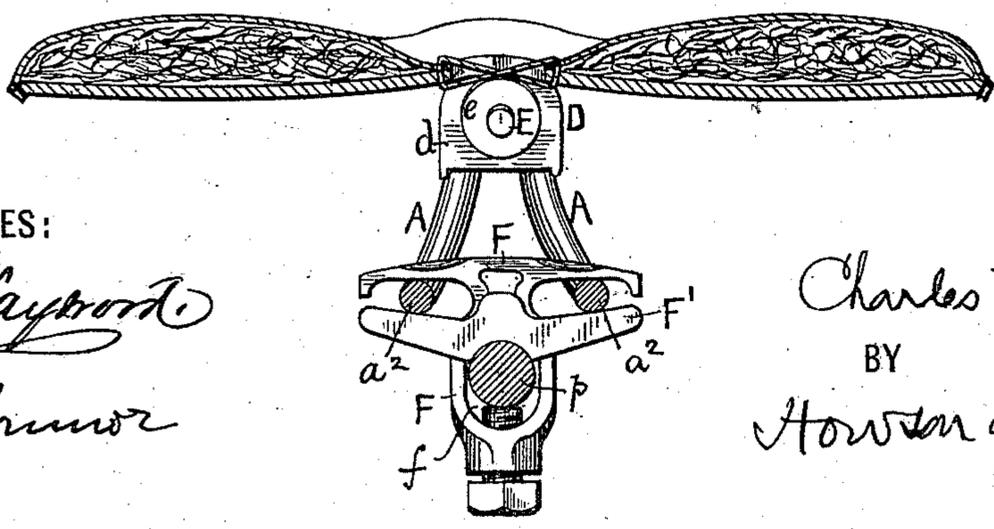
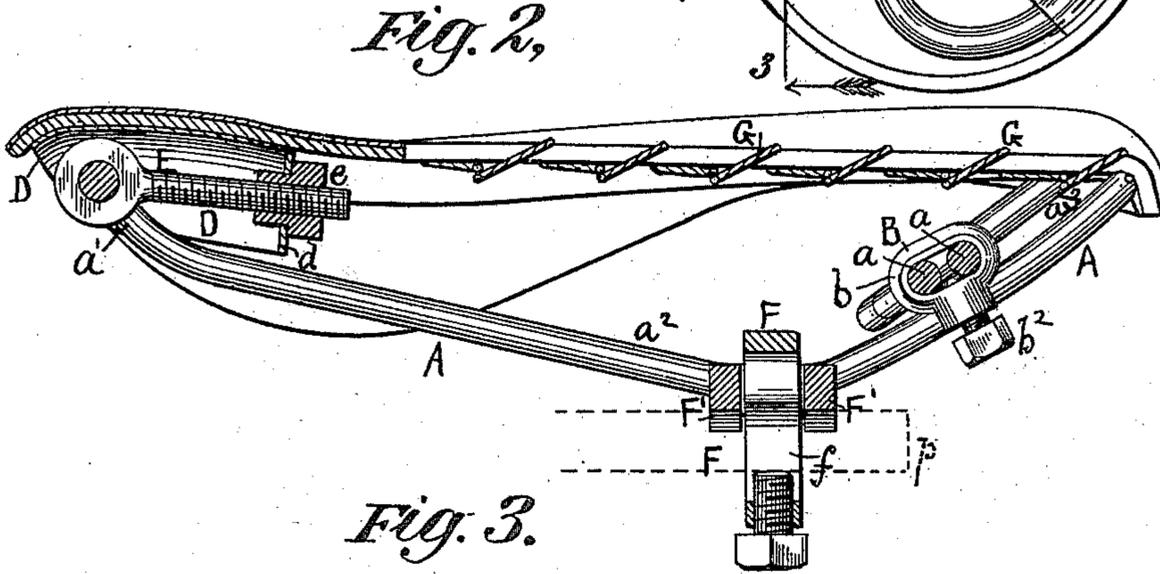
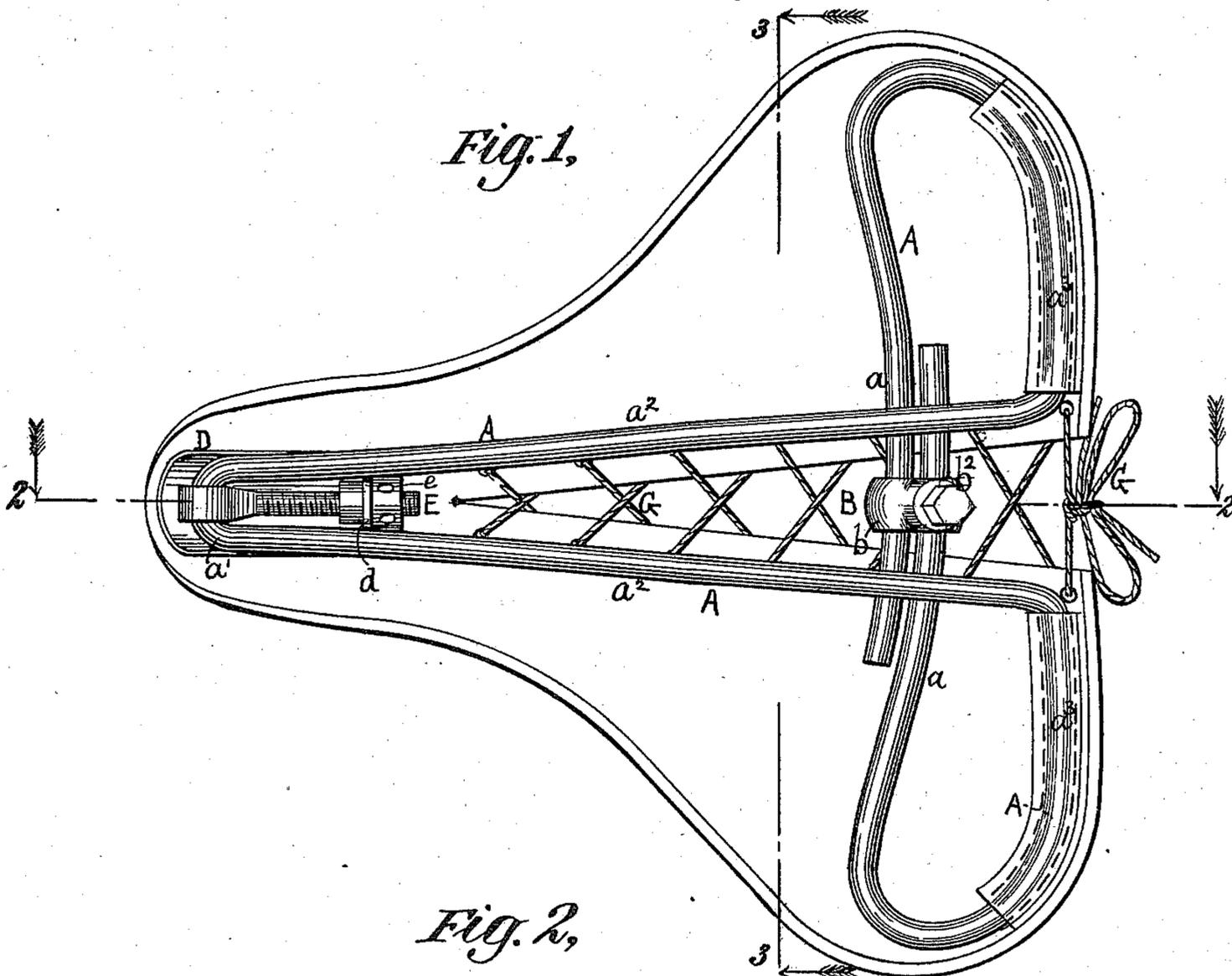


(No Model.)

C. F. BATT.
CYCLE SADDLE.

No. 579,034.

Patented Mar. 16, 1897.



WITNESSES:

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CHARLES F. BATT, OF BROOKLYN, NEW YORK.

CYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 579,034, dated March 16, 1897.

Application filed August 19, 1896. Serial No. 603,247. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. BATT, a citizen of the United States of America, and a resident of Brooklyn, Kings county, New York, have invented an Improved Cycle-Saddle, of which the following is a specification.

The object of my invention is to construct a cycle-saddle which shall combine with the stability essential for safety the adjustability and flexibility requisite for comfort.

In the accompanying drawings, Figure 1 is a plan view of my improved saddle. Fig. 2 is a longitudinal section on the line 2 2, Fig. 1; and Fig. 3 is a transverse section on the line 3 3, Fig. 1.

I make the frame of the saddle preferably of a single piece of tempered spring-wire bent upon itself and with its ends connected together in such a manner that while the frame will be sufficiently flexible to distribute and minimize the jar of the wheel in riding it will permit the saddle to conform to the motions of the rider, and the connection of the parts of the frame together is such that the back part of the saddle may be adjusted laterally or made wider or narrower, as the requirements of the rider may demand.

At the front or pommel end of the saddle the frame is in the form of a loop a' , adjustably connected to the trough-shaped metal piece D, to which the front end of the saddle is to be riveted. This adjustable connection of the frame with the piece D may consist of a threaded bolt E, with an eye, through which the loop a' of the wire passes. The threaded portion of the bolt passes through an opening in the flange d of the metal piece D and is held in the position to which it may be adjusted by means of a shouldered nut e on the threaded stem bearing against the flange d , Figs. 1 and 2. From this united or loop end at the front the spring-frame extends in two continuous parts or legs $a^2 a^2$ to the back of the saddle, these constituting continuous fore-and-aft supporting parts to be combined with a seat-post clamp, as hereinafter described. At the back of the saddle these fore-and-aft spring parts are curved forwardly and inwardly. As shown in Fig. 1, the parts $a^2 a^2$ extend outwardly at $a^3 a^3$ the width of the saddle, and then are curved forwardly and inwardly again in return-bends with their

ends a meeting at a point forward of the back of the saddle and preferably between the back of the saddle and the supporting or seat-post clamp.

The ends of the spring-frame are connected with each other at this point in any suitable way, as by having the ends of the wire overlap, as shown in Fig. 1, and by providing there a connector B in the form of a clamp. This clamp may consist simply of an oval loop b , with a threaded bolt b^3 passing through one side to bear against the two wire ends.

The cycle-saddle frame described may be covered in any desired way, but I prefer the construction illustrated in the drawings, the seating consisting in the main of leather riveted at the front to the metal piece D and suitably connected at the back to the outwardly-extending parts $a^3 a^3$ of the spring-frame, as shown in Fig. 1. This covering, however, is split or separated from a point at the extreme back of the saddle forward toward the front end. Upholstery of hair, felt, or other suitable material may be provided within the covering.

The surface of the saddle may be kept taut under different adjustments by connecting the adjacent edges of the divided parts of the seating by lacing or other means.

It will be seen from the foregoing description that the two parts of the cantle or back end of the saddle are connected, supported, and braced by the connected ends of the spring-frame at a point between the back of the saddle and seat-post, so that a certain flexibility is given to each side of the saddle by this underneath spring connection, and the jar of the wheel in riding, communicated through this spring connection, is thereby divided, distributed, and minimized.

The seat-post clamp is constructed to permit of the lateral adjustment of the fore-and-aft springs therein, and, as shown more fully in Fig. 3, comprises a T-shaped piece F, having in its vertical part a slot f for the passage of the post-arm p' , while a slotted cross-piece F' combines with the cross-arms of the T-piece to clamp the parts $a^2 a^2$ of the spring-frame when the clamp is fitted on the seat-post in the usual manner, as shown in Fig. 3.

The fore-and-aft spring parts a^2 will spread out more or less as the saddle is adjusted, and

these spring parts radiate, as it were, from the front toward the rear, it being the purpose to keep the pommel end of a fixed narrow width under all conditions. In order to provide for the different positions of fore and aft as well as lateral adjustment, the clamping-faces of the two parts F and F' extend some distance laterally on both sides from the center to form between them elongated slots, through which the fore and aft supporting-springs $a^2 a^2$ pass, and between these elongated faces these springs are clamped in any position to which they may be adjusted.

I claim as my invention—

1. A cycle-saddle frame consisting of two continuous fore-and-aft springs united at the front and with the ends at the back curved outwardly, forwardly and then inwardly, and adjustably connected with each other, as and for the purpose set forth.

2. A cycle-saddle frame consisting of two continuous fore-and-aft springs united at the front and extending outwardly at the back and then inwardly, and with the ends adjustably connected with each other, in combination with a clamp permitting lateral adjustment of said springs, substantially as described.

3. A cycle-saddle frame having parts extending outwardly at the back of the saddle, and curved forwardly and inwardly and con-

nected together at a point forward of the back of the saddle, as and for the purpose described.

4. A cycle-saddle frame having spring supporting parts extending outwardly at the back of the saddle and curved forwardly and inwardly in return-bends with the ends adjustably connected together at a point forward of the back of the saddle, as and for the purpose described.

5. A cycle-saddle frame having fore-and-aft supporting parts, in combination with a seat-post clamp having horizontal clamping-faces for the said supporting parts forming elongated slots through which said supporting parts pass, and in which they can be adjusted laterally, substantially as described.

6. A cycle-saddle frame having supporting spring-wires extending fore and aft adjustably connected at the back of the saddle in combination with a clamp having horizontally - elongated clamping - faces between which the said wires may be clamped in their various positions.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES F. BATT.

Witnesses:

EDITH J. GRISWOLD,
HUBERT HOWSON.