

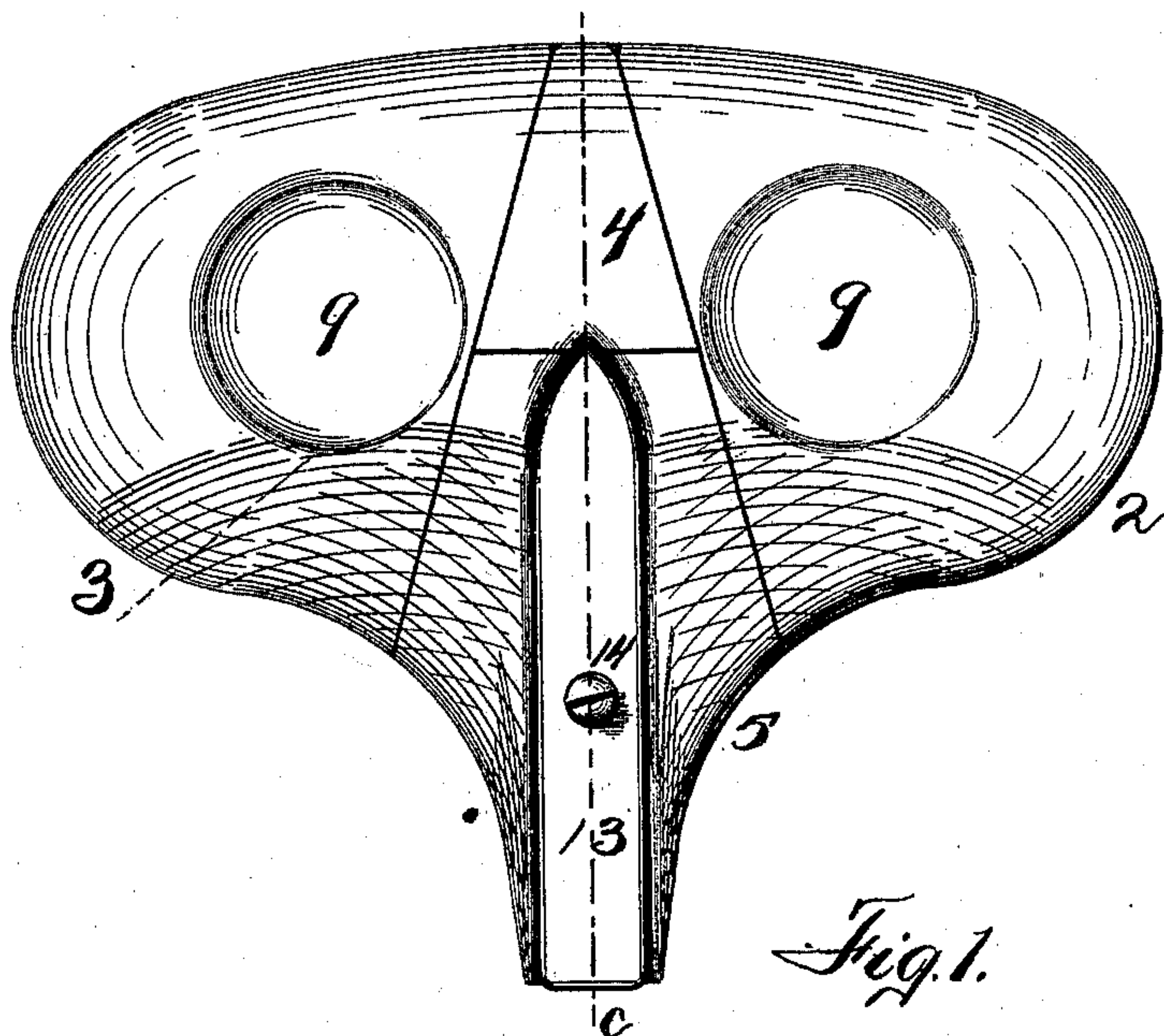
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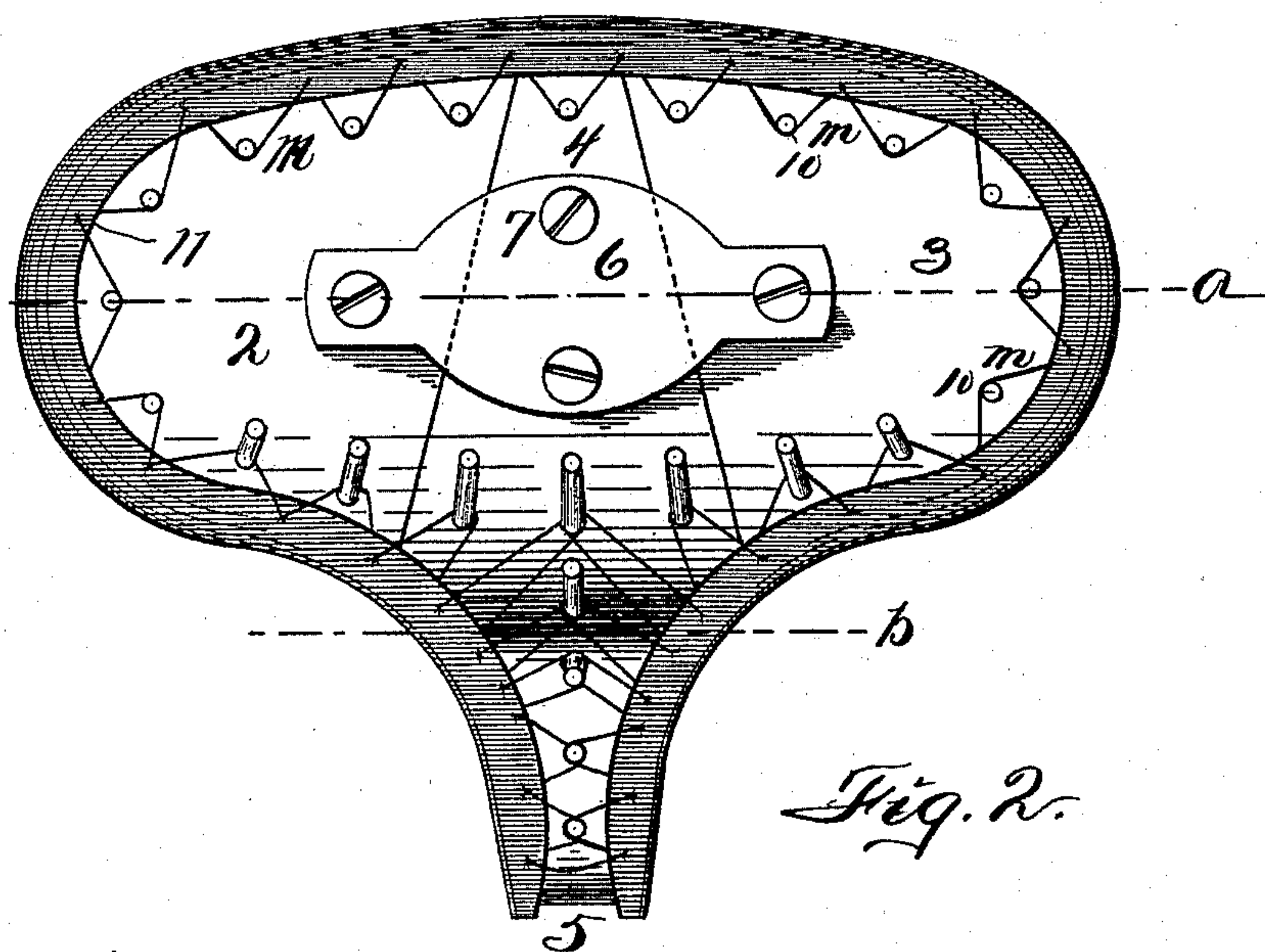
F. LATULIP.  
DIE FOR SADDLE SEATS.

No. 585,682.

Patented July 6, 1897.



*Fig. 1.*



*Fig. 2.*

WITNESSES:

*Charles W. Marvin*  
*Jesse B. Murray*

INVENTOR

*Frederick Latulip.*

BY

*Smith & Benson*

ATTORNEYS.

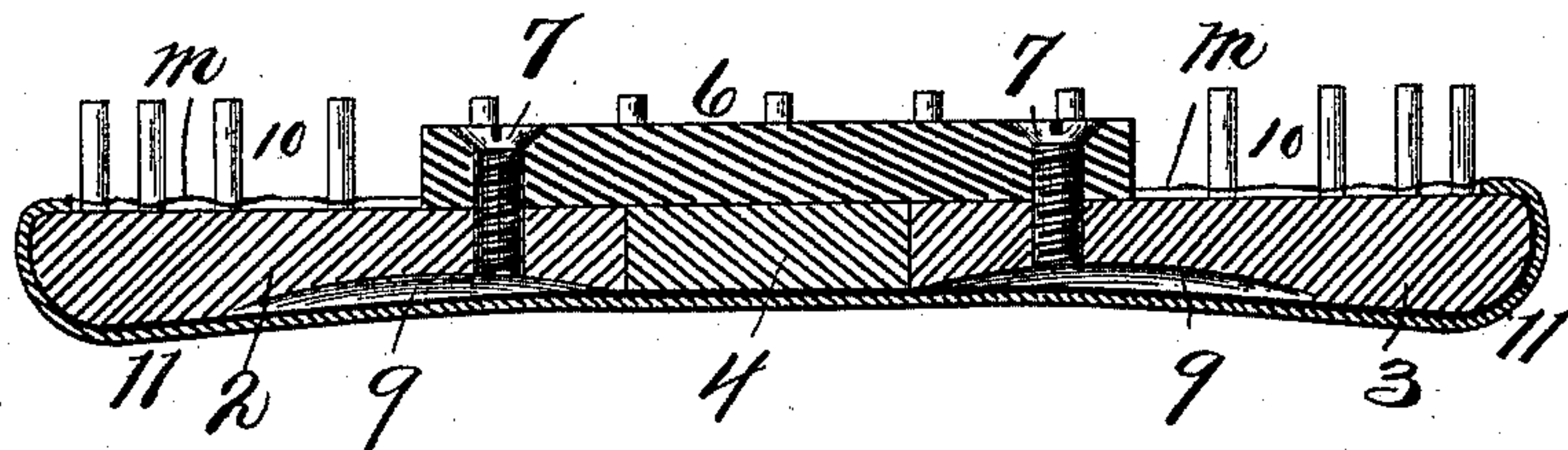
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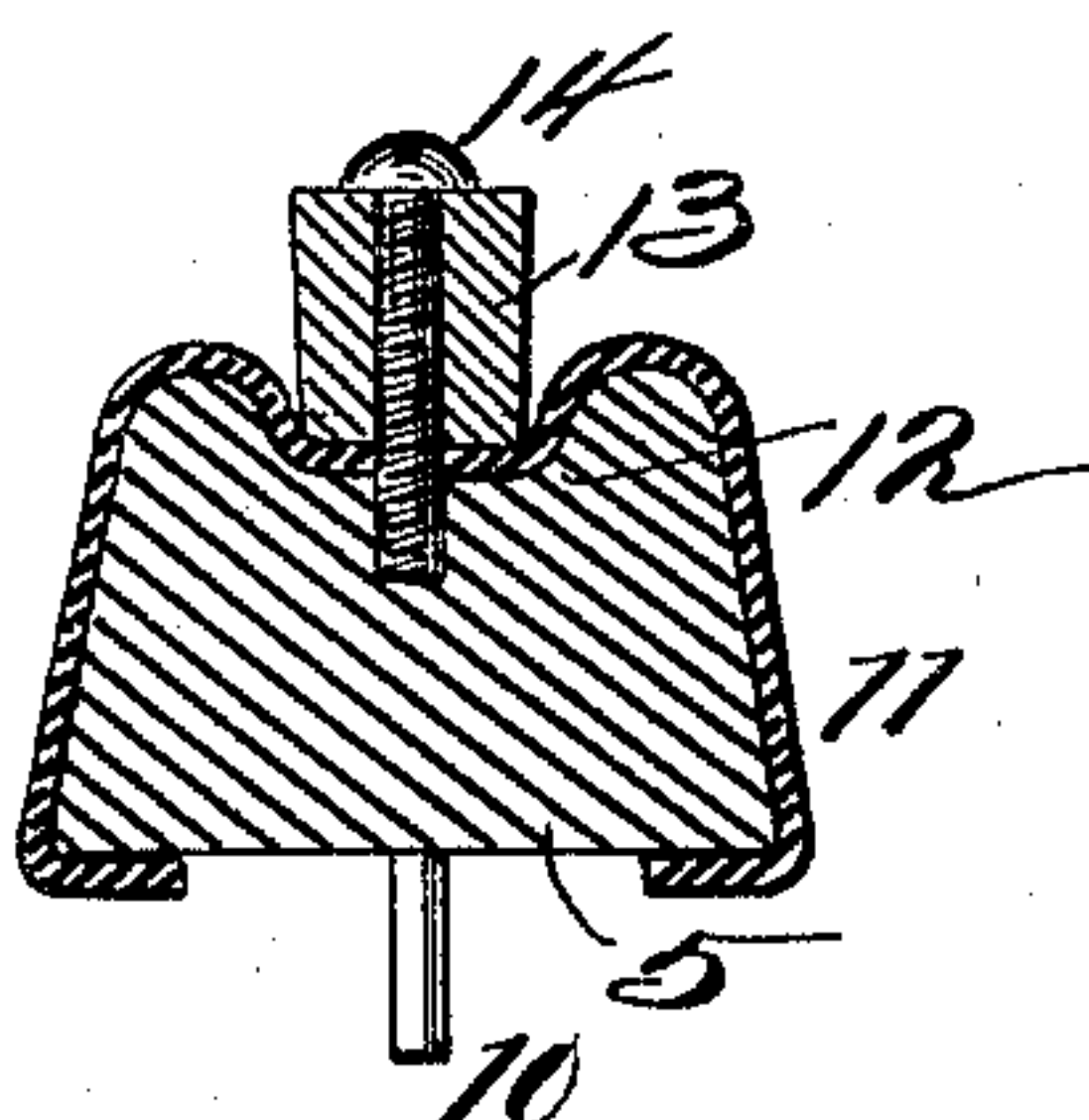
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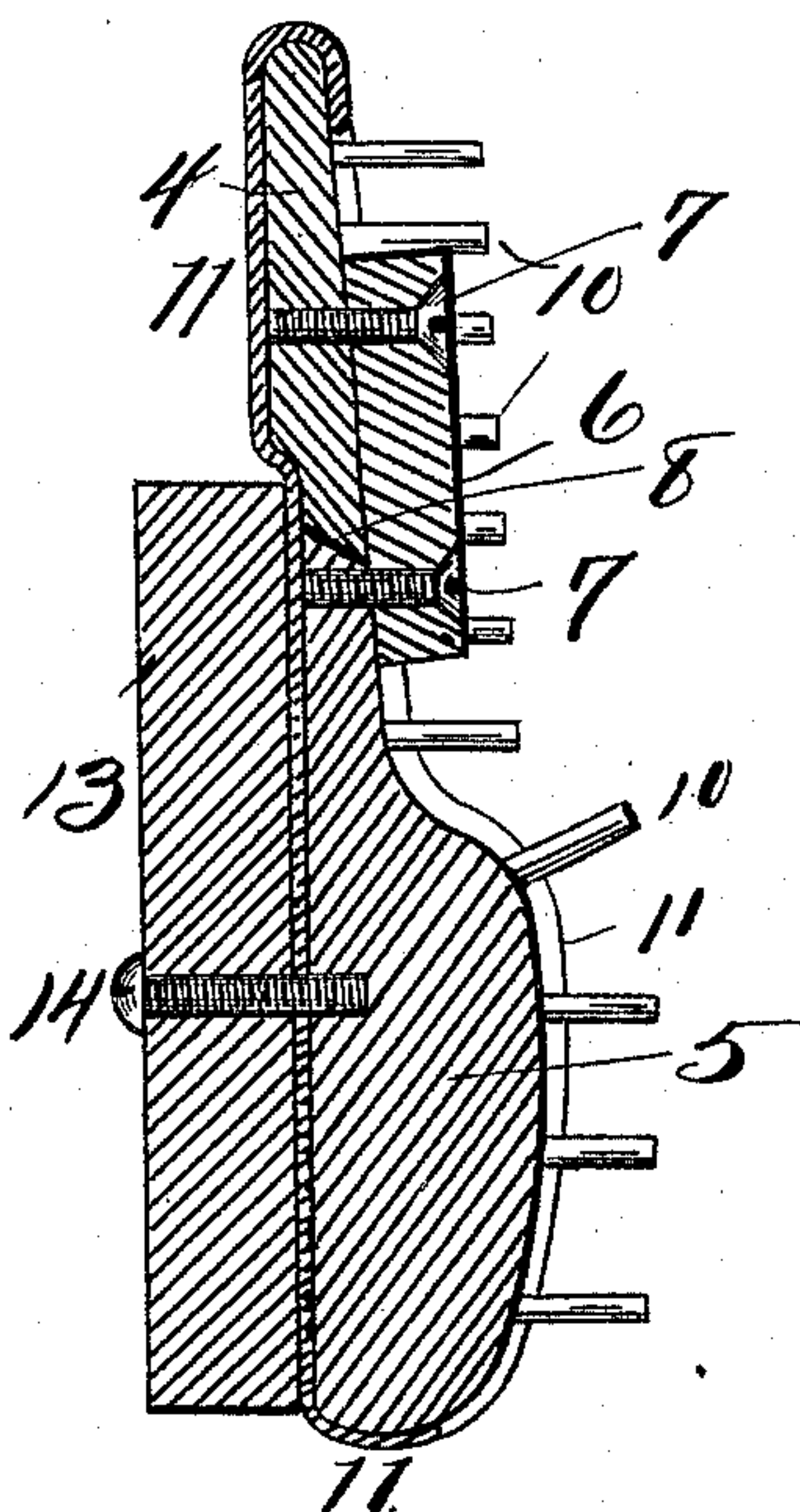
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*Fig. 3.*



*Fig. 4.*



*Fig. 5.*

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# UNITED STATES PATENT OFFICE.

FREDERICK LATULIP, OF SYRACUSE, NEW YORK, ASSIGNOR OF ONE-HALF  
TO JOHN L. SHERWOOD, OF FAYETTEVILLE, NEW YORK.

## DIE FOR SADDLE-SEATS.

SPECIFICATION forming part of Letters Patent No. 585,682, dated July 6, 1897.

Application filed September 8, 1896. Serial No. 605,121. (No model.)

*To all whom it may concern:*

Be it known that I, FREDERICK LATULIP, of Syracuse, in the county of Onondaga, in the State of New York, have invented new and  
5 useful Improvements in Dies for Saddle-Seats, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to cycle-saddles or  
10 seats for saddles, and particularly to dies for shaping the same and holding them in shape while drying, when the material therefor is softened and made pliable by dampness or soaking, and is of such a nature that when  
15 dry it is hard and non-elastic, with little if any flexibility.

My object is to improve the manufacture of seats for the saddles of cycles, particularly when made from any material which  
20 possesses the property of being soft, pliable, and more or less elastic when wet and of being hard, stiff, non-elastic, and of very little flexibility when dry. One of such materials is rawhide, and this will be referred to here-  
25 in, and this is also a material of the class which will when dry retain the precise form to which it is shaped when wet and pliable.

The class of seats herein described is that in which the edges are curved under, forming an inward flange around and under the  
30 sides or edges of the seat, both for ornamentation, better finish, and to stiffen or reinforce such edges, and for other reasons. For making these dies or mandrels are preferably  
35 employed to secure uniformity, and such dies should be sectional to permit them to be more readily removable from the finished or dried seat. I have therefore designed a sectional  
40 die in which the several sections are adapted to be secured together while the seat is being fitted thereon and dried, and which is provided with studs or pins around which the  
lacing-cord is passed, and by which cord the material is drawn taut and stretched onto  
45 and over the face of the die and over its edges and under them, and by which cord it is held while it is drying and permanently assuming the shape of the die. An auxiliary member of said die is also provided by which a groove  
50 or recess is created in the top of the seat, extending rearward from the front of the horn

thereof. The die-sections may also be provided with concavities in their upper faces, and the material for the seat can be pressed  
55 down into them to create like concavities in it to receive the extremities of the pelvic bones.

The die is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a top plan of the die ready for  
60 use. Fig. 2 is a bottom plan of the same with a seat stretched and laced onto it. Fig. 3 is a cross-section on line *a*. Fig. 4 is a like view on line *b*. Fig. 5 is a longitudinal section of  
65 the die on line *c*, Fig. 1, with the seat stretched and laced thereon.

The die proper consists of sections detachably connected to a locking-bar, 2, 3, 4, and  
70 5 being such sections, and 6 being the locking-bar by which all are secured in their proper relative positions by means of the screws 7.

The inner edges of the sections 2 and 3 abut  
75 against those of the sections 4 and 5, and the inner ends of the sections 4 and 5 meet upon a slant or bevel, as at 8, Fig. 5, whereby the insertion of the wedging-section 4 operates to force and hold all of the other sections in  
80 proper relation to each other and to the fastening-screws; also, by reason of said sloping joint the sections 4 and 5 are unlocked.

The outer edges of all of the sections are rounded, substantially as shown. The sections 2 and 3 are provided with concavities  
85 9. The section 5 is thickened, substantially as shown in Figs. 4 and 5, the edges of the sections 2 and 3 being also thickened to coincide with those of section 5.

The respective sections are provided with  
90 pins 10, around which the lacing-cord *a* is carried after being passed through the edges of the material 11 for the saddle-seat and being drawn taut stretches the material over the edges of the die and across its face and  
95 across the horn or pommel and holds it securely and firmly while it is drying, so that when dry it will be of the shape of the die. Then by removing the screws and the plate 6 the section 4 can be first removed by raising  
100 its inner end and pulling it out inwardly. Then by raising the inner end and pulling it



inwardly the section 5 is removed, and the sections 2 3 are thus released for removal. Before the removal of the die the lacings are cut. The edges of the seat can be trimmed  
5 either before or after the removal of the die.

When it is desired to groove the horn or pommel or the seat longitudinally, the die-section 5 or section 4 also is suitably grooved, as at 12, and by means of an auxiliary die-  
10 section 13 forced into said groove by any suitable means, as by a screw 14, the material is forced to conform to the shape of said groove.

What I claim as my invention, and desire to secure by Letters Patent, is—

15 1. A die for shaping saddle-seats consisting of sections abutting against each other and lacing-pins upon each section, and means to secure said sections together.

2. A die for shaping saddle-seats consisting

of sections abutting against each other partly 20 with straight and partly with sloping joints, lacing-pins upon each section, and means to secure said sections together.

3. In a die for shaping saddle-seats, the combination with multiple sections corre- 25 sponding to the seat portions, rear, and horn of the saddle-seat, abutting against each other, and detachably secured together, of an auxiliary die-section adapted to be secured in a groove in the die to force the material 30 for the saddle-seat into said groove and hold it there while drying.

In witness whereof I have hereunto set my hand this 21st day of August, 1896.

FREDERICK LATULIP.

In presence of—

WILLIAM MORRISON,  
NORRIS GRIFFIN.