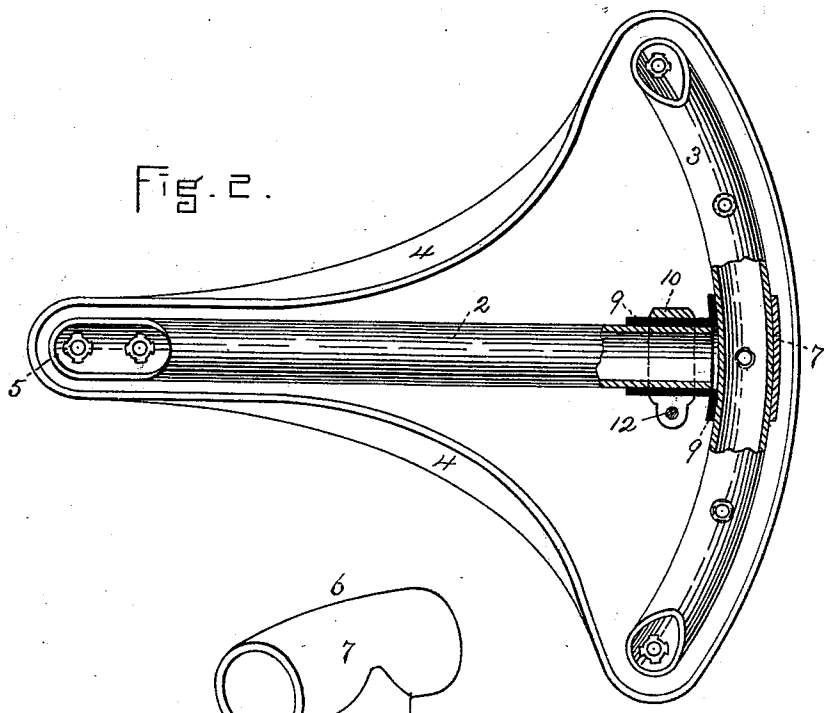


Fig. 1.

Fig. 2.



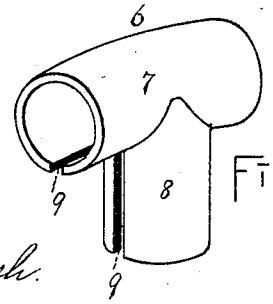


Fig. 3.

WITNESSES.

R. Henry Marsh.

Geo. F. Wood.

INVENTOR.

Franklin E. Weaver.

By H. L. Lodge Atty.

THE NATIONAL LITHOGRAPHING COMPANY,
WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FRANKLIN E. WEAVER, OF TORRINGTON, CONNECTICUT.

SADDLE FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 521,943, dated June 26, 1894.

Application filed March 30, 1894. Serial No. 505,684. (No model.)

To all whom it may concern:

Be it known that I, FRANKLIN E. WEAVER, a citizen of the United States, residing at Torrington, in the county of Litchfield and State of Connecticut, have invented certain new and useful Improvements in Saddles for Bicycles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to figures of reference marked thereon, which form a part of this specification.

This invention relates to saddles used upon bicycles, and consists in the arrangement and construction of the several parts whereby cheapness and ease of manufacture are combined with simplicity and lightness.

The essential characteristics of my invention are embodied in a split T. at the junction of the main saddle tube with the rear cantle tube. This T. is so arranged that not only can the length of the main tube be adjusted to regulate the tension of the leather seat, but by means of this T. and a suitable fastening agent the T. interlocks the two tubes together, thus at the same time it maintains the length of the main saddle tube to preserve the proper tension of the leather.

The drawings accompanying this specification represent in Figure 1 a longitudinal vertical section of a saddle embodying my invention; Fig. 2 a plan of the under side of the same. Fig. 3 a detail view of the split T.

Heretofore in the manufacture of saddles of the class above premised, it has been customary to provide a main saddle rod together with a cantle rod, and a leather seat. The cantle rod serving to spread the rear part of the leather which is secured to it and thus affords a seat, while the front part of the leather is affixed to the opposite end of the saddle tube which is generally adapted for adjustment, whereby the tension longitudinally of the leather may be varied.

The purpose of my invention is to simplify the construction, reduce the number of parts, and still provide the saddle under my invention with all the adjustments possible in saddles of this class as heretofore made.

In the drawings I have shown the saddle as composed of tubes, since with a minimum amount of metal the greatest strength and lightness can be combined. 2 represents the main saddle tube curved in any suitable manner to conform to the wishes of the manufacturer. At the rear of this tube and transversely thereacross is disposed a tube 3, preferably curved and termed the "cantle tube." Said tube is of a length necessary to give the width to the rear part of the seat. The seat proper is composed of a piece of leather 4 in general shape triangular with the base secured to the cantle tube, while the apex is fastened by rivets 5. 5. directly to the front extremity of the main tube 2. This latter is adapted to be mounted in the saddle post (not shown) of the bicycle, and adjustable so that the rider can vary his position with respect to the pedals and crank shaft.

In order to vary the tension upon the leather composing the seat, adjustment in the length of the main tube must be varied, at the same time means must be supplied whereby to interconnect the cantle tube with the main tube. In order to provide for both these constructions I have made a split T. which serves to perform both the aforementioned duties. This T. may be made of some light tough metal, as aluminum, as is shown at 6 as composed of a cross piece or head 7 of a curvature to conform to that of the cantle tube over which it is slipped. The leg of the T. is shown at 8 as a straight tube of a diameter adapted to receive the rear end of the main tube which is entered within it. Furthermore the T. is split as shown at 9, that is, this cut extends diametrically down the leg and through one side of the head. In order to interlock the main tube with the cantle, a collar or clamping ring 10 is fitted over the leg of the T. and a set screw 12, or other fastening device is employed. Thus in the operation of assembling the parts of the saddle, the head of the T. is slipped about the cantle tube, the clamp 10 positioned on the leg of the T. after which the rear end of the main tube is entered into the leg of the T. The leather is now fastened to the cantle tube and to the front extremity of the main tube, and the parts are now in readiness to be interlocked. This is effected by pulling out the main tube, which has telescopic adjustment in the T.

until the proper tension is brought to bear on the leather of the saddle. The cantle tube is now assumed to be properly adjusted to bring the center of the saddle over the median line of the bicycle when the clamp is operated. This act serves to contract both portions of the T; the head closing on the cantle tube, while the leg grasps the main tube and the several parts are now interlocked, as a unit. The T. by aid of the clamp serving to unite the main tube and the cantle, while the length of the main tube is held fixed for any desired tension upon the leather of the seat. In this way all the necessary functions of the saddle are provided for, while only four pieces are required in the manufacture of the saddle, to wit: a main tube, a cantle tube, a leather seat, and a clamp.

What I desire to claim is—

1. The combination with a main rod, and a rod transversely across one end thereof of a split T. adapted to interconnect the two rods, and means for clamping the T. to cause it to grasp both rods, substantially as explained.

2. In a saddle frame, a main tube, a cantle tube, a T. split longitudinally and transversely, and a device to cause it to close simultaneously upon both tubes, substantially as herein set forth.

3. A saddle composed of a main tube, a bent cantle tube, a leather seat, and a split T. said T. composing a bent head to surround the cantle tube, and a straight leg to allow telescopic movement of the main tube within it, and means to clamp the tubes and the T. together, substantially as herein specified.

In testimony whereof I affix my signature in presence of two witnesses.

FRANKLIN E. WEAVER.

Witnesses:

CHAS. L. MCNEIL,

ISAAC W. BROOKS.