

(No Model.)

W. E. CRANDALL.

VELOCIPÈDE.

No. 350,723.

Patented Oct. 12, 1886.

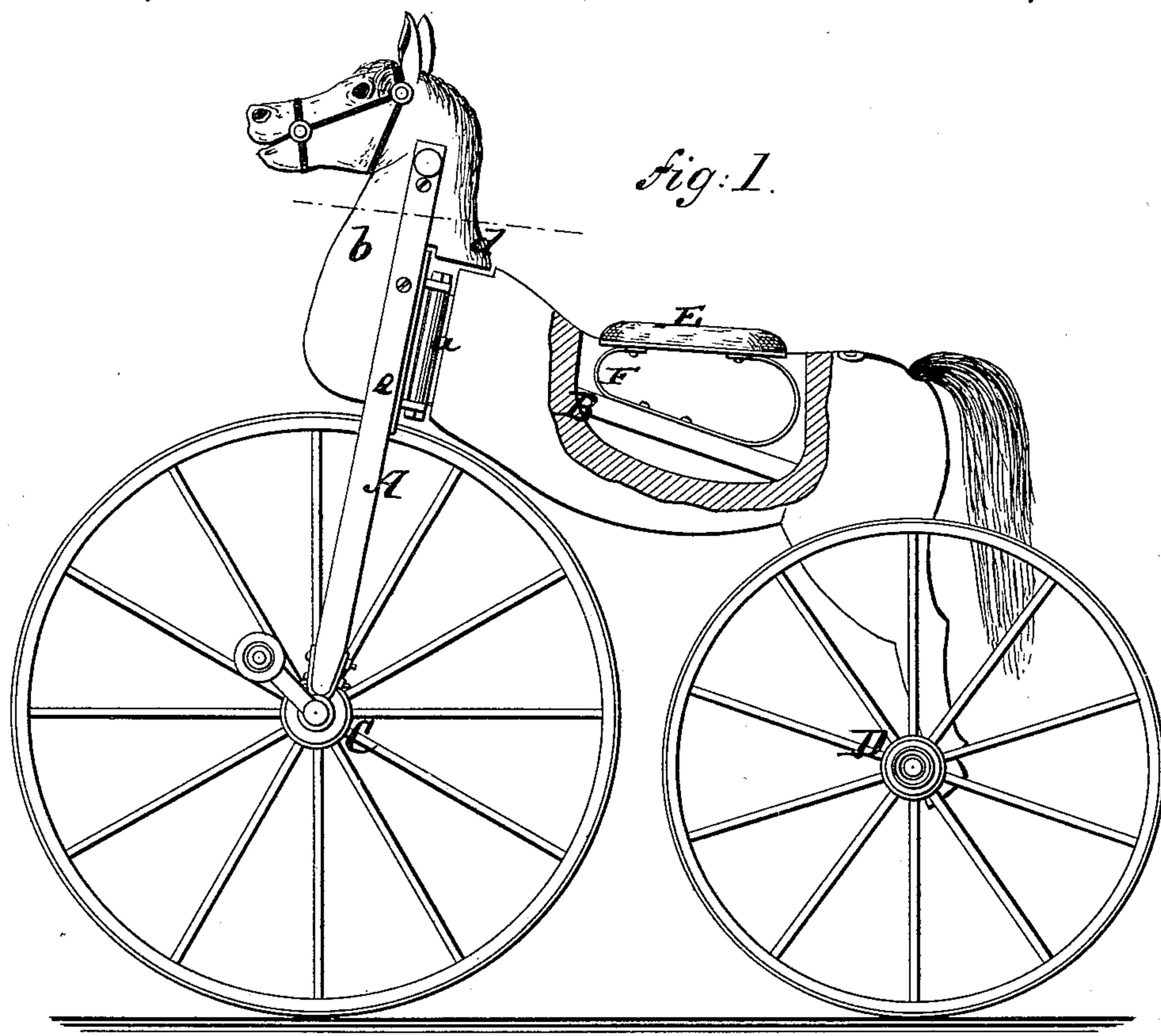
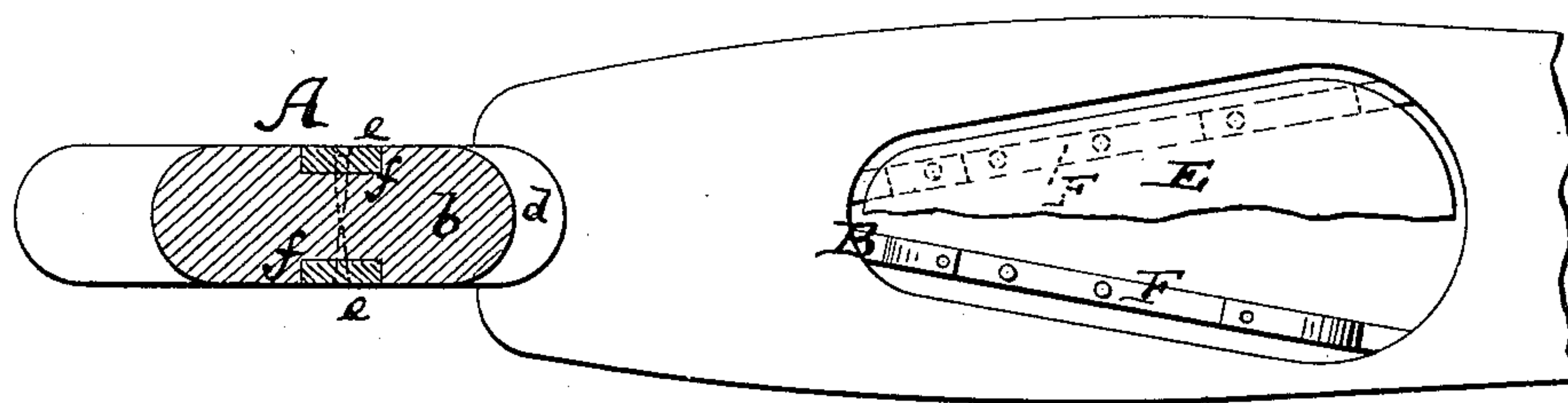


fig: 2.



WITNESSES:

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VELOCIPEDÉ.

SPECIFICATION forming part of Letters Patent No. 350,723, dated October 12, 1886.

Application filed August 31, 1886. Serial No. 212,288. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. CRANDALL, of New York city, county and State of New York, have invented an Improved Velocipede, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, in which—

Figure 1 is a side view, partly in section, of my improved velocipede. Fig. 2 is a top view, partly in section, of the same.

This invention relates to a new construction of the body of a velocipede and of the spring for the seat of same; and it consists, first, in providing the steering-post of the velocipede with a horse-head-shaped or other ornament, which forms a shoulder that overlaps the front end of the reach.

The invention also consists in constructing said ornament with grooves, into which the uprights of the steering-post are sunk.

It finally consists in combining with the seat of the velocipede a pair of diverging springs that rest on the reach and have their ends turned up and toward each other, beneath the seat, all as hereinafter more fully described.

In the drawings, the letter A represents the steering-post, B the reach, C the front axle, and D the rear axle, of a velocipede. The steering-post is at *a* hinged to the front of the reach. The upper part of the steering-post carries an enlargement, *b*, in form of a horse's head, or in other proper form. This enlargement has a shoulder or projection, *d*, at the rear, which shoulder overlaps the front of the reach, serving to prevent injury to the hands of the rider, which but for such an overlapping projection are liable to be squeezed or

otherwise injured between the reach and steering-post. The uprights *e e* of the steering-post are let into grooves *f f* of the head or enlargement *b*, as shown in Fig. 2, so that their faces will be flush with the sides of the said enlargement.

E is the seat. It is supported on two springs, F F, which, looked upon from above, (see Fig. 2,) diverge, being nearer together in front than at the back. Each of these springs is secured by bolts or rivets to the reach, and has its two ends turned upward and toward one another beneath the seat, as in Fig. 1, and fastened to the under side of the seat. These springs furnish a very economical and elastic support for the seat, and by diverging they also prevent the seat from tilting sidewise.

I claim—

1. In a velocipede, the combination of the reach B with the steering-post A, which is hinged thereto, and with the head or enlargement *b* on the steering-post, said head having projection *d*, that overlaps the front end of the reach, as specified.

2. The head or enlargement *b*, having grooves *f f*, combined with the uprights *e e* of the steering-post, that are let into said grooves, as set forth.

3. The diverging springs F F, having their ends turned up and toward each other, in combination with the seat E and reach B of a velocipede, as set forth.

WM. E. CRANDALL.

Witnesses:

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