No. 612,546. Patented Oct. 18, 1898.

A. J. LEIMBURG.

SADDLE FOR BICYCLES, &c.

(Application filed Oct. 2, 1897.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1

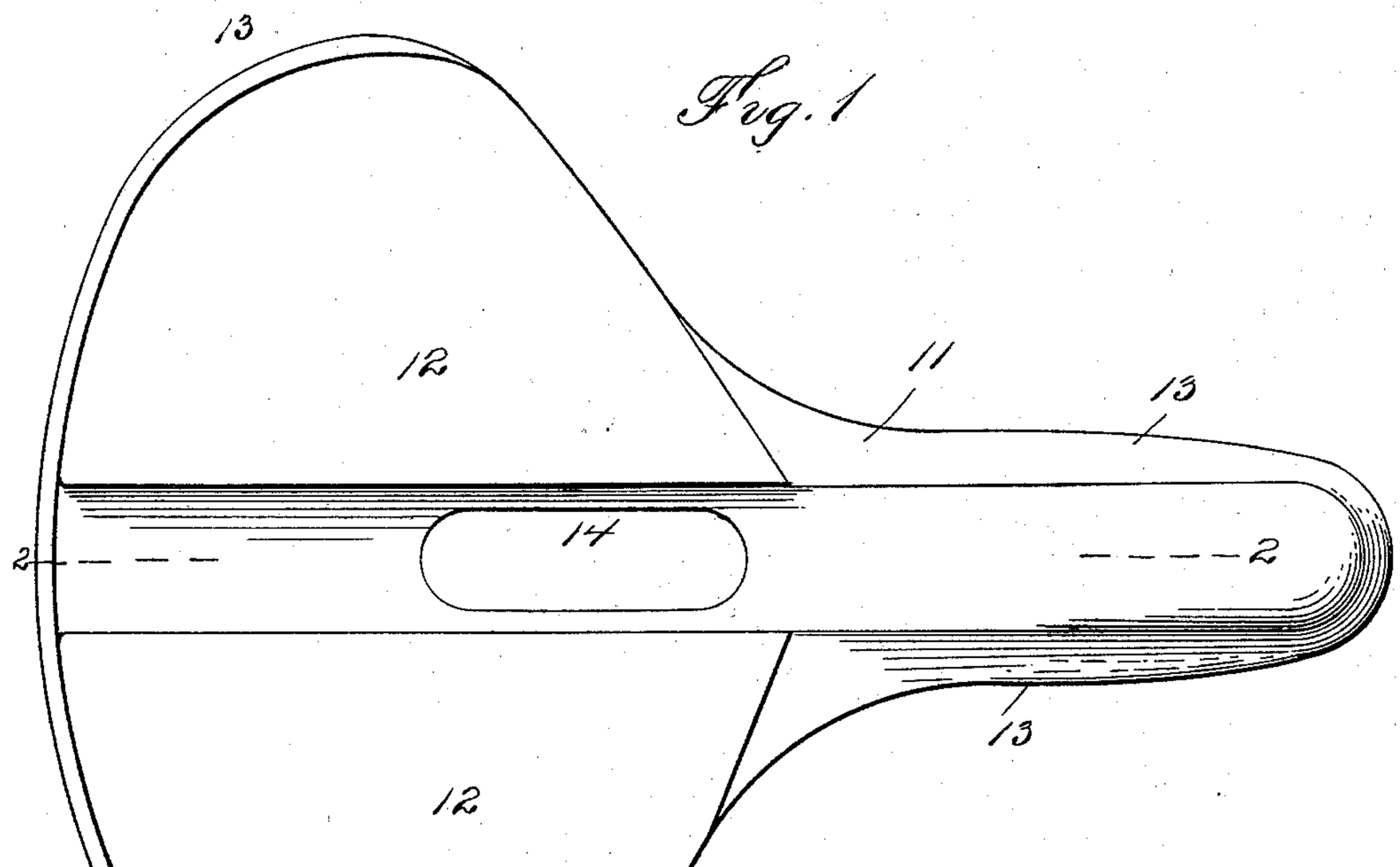

Fig. 2

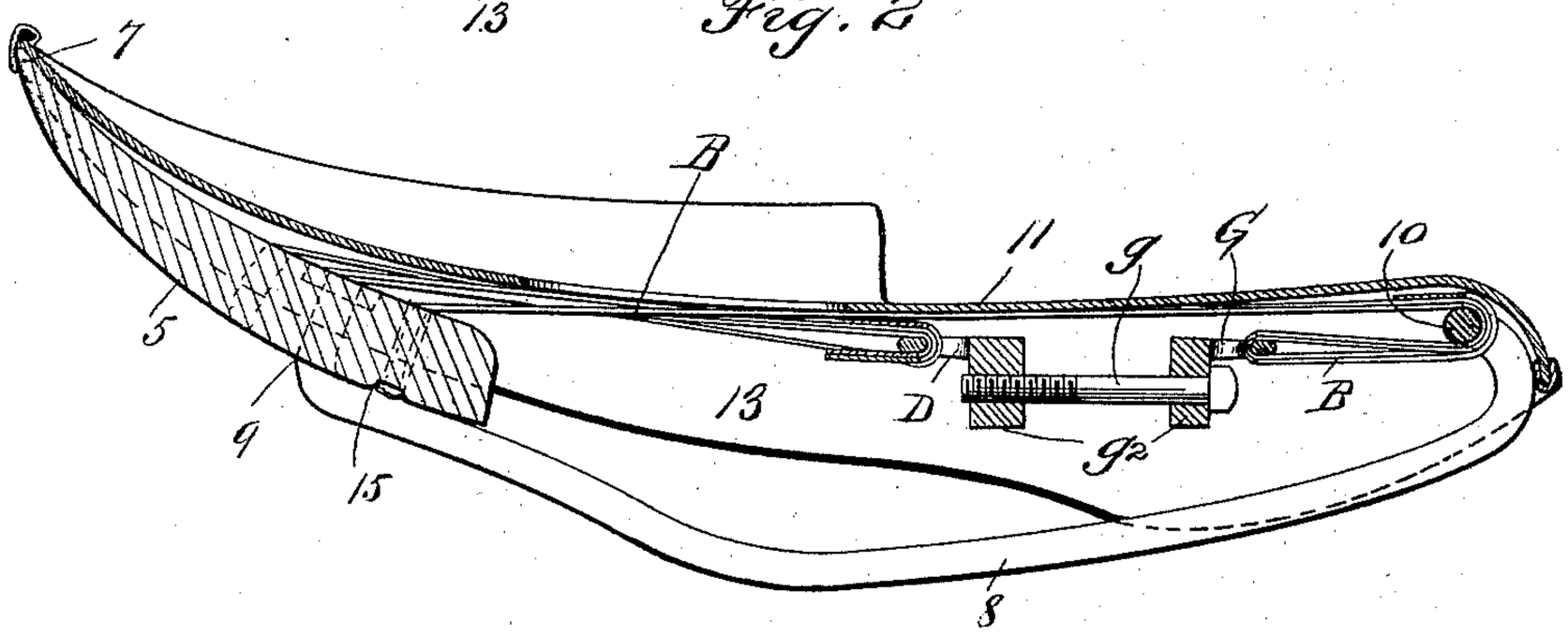

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Fig. 3

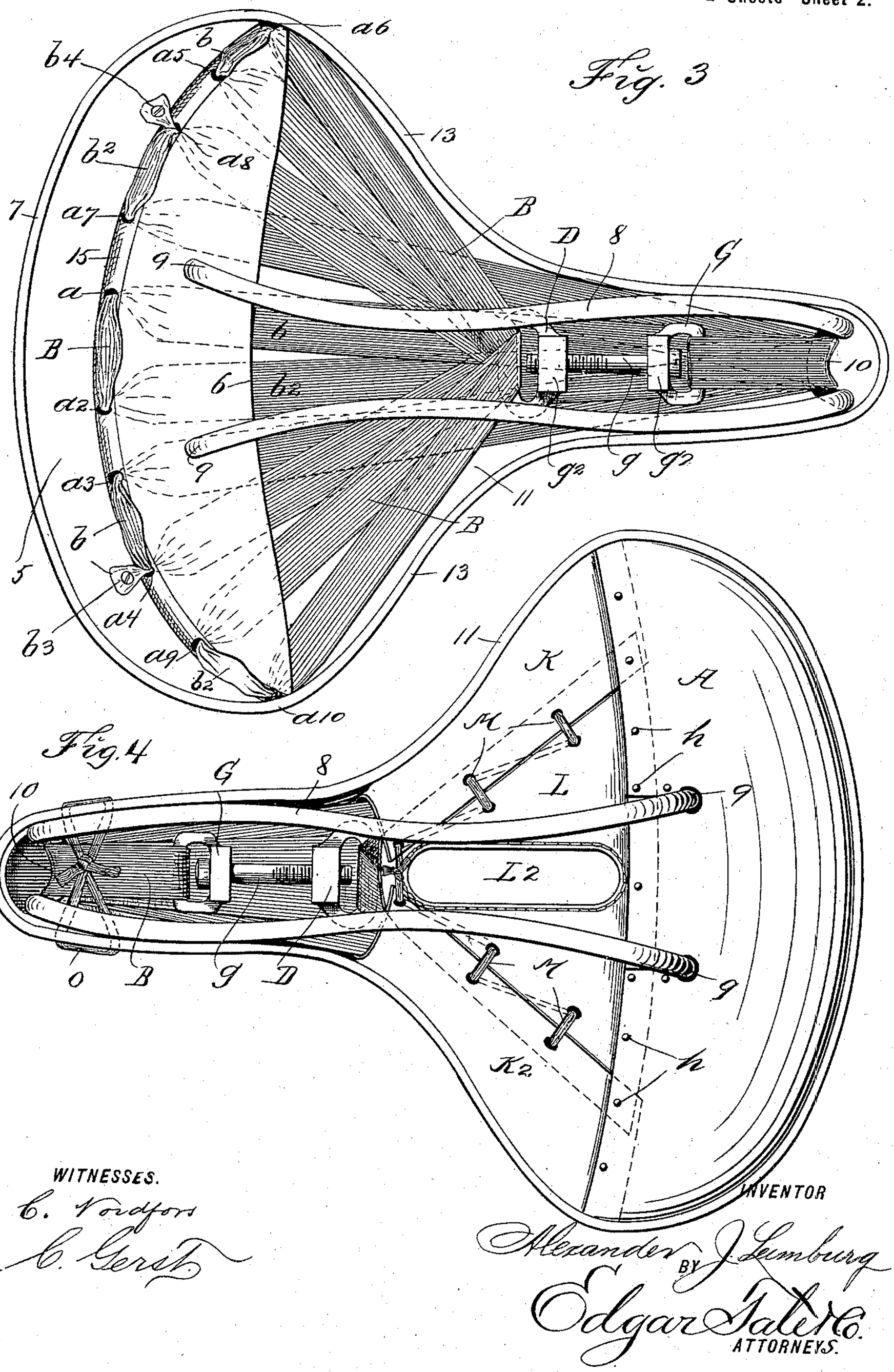

Fig. 4

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UNITED STATES PATENT OFFICE.

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SADDLE FOR BICYCLES, &c.

SPECIFICATION forming part of Letters Patent No. 612,546, dated October 18, 1898.

Application filed October 2, 1897. Serial No. 653,831. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER J. LEIMBURG, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Saddles for Bicycles and Similar Vehicles, of which the following is a full and complete specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to saddles for bicycles and similar vehicles; and the object thereof is to provide an improved device of this class which is simple in construction and operation and which is provided with a flexible and yielding or elastic seat or body portion composed of a flexible strap of leather, canvas, or any suitable woven or braided material.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a plan view of my improved saddle for bicycles and similar vehicles; Fig. 2, a longitudinal central section thereof on the line 2 2 of Fig. 1 with the bottom cover removed; Fig. 3, a bottom plan view with the bottom covering removed, and Fig. 4 a similar view with the bottom covering in position.

In the drawings forming part of this specification the separate parts of my improvement are designated by the same letters and numerals of reference in each of the views, and in the practice of my invention I provide a saddle for the purpose herein specified, the construction of which is as follows:

The rear portion of the saddle is composed of a cantle 5, which is of the form shown in Figs. 2 and 3, the front portion thereof being slightly concave, as shown at 6, and the rear portion thereof being curved upwardly and backwardly and being slightly circular in form, as shown at 7, and secured to the bottom of the cantle is a heavy spring-wire yoke 8, the ends of which are secured in the cantle at 9 and the head of which is carried forwardly and curved upwardly, so as to form a transverse loop 10, which constitutes the forward portion or frame of the saddle, and the central portion of the sides of the yoke 8 are curved downwardly, as shown in Fig. 2.

The entire upper portion of the saddle is provided with a cover 11, which is preferably composed of leather, and the sides thereof, over the seat part of the saddle, are raised, as shown at 12, and the edges of this cover are bent downwardly around the entire saddle, as shown at 13, and the central portion of the cover is depressed between the sides 12 and preferably provided with a central longitudinal opening 14. I also provide an adjustable fastening device consisting of links D and G, which are connected by a bolt g, which is passed through downwardly-directed heads g^2, formed on the adjacent sides of said links, and the body portion of the saddle is composed of a flexible strap B, which is preferably composed of canvas or other woven material, but which may be composed of leather or any suitable flexible material. The said strap B is folded centrally, so as to form two straps b and b^2, said straps being passed upwardly through the bottom of the cantle through holes a and a^2 formed therein, said holes being also formed in a groove 15, formed in the bottom of the cantle. The strap b is then carried forwardly and passed around the loop 10 and then through the link G and then forwardly around the loop 10 and then backwardly over the cantle and passed through a hole a^3 and then around the bottom of the cantle in the groove 5 and passed upwardly through a hole a^4, from which point said strap is carried forwardly and passed through the link D, from which it is carried backwardly over the cantle and passed through a hole a^5, and said strap is then passed upwardly through a hole a^6, formed in the cantle, and then again through the link D, and then backwardly over the cantle and again downwardly through the hole a^4, where it is fastened, as shown at b^3. The strap b is carried forwardly and passed around the loop 10, then through the link G, then forwardly around the loop 10, then backwardly over the cantle and passed downwardly through a hole a^7, formed in said cantle, then upwardly through another hole a^8, then forwardly and through the link D, then backwardly over the cantle and downwardly through a hole a^9, then upwardly through a hole a^{10}, then forwardly through the loop D, then backwardly over the cantle and downwardly through the hole a^8, where it is secured, as shown at b^4.

As above constructed it will be seen that the entire weight of the rider is supported by the strap B, and it will also be seen that by turning the screw *g* the links D and G may be drawn together or separated, and by means of this construction any sag in the seat can be taken up at any time, as will be readily understood.

I also provide a bottom covering for the body portion of the saddle, which consists of leather or other preferred material and which is composed of four parts H, K, K^2, and L. The part H of the bottom covering is secured to the bottom of the cantle and is exactly of the same shape, and the outer edges thereof may be secured inside the downwardly-curved portion of the cover 11, which surrounds the same, and the inner edge thereof is secured to the inner edge of the cantle by screws, tacks, or other devices *h*, and the parts K and K^2 are similar in form and are secured to the triangular part L by means of a cord or lacing M, the part L constituting the central portion of the bottom covering and being provided with a central opening L^2, which corresponds with the opening 14 in the top cover 11, and the outer edges of the parts *k* and k^2 of the bottom cover of the seat are passed upwardly between the downwardly-curved edges of the top cover 11 and may be secured thereto, if desired.

The top cover, consisting of the parts H, K, K^2, and L, is not an absolutely essential feature of my invention and may or may not be employed, and the front portion of the top cover 11, or the opposite sides thereof, are connected by a strap or cord O, as shown in Fig. 4, which is passed therethrough beneath the loop 10 and beneath the strap B.

By means of this construction I provide a flexible bicycle-seat for the saddles of bicycles and similar vehicles and means for relaxing or tightening the same whenever desired, and my improved saddle is simple in construction and operation, and it will be apparent that changes in and modifications of the construction herein described may be made without departing from the spirit of my invention or sacrificing its advantages.

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

1. A saddle for bicycles and similar vehicles, consisting of a cantle, the rear portion of which is higher than the front portion, a strong spring-yoke the ends of which are secured to the bottom thereof, and the head of which projects forwardly and is directed upwardly to form a loop, an adjusting device consisting of two links each of which is provided with a downwardly-directed head through which a screw-threaded bolt is passed, and a flexible strap which is folded centrally and passed through the cantle, and the separate ends or sides of which are passed around the forward loop of said yoke, and through the said links of the adjusting device respectively, and through the cantle and secured substantially as shown and described.

2. A saddle for bicycles and similar vehicles consisting of a cantle the rear portion of which is higher than the front portion, a strong spring-yoke the ends of which are secured to the bottom thereof, and the head of which projects forwardly and is directed upwardly to form a loop, an adjusting device consisting of two links each of which is provided with a downwardly-directed head through which a screw-threaded bolt is passed, and a flexible strap which is folded centrally and passed through the cantle, and the separate ends or sides of which are passed around the forward loop of said yoke, and through the said links of the adjusting device respectively, and through the cantle and secured, said saddle being provided with a top covering, and the body portion thereof being provided with a bottom covering, substantially as shown and described.

3. A saddle for bicycles and similar vehicles consisting of a cantle, the rear portion of which is higher than the front portion, a spring-yoke, the ends and the sides of which are connected with said cantle, and the head of which is carried downwardly and forwardly and curved upwardly to form a loop, an adjusting device consisting of two separate links connected by a screw-threaded bolt, said device being placed between the sides of said yoke near the front thereof, and a flexible strap which is folded centrally and the separate sides or ends of which are passed upwardly through said cantle, said ends or sides of said strap being passed around said loop, and through the links of the adjusting device respectively and through said cantle, substantially as shown and described.

4. A saddle comprising a cantle having a forwardly-extending spring-yoke, a plurality of strands connected with said cantle, several of said strands extending forwardly and around the forward end of the yoke, and an adjusting device having one end connected with ends of said strands passing around the yoke and its other end with the ends of the other strands.

5. A saddle comprising a cantle having a forwardly-extending spring-yoke, a plurality of strands extending forwardly from said cantle around the forward end of the yoke, then connected with one end of an adjusting device and around the forward end of the yoke rearwardly to the cantle, and a plurality of strands between said cantle and the other end of the adjusting device.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 1st day of October, 1897.

ALEXANDER J. LEIMBURG.

Witnesses:
C. GERST,
A. C. VAN BLARCOM.