

(No Model.)

F. LATULIP.
VELOCIPED SEAT AND SADDLE.

No. 577,042.

Patented Feb. 16, 1897.

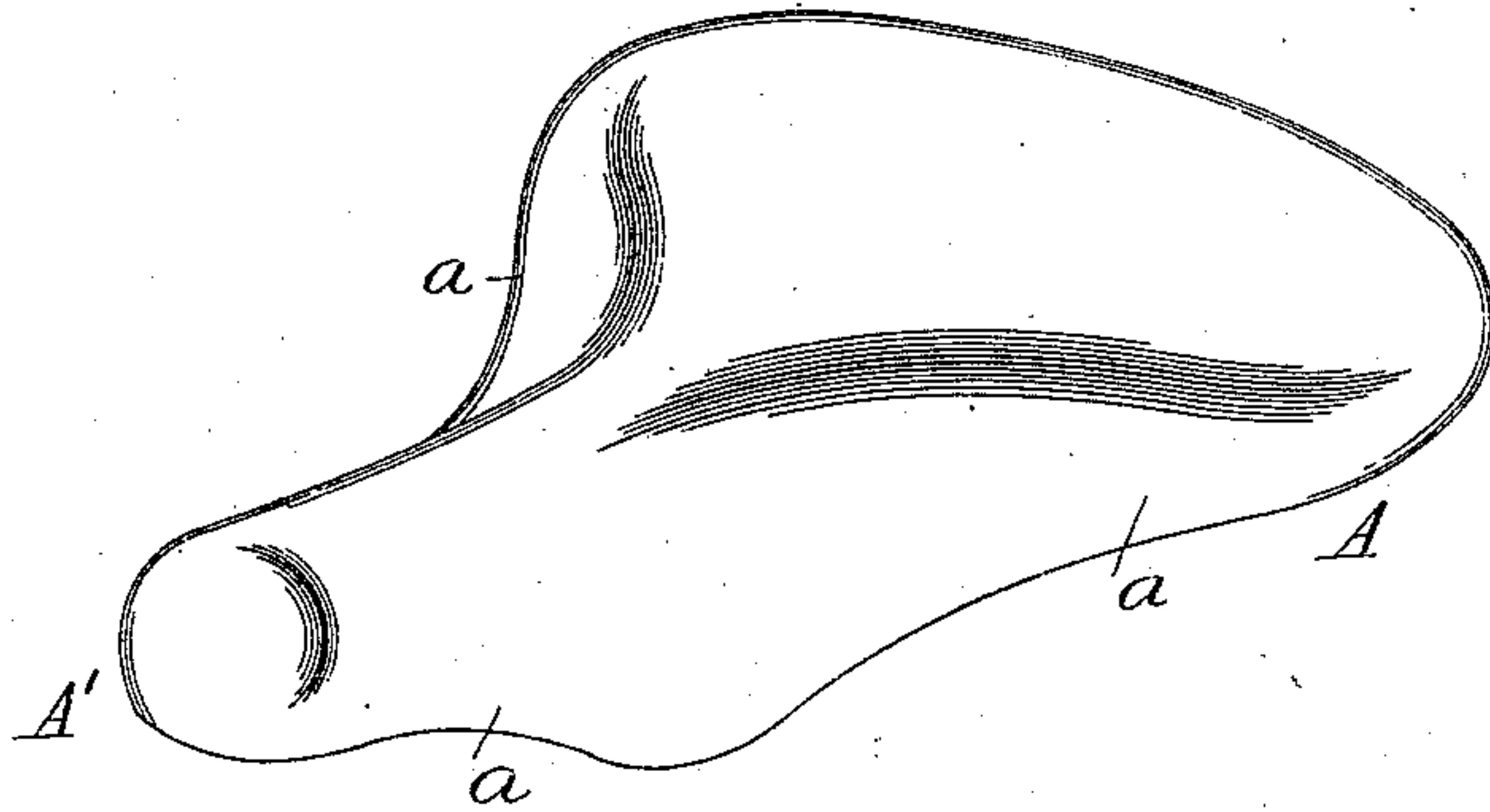


Fig. 1.

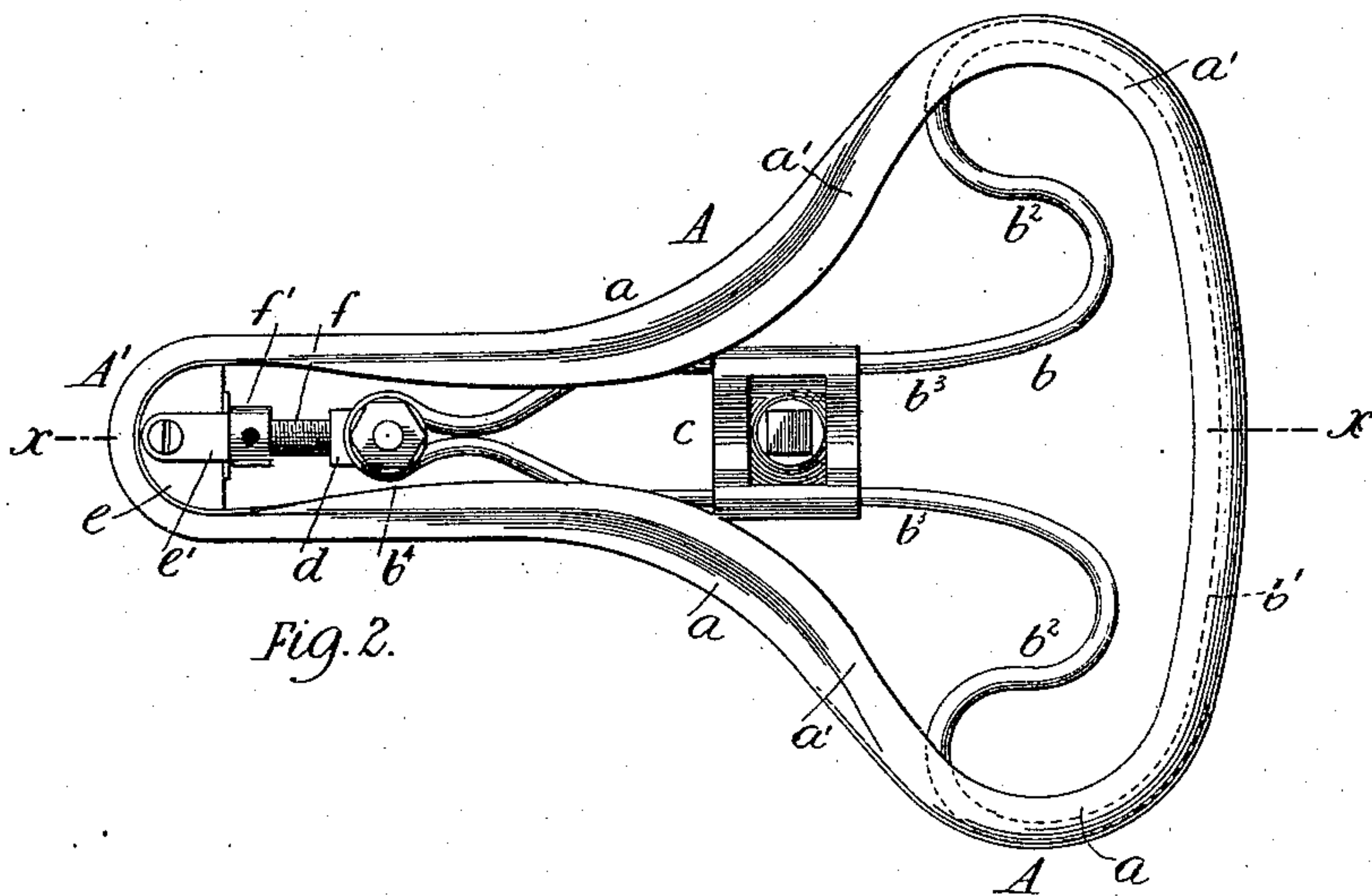


Fig. 2.

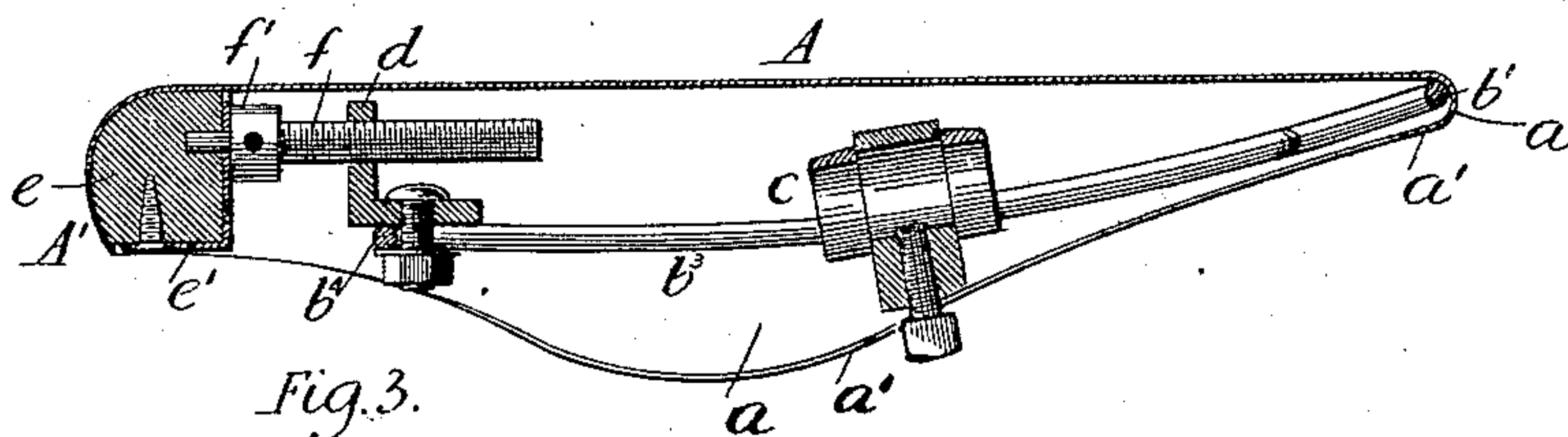


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

FREDRICK LATULIP, OF SYRACUSE, NEW YORK, ASSIGNOR OF ONE-HALF
TO W. C. SMITH, OF SAME PLACE.

VELOCIPED SEAT OR SADDLE.

SPECIFICATION forming part of Letters Patent No. 577,042, dated February 16, 1897.

Application filed March 21, 1896. Serial No. 584,286. (No model.)

To all whom it may concern:

Be it known that I, FREDRICK LATULIP, a citizen of the United States, residing at Syracuse, in the county of Onondaga and State of New York, have invented certain new and useful Improvements in Velocipede Seats or Saddles; and I do 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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to velocipede seats or saddles, and contemplates the production of a device of this character in which is combined extreme lightness of weight with great strength and rigidity, and in connection with these latter advantages of being durable, in that its shape and means for attachment are not impaired by long and constant use.

My improved saddle, moreover, may be produced at comparatively little cost, as will be evidenced in the following description.

In the accompanying drawings, to which reference is to be made in connection with the description, Figure 1 is a perspective view of my improved saddle. Fig. 2 is a bottom plan view of the same, showing in connection my preferred construction of supporting spring-frame. Fig. 3 is a sectional view taken on line *xx* of Fig. 2.

Referring to the said drawings by letter, A denotes my improved seat or saddle, which is constructed entirely of rawhide, molded from a sheet of this material, when in soft condition, into any desired shape, such, for instance, as that shown, and then thoroughly dried.

The saddle is flanged on all sides, the flange, which is lettered *a*, increasing in depth from the rear end to a point forward of the longitudinal center, from which point it decreases only slightly in depth and forms a part of the nose *A'*, which constitutes the forward end of the saddle. At the tip of the nose the flange is convex in cross-section, this convexity being preserved to a greater or less extent throughout the said flange. From the depending flange *a* extends a second flange *a'*, which projects inwardly and serves the

purpose of imparting great strength and rigidity to the saddle, it being understood that the flanged portions are integral with the main body, and with the latter receive a great degree of hardness from the drying process.

At the rear widened end of the saddle the flanges perform the additional function of holding, in a manner which precludes displacement, the saddle to the spring-support presently to be described, which is accomplished without the aid of rivets, screws, or other additional fastening devices, and the single convex flange at the tip of the nose has a similar function in coöperating with the said rear double-flanged portion and completing the firm attachment of the saddle to its support, the attachment or connection being made by imparting a longitudinal strain through the support against the forward and rearward ends of the saddle, as will be presently set forth.

In constructing the saddle comparatively thin sheets of rawhide are preferably employed, which, when rendered soft by the action of water or water and ammonia, are capable of being molded into any desired shapes, which are preserved when the material is thoroughly dried. The employment of a thin sheet of material results in the production of a saddle of extreme lightness, which in no way impairs the strength, rigidity, or effectiveness of the saddle owing to the provision of the flanges previously described, and in addition to these advantages the saddles may be produced at a small expense owing to the cheapness of the material and the minimum of means, labor, and time employed in the manufacture.

The support previously referred to is preferably constructed as shown, and comprises a spring *b*, made of wire of suitable strength and resiliency bent to form the rear portion *b'*, which conforms to the rear end of the saddle and is in practice lodged within the flanges at this point to form the spring portions *b² b³*, which are of **S** form, and the bow portions *b³ b³*, which are arranged parallel with each other and serve as a means by which the clip *c* is secured, and also to form at the forward end an eye *b⁴*, through which is passed a bolt connecting the spring at this point with a lug

d. The bow *b*³ of the spring contributes the spring motion to the saddle, which is augmented by the spring action of the portions *b*², with the result of insuring ease and comfort to the rider.

In the nose of the saddle is lodged a block *e*, which is shaped on its outer side to conform closely to the nose both in longitudinal and transverse section, and to this block is secured a plate *e'*, perforated to receive one end of a screw *f*, which has its other screw-threaded end passed into a screw-threaded aperture in the lug *d*. The screw *f* has a perforated collar *f'*, by which it may be turned to cause an outward thrust on the block and spring and a consequent longitudinal strain on the saddle, which results in the firm connection of the latter with the support, which is augmented when the weight of the rider is brought to bear, as will be understood. The conformation of the saddle-flange to the block and spring at the points of lodgment precludes the disconnection of the saddle from its support regardless of any lateral or upward strain, and the saddle being practically rigid the same cannot work off even if the screw becomes loosened, which latter contingency will seldom, if ever, arise.

From the foregoing it will be observed that by my invention I have produced a saddle in which are combined all of the advantages which go to make such a device entirely efficient and durable. Moreover, one of the most

essential advantages in a device of this character is that of cheapness of manufacture, and this is present to a very marked degree, as previously stated, in my improvement.

I do not confine myself to the precise shape or pattern of saddle shown, nor do I confine myself to the particular construction of support, as both are susceptible of modification without departing from the spirit of my invention.

I claim as my invention—

1. A velocipede seat or saddle constructed from molded sheet-rawhide and provided at its edge with a depending and an inwardly-extending flange, said flange being rigid and providing lodgment for the frame, substantially as set forth.

2. In combination with a seat or saddle provided at its edge with a depending and an inwardly-extending rigid flange, of a support comprising a spring a portion of which conforms to and is lodged within but unattached to the rear flanged edge of the saddle, a block lodged in the forward end or nose of the saddle, and a screw interposed between said block and the spring, substantially as set forth.

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

FREDRICK LATULIP.

Witnesses:

W. T. NORTON,
ARTHUR BROWNING.