

(No Model.)

2 Sheets—Sheet 1.

J. A. LAMPLUGH.
SADDLE FOR VELOCIPEDES.

No. 323,693.

Patented Aug. 4, 1885.

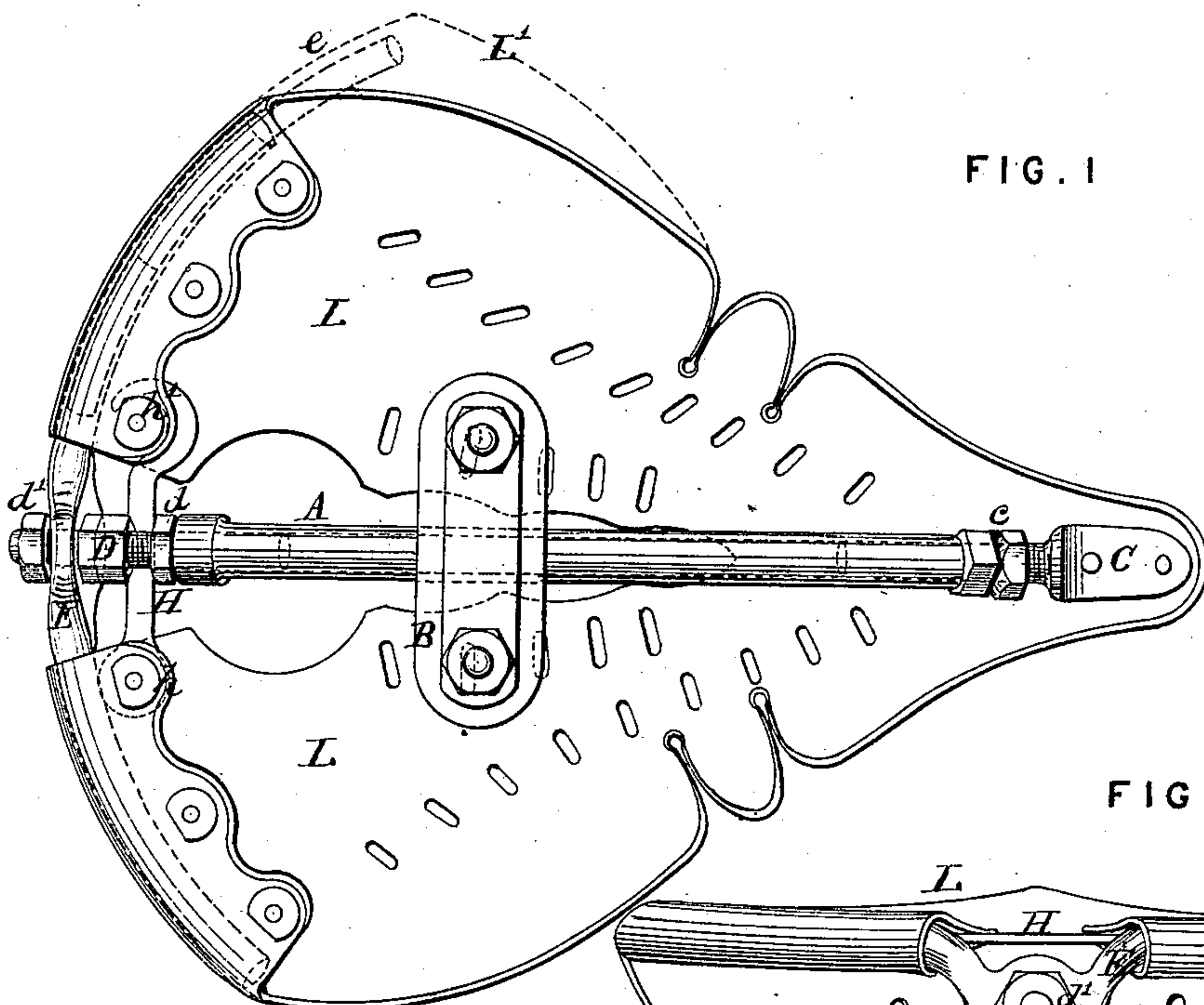


FIG. 1

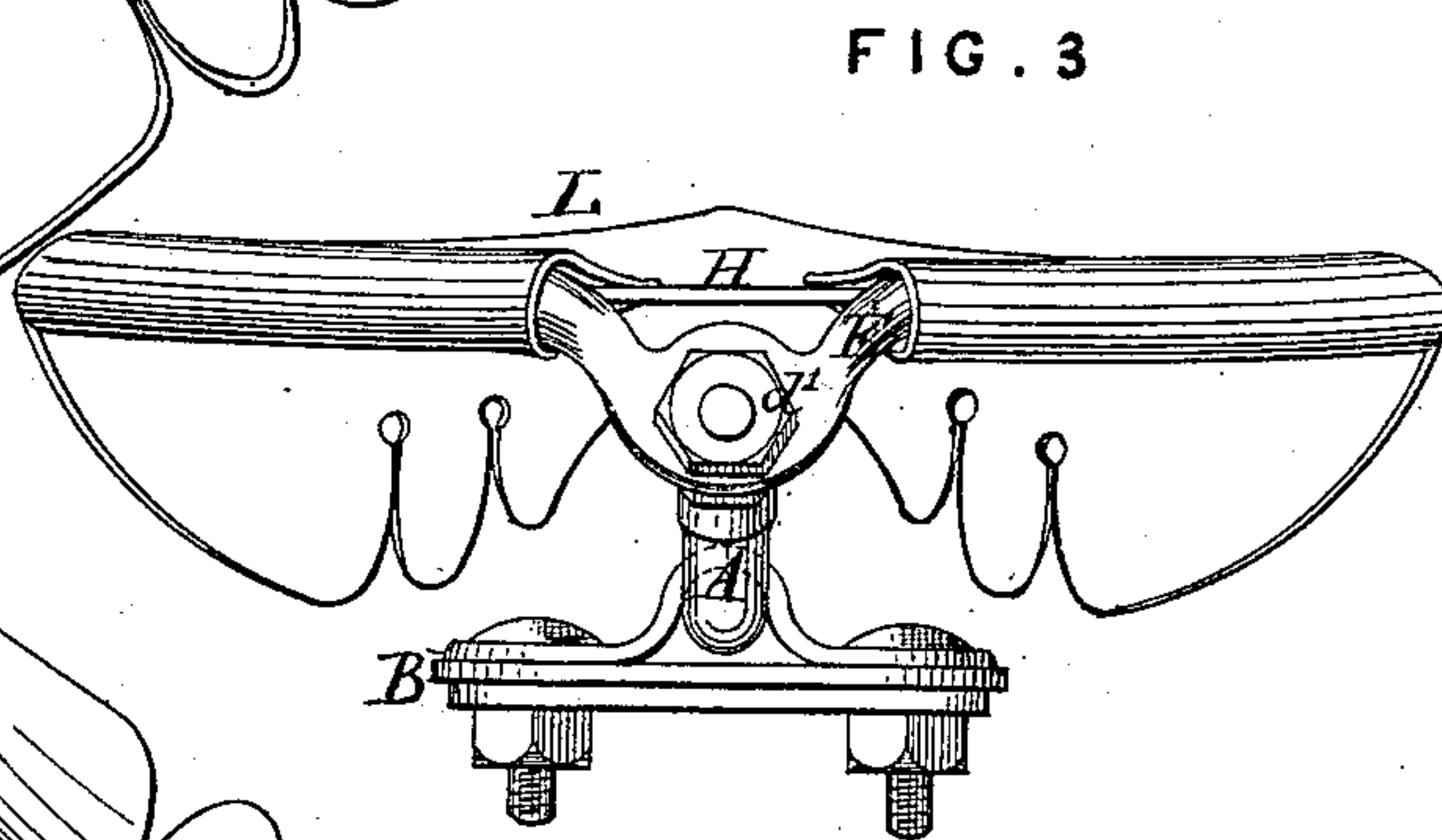


FIG. 3

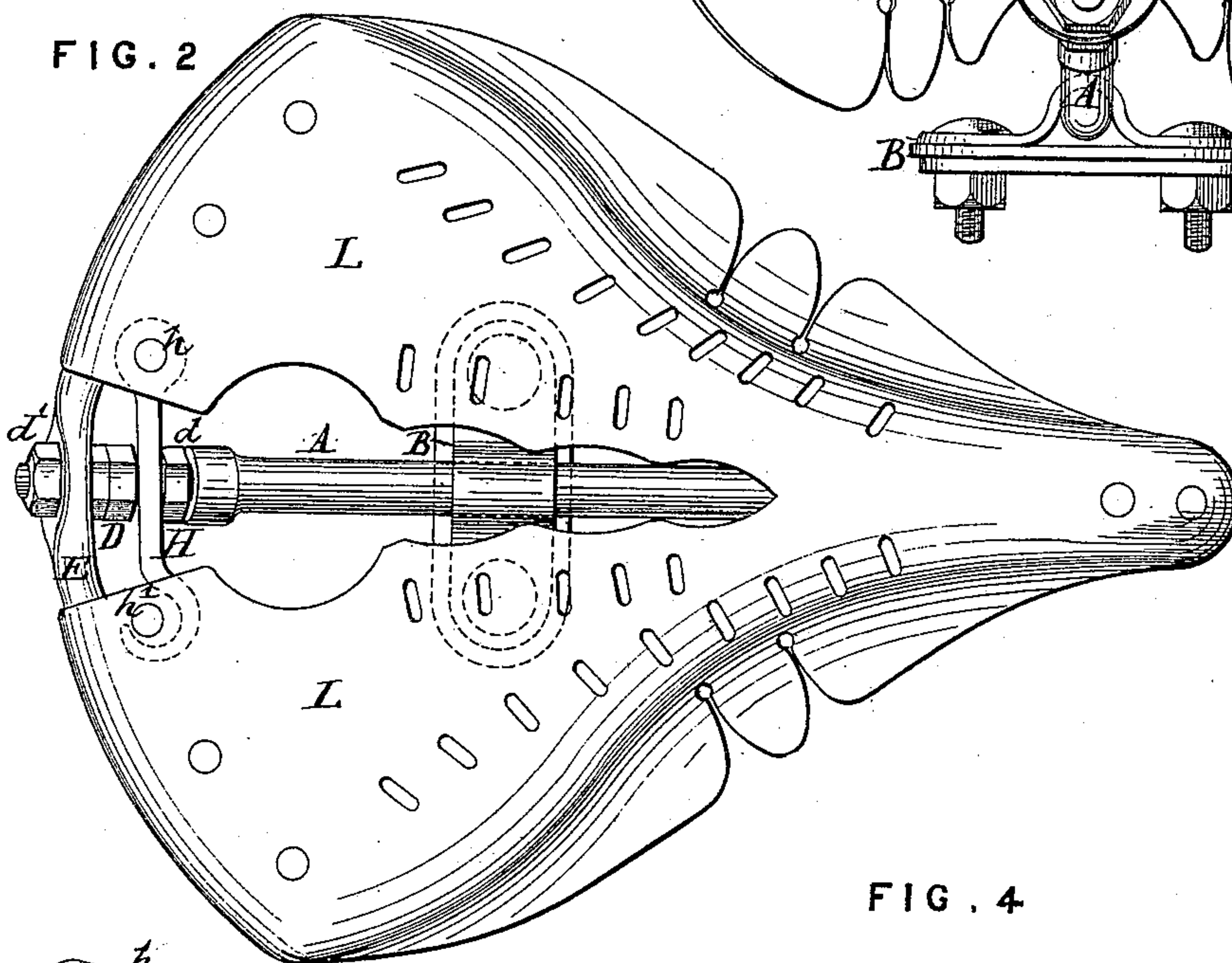


FIG. 2

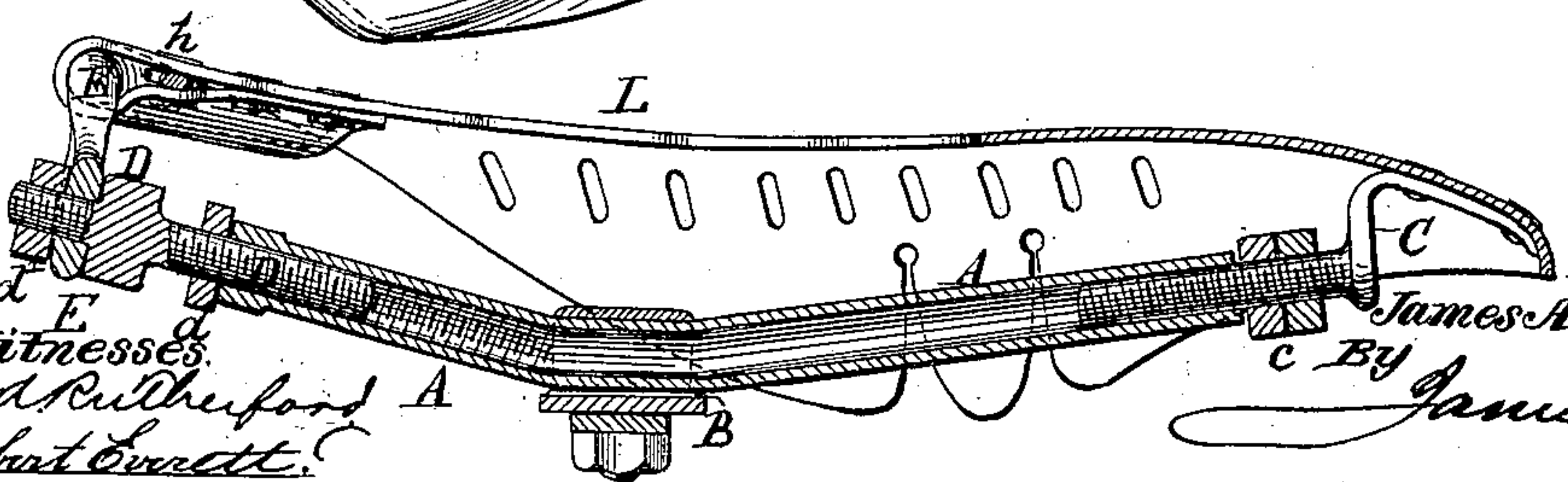


FIG. 4

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By James L. Norriss
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FIG. 5

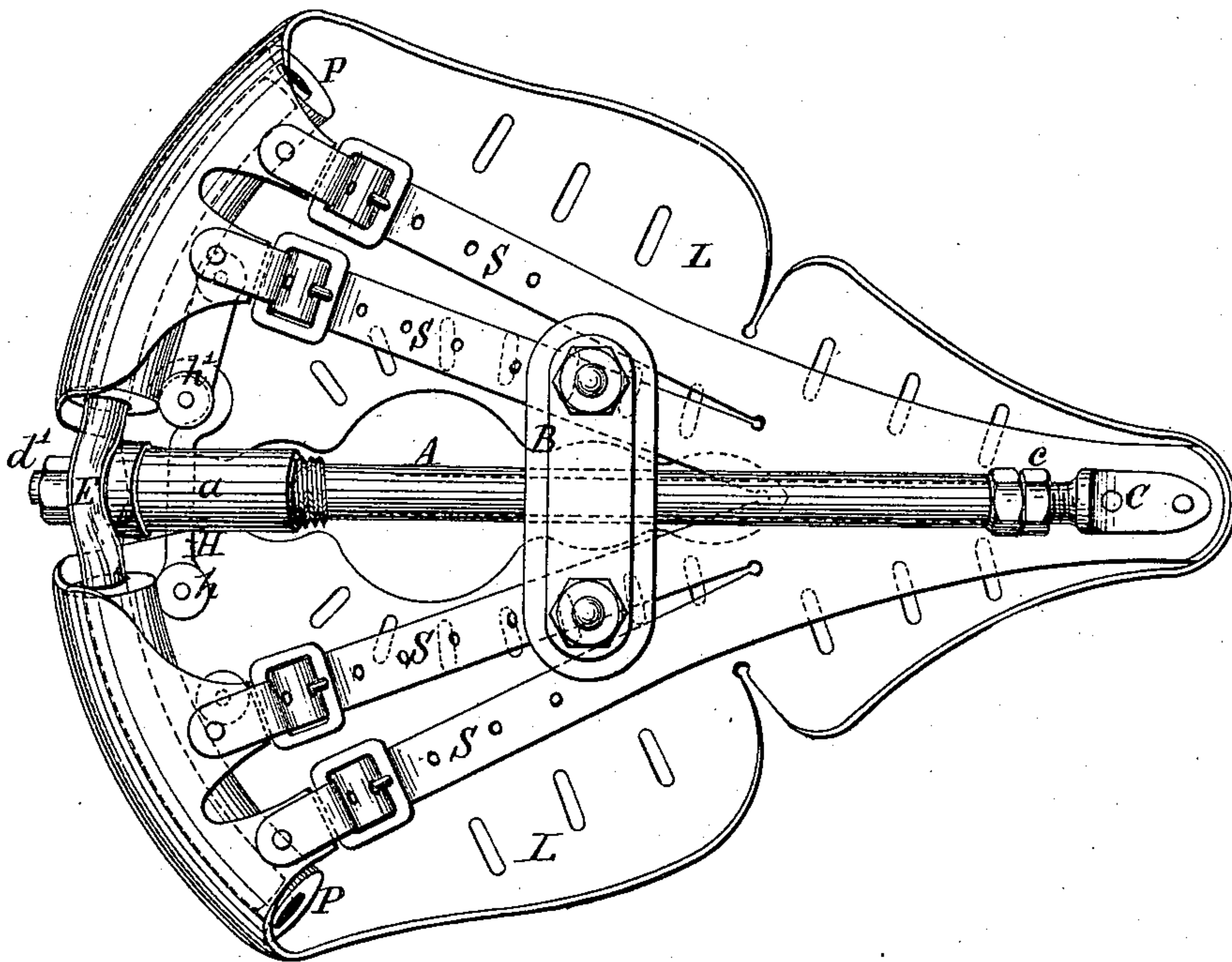
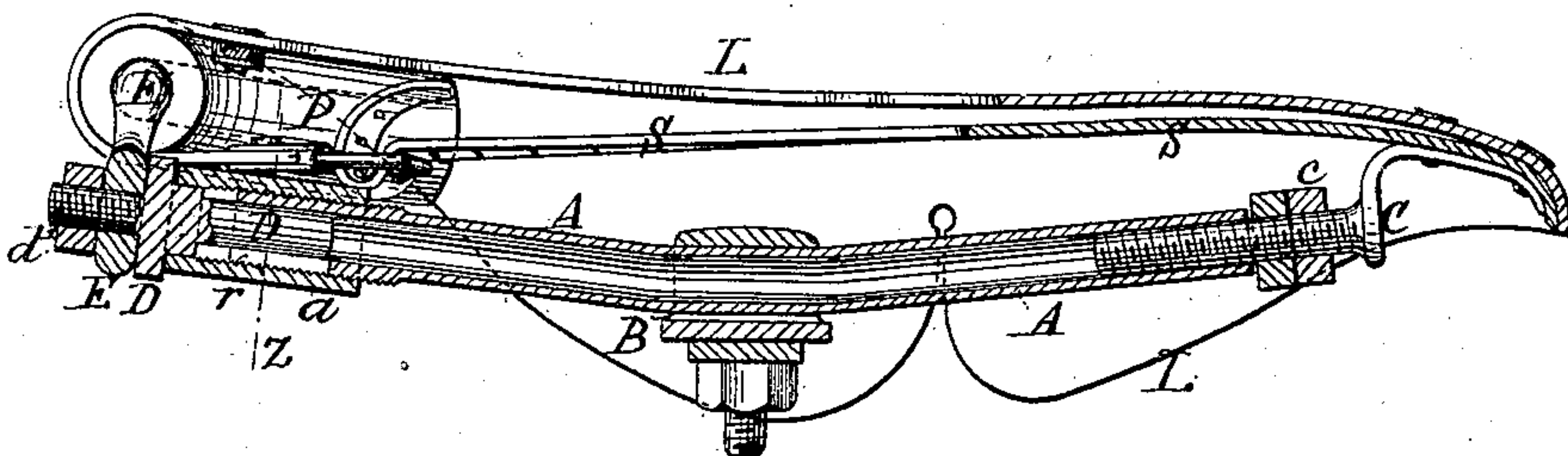


FIG. 6



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FIG. 6^a



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UNITED STATES PATENT OFFICE.

JAMES ALFRED LAMPLUGH, OF BIRMINGHAM, COUNTY OF WARWICK.
ENGLAND.

SADDLE FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 323,693, dated August 4, 1885.

Application filed June 4, 1885. (No model.) Patented in England March 28, 1885, No. 3,978.

To all whom it may concern:

Be it known that I, JAMES ALFRED LAMPLUGH, a citizen of England, residing at Birmingham, in the county of Warwick, England, have invented a new and useful Saddle for a Velocipede Vehicle or Vessel, (for which I have made application for patent in Great Britain, No. 3,978, March 28, 1885,) of which the following is a specification.

My invention relates to a construction of saddle for a velocipede-vehicle, such as a bicycle or tricycle or a velocipede boat or vessel, which I will describe, referring to the accompanying drawings.

Figure 1 is a plan looking from below; Fig. 2, a plan from above; Fig. 3, an end view; Fig. 4, a longitudinal section; also, Fig. 5 is a plan looking from below, and Fig. 6 is a longitudinal section of a similarly-constructed saddle with elastic pads at the rear and additional means of tightening the leather. Fig. 6^a is a transverse section at Z of Fig. 6.

In constructing the frame of the saddle I bend a tube, A, so that both ends incline upward from about the middle, where there is a flange, B, brazed or otherwise secured to the tube for fixing the saddle to the vehicle in the usual way. Into the front end of the tube A enters freely the screwed shank of the piece C, which has the front end of the leather L attached to it. Into the rear end of the tube A screws the shank of a collar-bolt, D, the part of which beyond the collar enters an eye formed in the middle of a tube or bar, E, which is bent in a circular sweep to form the rear frame of the saddle. By turning the nut and lock-nut c, or by turning the bolt D and its lock-nut d, the leather L can be more or less strained lengthwise. Again, by slackening the nut d' on the bolt D the rear frame, E, can be left free to rock on D as a pivot.

The bent tube E may have sliding within its ends bent bars, such as indicated at e, Fig. 1, so that by drawing out telescopically these bars the width of the rear of the saddle may be increased to take a wider leather, as indicated by the dotted lines L'.

The leather L, besides having numerous perforations through it, as usual, is divided along its middle from the rear more than half-way

toward the front, and a hook, H, which turns on one of the rivets of the leather h as a pivot, and is hooked onto another rivet, h', prevents the two lobes or segments of the leather from spreading apart. When it is desired to remove the leather, so as not to leave it exposed to the weather, the fastening H is unhooked, and then each segment or lobe of the leather can be drawn off the rear frame, E, and the front piece, C, can be withdrawn from the tube A.

Figs. 5 and 6 show the same construction of metal framing as has been described above; but the loop of the leather which embraces the rear frame, instead of being secured by rivets, as in Figs. 1 and 2, is held by buckle-straps S, by means of which the leather can be more or less tightened. In these figures also the loop of the leather is shown embracing elastic pads P, which are pieces of caoutchouc tube passed onto the bent bar or tube E that forms the rear frame.

In Figs. 6 and 6^a, I show a ready way of separating the leather from the frame of the saddle without the necessity for dividing it along its middle. For this purpose the rear end of the bent tube A is thickened, and has an external screw-thread on which screws a sleeve, a. It has also cut through its under side a slot, r, large enough for the shank of the bolt D to pass through it laterally.

When it is desired to remove the leather, the sleeve a is screwed back until it exposes open the whole length of the slot r. The bolt D can then be passed down through the slot, and the front piece, C, can be withdrawn from the tube A, and thus the leather, along with the rear frame, E, can be removed. The sleeve a, besides serving to cover the slot r, when the leather is replaced, serves also to tighten the leather by screwing it backward along the tube A. When this mode of detaching the leather is adopted, it is not necessary to divide the leather.

Although I have shown in Figs. 5 and 6 elastic pads P, around which the rear of the leather is looped, I make no general claim to such pads, as these are described in the Patent No. 311,332, granted to me on the 27th January, 1885.

Having thus described the nature of my invention, and the best means I know of carrying the same into practice, I claim—

5 1. A saddle for a velocipede vehicle or vessel wherein a central tube bent upward from about its middle, where it is fixed, receives in its front end the shank of a piece attached to the front of the leather, and in its rear end a bolt on which is pivoted a bent tube or bar
10 embraced by the rear loop of the leather, substantially as herein described.

2. In a saddle for a velocipede vehicle or vessel in which the front of the leather is held
15 by the front end of a central tube and the rear of the leather is looped round a bent tube or bar pivoted at the rear of the central tube, a leather divided along its middle for part of its length, in combination with a hook or catch so arranged that on disengaging the said
20 hook or catch the two lobes or segments of the divided leather can be withdrawn from

the bent tube or bar round which they are looped.

3. In a saddle for a velocipede vehicle or vessel in which the front of the leather is held
25 by the front end of a central tube and the rear of the leather is looped round a bent tube or bar pivoted at the rear of the central tube, the combination of the pivoting-bolt D, the screwed sleeve *a*, and the screwed rear end of the tube
30 A, having a lateral slot, *r*, substantially as and for the purpose herein set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 22d day of May, 35
A. D. 1885.

JAMES ALFRED LAMPLUGH.

Witnesses:

HARRY STROVER HARDY,

JOS. CHAMBERLAIN,

Clerks to E. T. Ratcliff, Notary Public, Birmingham.