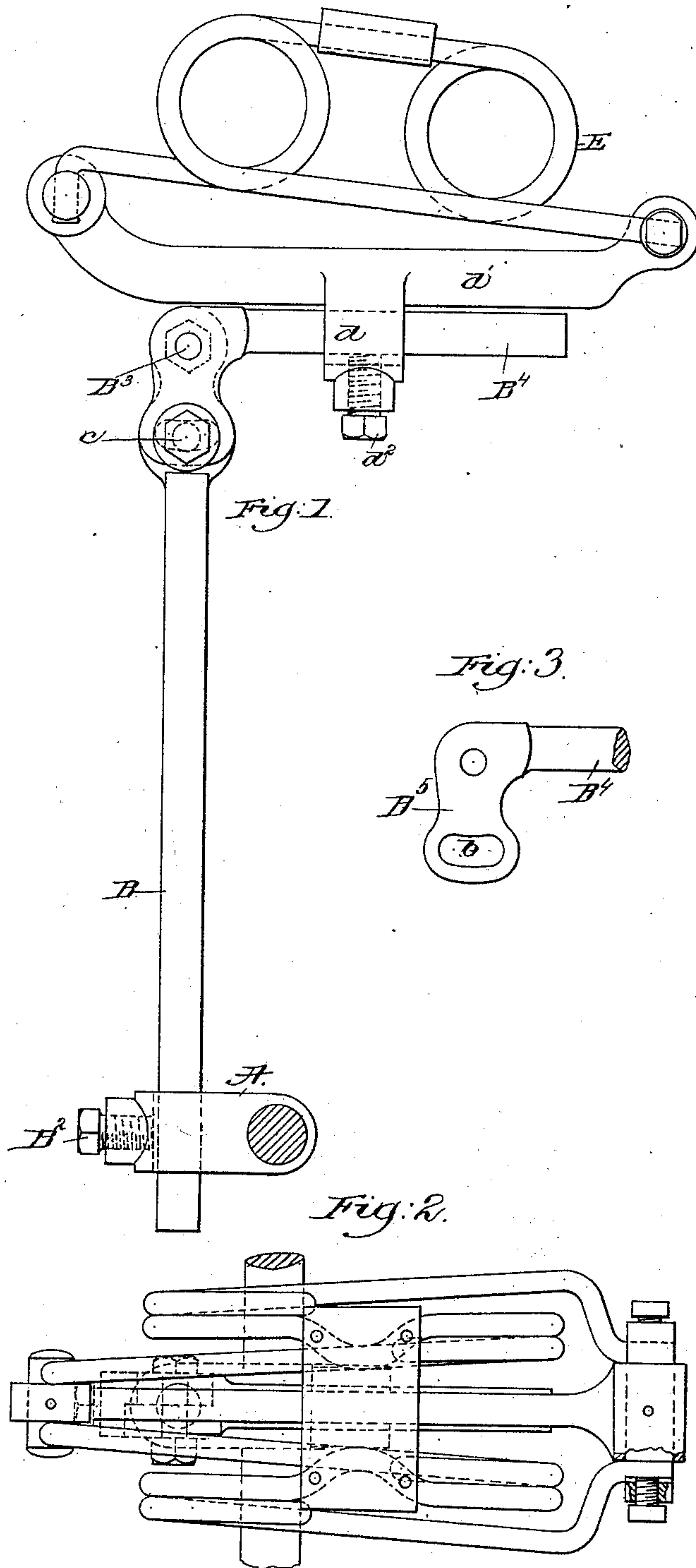


(No Model.)

J. HARRINGTON.
SEAT FOR VELOCIPEDES.

No. 364,171.

Patented May 31, 1887.



Witnesses

Frank H. Emery
John F. C. Prinkoff

Inventor

John Harrington,
by Crosby & Gregory attys.

UNITED STATES PATENT OFFICE.

JOHN HARRINGTON, OF COVENTRY, COUNTY OF WARWICK, ENGLAND,
ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE POPE MANUFACTURING
COMPANY, OF PORTLAND, MAINE.

SEAT FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 364,171, dated May 31, 1887.

Application filed May 18, 1886. Serial No. 202,545. (No model.)

To all whom it may concern:

Be it known that I, JOHN HARRINGTON, of Coventry, county of Warwick, England, have invented an Improvement in L-Pins for Tricycle or Velocipede Seats, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

The saddles of most tricycles are supported upon a standard, called the "L-pin," the frame of the saddle being made adjustable horizontally upon the short saddle-supporting arm of the said pin, while the long arm or standard of the said pin is made vertically adjustable in a socket attached to the frame-work.

It is frequently desirable to adjust the saddle-supporting arm of the L-pin more or less out of horizontal position, and to do this I have made the said L-pin in two pieces, the short or saddle supporting arm of the L-pin being jointed to the long arm or standard thereof, the said short arm, as herein shown, having a heel, which is slotted to receive a bolt attached to the long arm or standard of the L-pin; but it may be the converse thereof, the bolt and slot permitting the adjustment of the short or saddle-supporting arm and its retention in any desired adjusted position.

My invention consists, essentially, in a jointed L-pin, substantially as will be described, to support a tricycle or velocipede saddle or seat.

Figure 1, in side elevation, represents an L-pin containing my invention with a saddle mounted thereon. Fig. 2 is a top view of Fig. 1, and Fig. 3 is a detail showing one end of the saddle-supporting arm of the L-pin.

Referring to the drawings, A represents a socket or guide, which is attached to a stationary part of the frame-work of the tricycle. This socket receives in it the long arm or standard B of the L-pin, the said standard being held in adjusted position by means of a set-screw, B². At its upper end this

standard has pivoted to it at B³ the short horizontal or saddle-supporting arm B⁴, the said arm having a heel, B⁵, which is slotted at b to receive a bolt, c, held in the upper part of the vertical standard B. When the bolt c is loosened, the saddle supporting arm B⁴ of the L-pin may be moved upon its pivot, the slot in the heel moving with relation to the bolt c, and when in proper position the bolt may be tightened, thus securing the saddle-supporting arm B⁴ in desired position.

The saddle-supporting part B⁴ of the L-pin has placed upon it in usual manner the socket d of the saddle-frame d', the frame being secured in adjusted position by means of the screw d².

The saddle-frame herein shown sustains a pair of springs, E, made from steel rods bent or shaped as shown in the drawings.

I do not herein lay claim to the springs herein shown, as such springs form the subject matter of another application.

I do not desire to herein limit my invention to the employment of a saddle-frame of the form shown, as instead of it I may employ upon the saddle-supporting part B⁴ any well-known form of saddle or seat.

I claim—

The combination, with the standard B and the saddle-supporting arm B⁴, pivoted thereto at B³, and having the slotted heel, of a bolt held in the standard and co-operating with the slotted heel to retain the saddle-supporting arm in adjusted position, substantially as described.

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

JOHN HARRINGTON.

Witnesses:

GEO. W. GREGORY.
C. M. CONE.