(No Model.)

M. L. DEITZLER.

BICYCLE SADDLE.

No. 576,070. Patented Jan. 26, 1897.

Fig. 1.

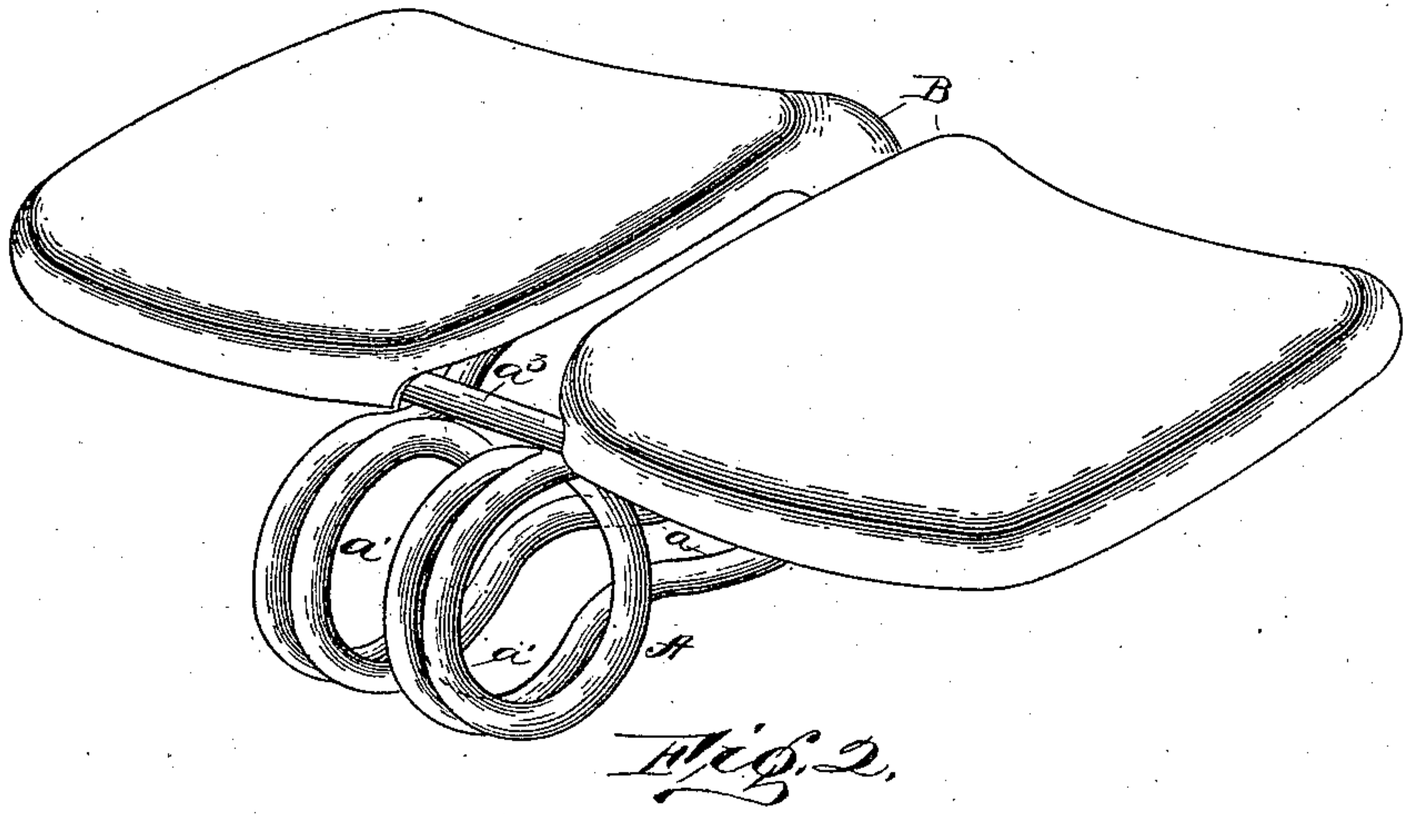


Fig. 2.

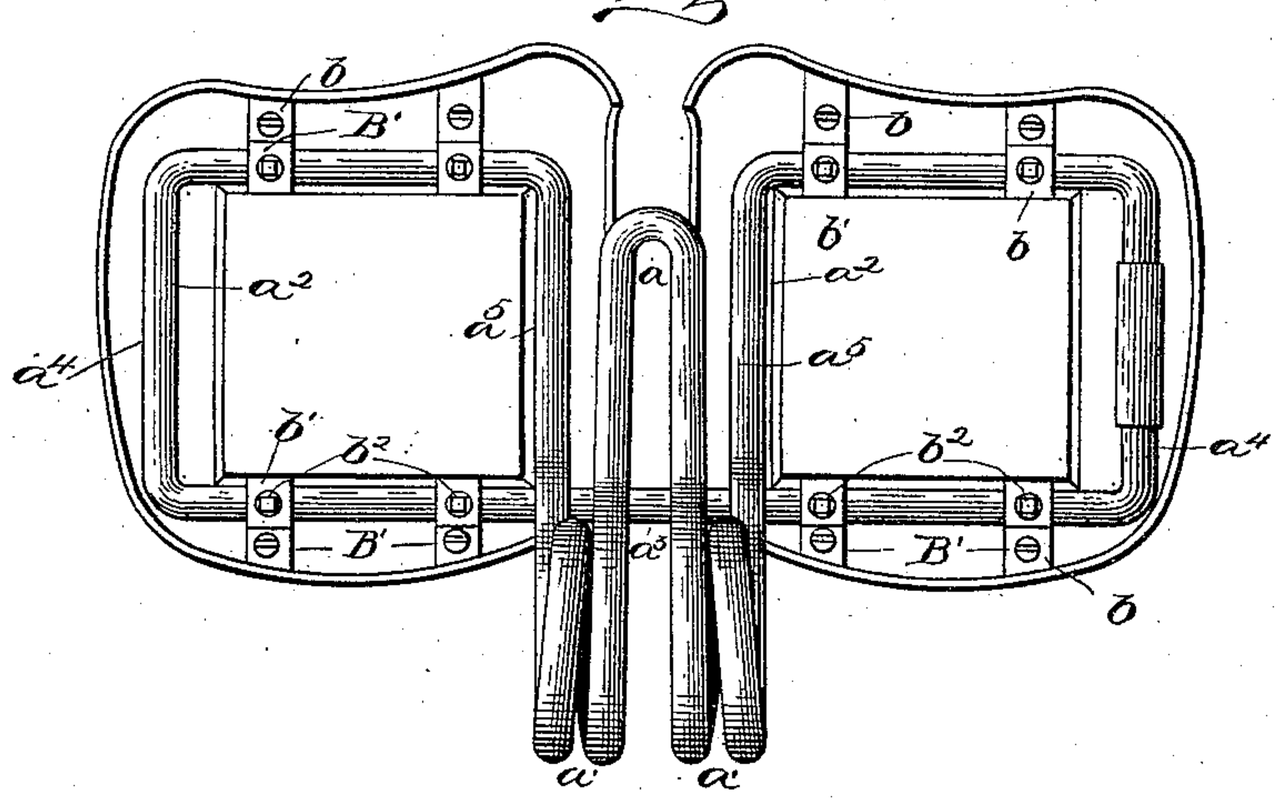


Fig. 4.

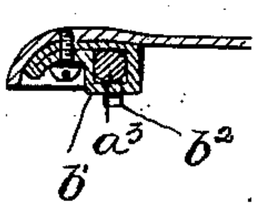
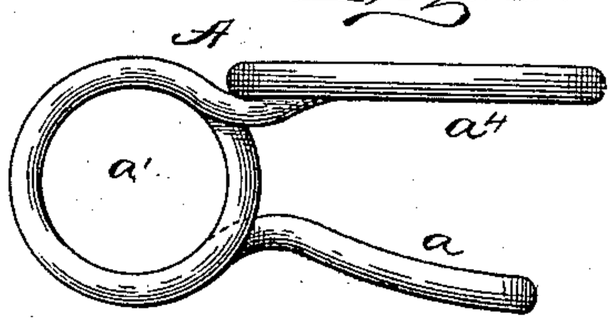


Fig. 3.



Witnesses
J. M. Fowler Jr.
A. M. Kelly

Inventor
Martin L. Deitzler
by Chas. A. Studevant
atty.

UNITED STATES PATENT OFFICE.

MARTIN L. DEITZLER, OF HARRISBURG, PENNSYLVANIA.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 576,070, dated January 26, 1897.

Application filed June 9, 1896. Serial No. 594,829. (No model.)

To all whom it may concern:

Be it known that I, MARTIN L. DEITZLER, a citizen of the United States, residing at Harrisburg, in the county of Dauphin, State of Pennsylvania, have invented certain new and useful Improvements in Bicycle-Saddles, of which the following is a description, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention relates to saddles for bicycles, and more particularly to a saddle which is adjustable as to width, and a frame therefor, my object being to provide a construction which is comfortable to the rider, is composed of but few parts, and is readily adjusted.

To these ends my invention consists in the various matters hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective of the present saddle. Fig. 2 is a bottom view thereof. Fig. 3 is a side elevation of the frame, and Fig. 4 is a detail of the clamp by which the seat is attached to the frame.

Referring now more particularly to the drawings, it will be seen that the saddle comprises two parts—viz., a frame A and a seat B, mounted thereon. This frame is made of a single piece of wire or other similar material, and is so bent that a tongue a, composed of parallel wires, is provided for attachment to the bicycle-frame, while at the rear of said tongue each of its sides enters into a coil a' and then extends to form the rest proper for the seat, the coils thus giving elasticity. From the coils each wire extends forwardly over the plane of the tongue for a suitable distance, then extends outwardly at approximately right angles, then backwardly and across the members near the coils, whereby an approximately rectangular member a^2 is provided upon each side of the frame for the attachment of the seat. The inside wires of these rectangular members are, owing to the coils a', spaced some distance from each other, whereby (the seat being in two parts, as below specified) an opening is formed in the center of the saddle, thus relieving the rider from any undue and objectionable pressure. Furthermore, the rear wire a^3 rests upon the inside wires of the rectangular members and the rear of the seat is thereby supported.

The seat B is composed of two parts, each of which rests upon one of the rectangular members a^2 of the frame and is suitably secured thereto in such a manner as to afford lateral adjustment. In the present instance this is effected through the clamps B′, one of which is attached to the under side of the seat at points near the corners of the rectangular members. Each of these clamps comprises a bracket having a tongue b, provided with openings or other suitable means by which it can be attached to the seat, and a head b', with an opening therethrough for the passage of the rear wire a^3 of the frame. In this head is provided a threaded opening b^2, in which is seated a set-screw adapted to bear upon the wire a^3 and thus retain the seat in any position in which it may be set. Of course these clamps may be formed of a solid piece of metal, but in the present instance they are shown as having the head open at one corner and the tongue formed of two pieces, one of which extends from the head above the opening at the corner and the other from the head below the opening at the corner. Thus the clamp can be slipped over the wire a^3, this wire passing between the two parts of the tongue, and these two parts are then brought together and fastened upon the seat.

It will be noticed that the clamps engage the wire a^3 at points inside of the side wires a^4 a^5 of the rectangular members for the support of the seat. In this way these clamps act as stops to limit the adjustment of the parts of the seat, and thus preclude the possibility of moving the parts so far that they would not be properly supported by the frame and would consequently break.

From the foregoing it will be seen that the present saddle is easily and inexpensively manufactured of but few parts, which are readily made and assembled, while at the same time the saddle is easily adjusted and is comfortable to the rider, this comfort being secured not only by reason of the two-part seat and the space in the center of the frame, but also by reason of the frame being so constructed that it readily yields to adapt itself

to any position which the leg of the rider may assume.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A frame for velocipede-seats comprising the forwardly-extending attaching-tongue, coils at opposite sides of the rear ends of the tongue, arms extending forwardly from said coils parallel with each other and entirely disconnected from end to end, and open horizontally-extending seat-supports at the outer sides the said arms terminating in front of said coils, substantially as described.

2. A frame for bicycle-seats comprising a forwardly-extending attaching-tongue formed of wire or similar material, coils at opposite sides of the rear end of said tongue, independent seat-supports formed of wire or similar material the inner sides of said supports extending forwardly from the coils and having a space between them and a cross or binding wire or rod connecting the independent seat-supports and resting upon the inner sides of said supports, substantially as described.

3. The combination with the seat-supporting frame comprising a forwardly-extending attaching-tongue formed of wire or similar material, coils at opposite sides of the rear end of said tongue, independent seat-supports formed of wire or similar material the inner sides of said supports extending forwardly from the coils and having a space between them and a cross or binding wire or rod connecting the independent seat-supports and adapted to rest upon the inner sides of said supports, and independent seats adjustably secured on said supports, substantially as described.

4. A frame for bicycle-seats, formed of a single length of wire bent to form the horizontal attaching-tongue a, terminating at the rear end of its two members in the outwardly-extending forwardly-coiled springs a' a', the spaced parallel forwardly-projecting arms a^5, a^5, extending from the upper members of said coils disconnected throughout their length, the wires at the front ends of said arms a^5 being bent outwardly then rearwardly as at a^4 a^4 and then inwardly and across the arms a^5 in front of the coils as at a^3, substantially as described.

5. The combination with the seat-support having a horizontal attaching-tongue, oppositely-projecting coil-springs integral with the rear ends thereof and from the upper ends of the outer coils of which project the spaced parallel, disconnected members or arms a^5 a^5, and the open rectangular seat-supports at the outer sides of the arms a^5 a^5 and terminating in front of said coils, of the separate and independent seats provided on their under sides with front and rear adjusting clamps or retainers engaging the front and rear members of the respective seat-supports; whereby the width of the unobstructed open space in the middle of the seat may be varied, substantially as described.

6. A frame for velocipede-seats comprising a forwardly-extending attaching-tongue, coils at opposite sides of the rear end of the tongue, arms extending forwardly from the upper ends of said coils parallel with each other and entirely disconnected from end to end, open horizontally-extending seat-supports at the outer sides of said arms terminating in front of said coils and a separate and independent seat on each of said supports, each seat being provided on its under side with front and rear clamps sliding on the front and rear bars or sections of said supports, and set-screws passing through said clamps into engagement with the bars or sections, substantially as described.

7. A frame for velocipede-seats comprising an attaching-tongue, and two independent spring-seat supports upon opposite sides of the central line of the tongue, and a continuous cross or binding wire extending between said supports and attached to and forming a part of said seat-supports, each seat being adjustably clamped upon said continuous cross or binding wire; substantially as described.

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

MARTIN L. DEITZLER.

Witnesses:
W. H. CARPENTER,
THOS. B. WILSON.