(No Model.)

H. M. POPE.

VELOCIPEDE SEAT.

No. 381,165. Patented Apr. 17, 1888.

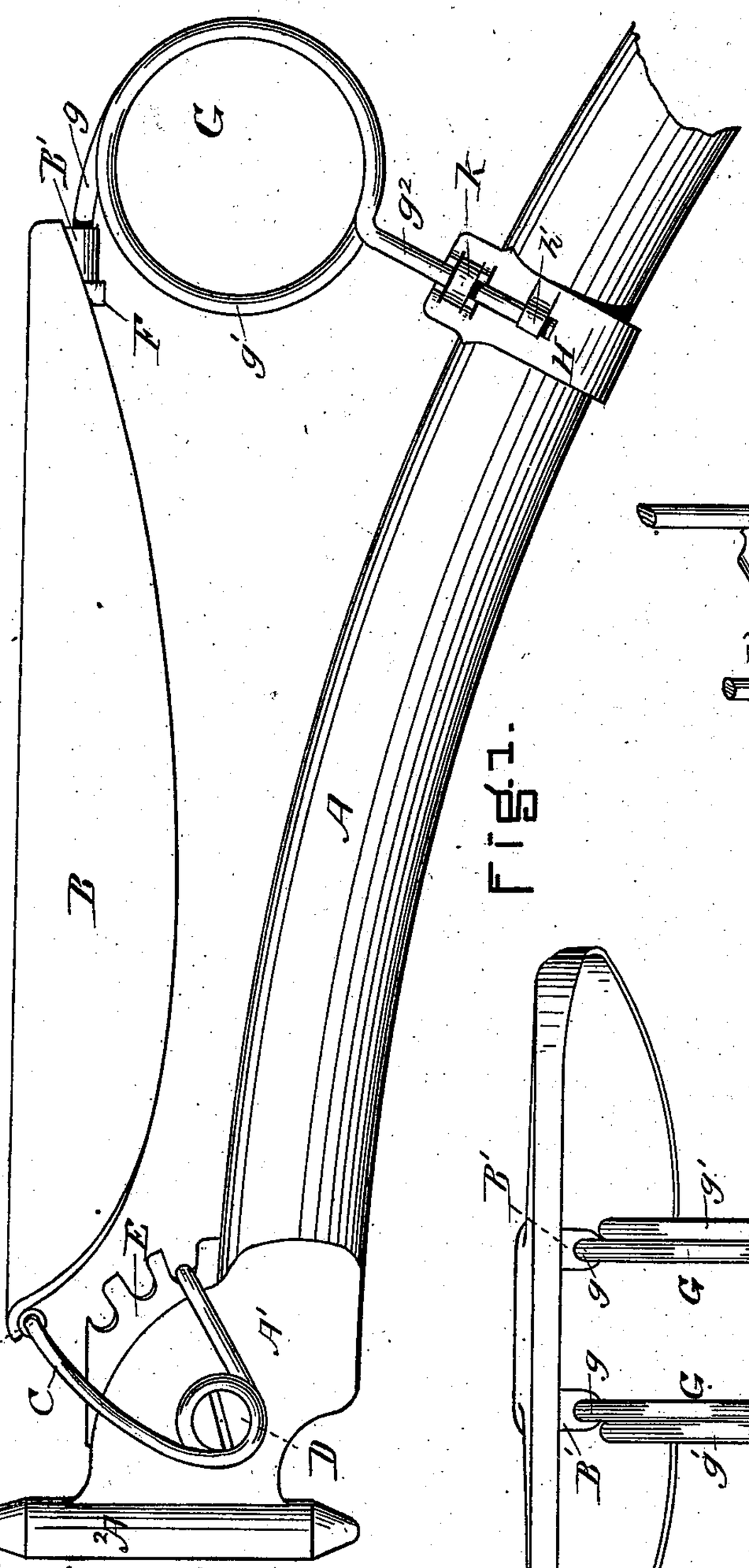

Fig. 1.

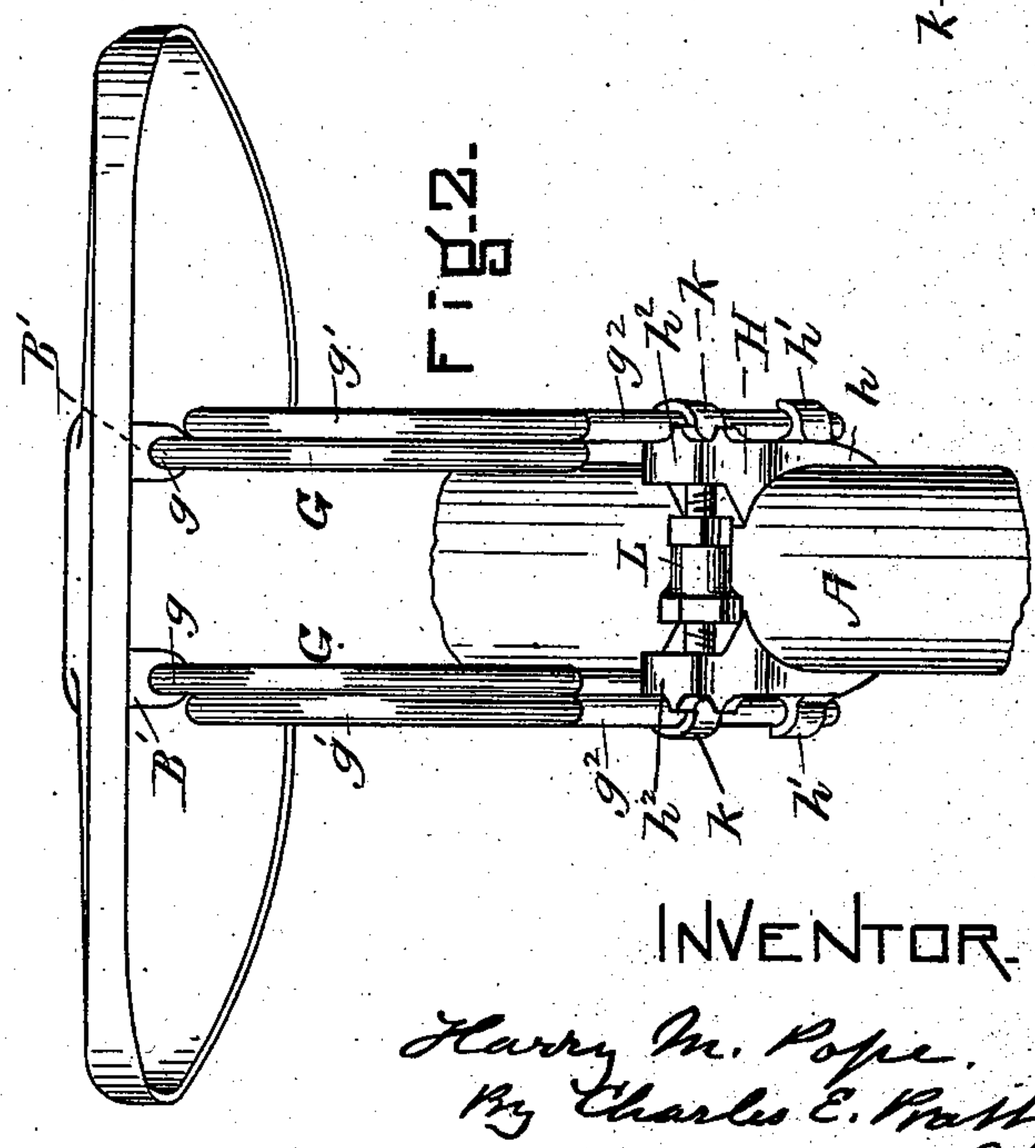

Fig. 2.

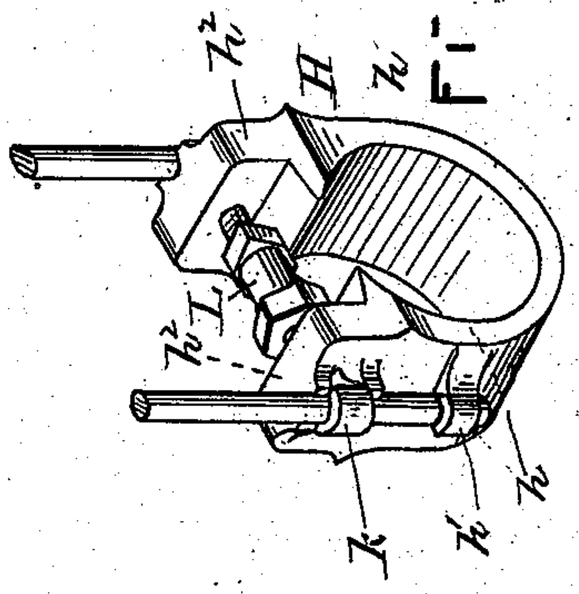

Fig. 3.

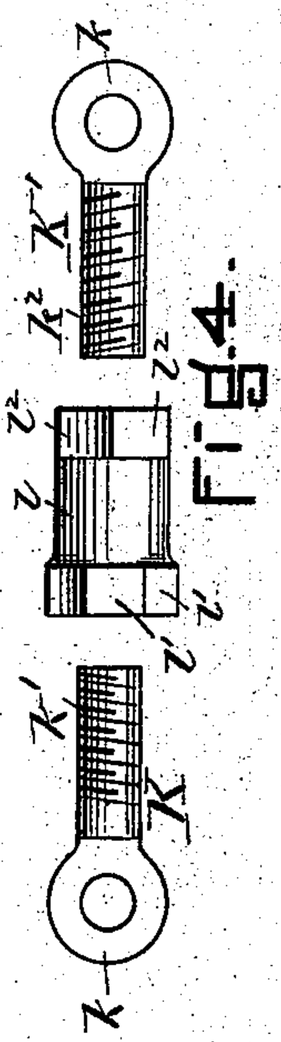

Fig. 4.

WITNESSES.

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VELOCIPEDE-SEAT.

SPECIFICATION forming part of Letters Patent No. 381,165, dated April 17, 1888.

Application filed January 31, 1887. Serial No. 226,022. (No model.)

To all whom it may concern:

Be it known that I, HARRY M. POPE, of the city of Hartford, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Velocipede-Seats, of which the following is a specification.

My improvements are especially adapted for use in that class of velocipede-seats known as "hammock-saddles," in which a flexible seat-piece is supported at either end, without tree or frame, by independent supports upon the frame of the velocipede, and more particularly to that variety of such seats in which a spring is used for one or more of these independent supports.

A velocipede-seat especially adapted for use on bicycles and embodying my improvements in one form is shown in the accompanying drawings, in side elevation in Figure 1, and in rear elevation in Fig. 2; and Figs. 3 and 4 show in perspective some details.

A is the perch of the bicycle; A′, the neck, and A^2 the steering-spindle.

B is a flexible seat-piece, of leather or other suitable material, connected by a loop or other device, as B^2, to the front spring, C, and by an under metallic strip and lug, B′, to a rear spring, G. The front spring, C, is supported upon a pin, D, in the neck A′, and may be held by a trip end adjustably in a trip-block, E.

F is a nut.

G is a wire-spring having one or more convolutions, as g', about a horizontal axis, and one end, g, connected with the flexible seat B by means of the lug B′, or otherwise, and having its other end, g^2, bent downward for connection with the perch or frame.

H is a clip constructed with a loop, h, for passing under and partly around the perch, and having lugs or ears h' for steadying or assistance in holding the rear spring, and the lugs or ears h^2 h^2 for receiving and holding the rear spring-connecting devices.

K K′ are grips or eyebolts having perforated heads k k to receive the ends g^2 of the rear spring and threaded portions k' k^2, one with a right-hand thread and the other with a left-hand thread; or the threads may be both right, but of different pitch.

L is a connecting-nut threaded in the interior to fit the parts k' k^2, having a barrel part, l, and a series of facets, l' l', at one end, and a series of facets, l^2 l^2, at the other end, similar to those first named, but constructed upon the nut, so that each facet l^2 is opposite the angle formed by two of the adjacent facets, l'; or, in other words, the facets of the two series are constructed alternately upon the connecting-lug.

Now when the trip-block E and spring C have been placed in position upon the neck A′, and secured by means of the supporting-pin D with the front end of the flexile seat B, connected to the spring C, and with its rear end connected to the springs G, and the clip H has been placed on the perch A, so that the loop h shall partially inclose it, and the grips K K′ inserted one in either ear h^2 h^2 of the clip and partially into the connecting-nut and left with their eyes open upward, the ends g^2 of the rear springs are inserted in the eyes and passed downward into and against the ears h'. Now, the parts being assembled in this way, the clip H may be moved forward or backward on the perch A to give the proper tension to the springs and to the flexile seat B for one adjustment, and the ends g^2 may be raised or lowered in the grips K K′ for another adjustment of the vertical height of the rear end of the seat, and by preference I make the latter adjustment first, as it is easier done that way, though it is obvious that either adjustment may be made first and independently of the other; and when either or both adjustments are made the connecting-nut L may be turned by means of a wrench on the facets, so as to draw the grips K K′ toward each other and into the nut until this and the ends of the spring and the clip itself are all tightened and secured firmly to the perch A. By this construction it will be seen that I secure a fore-and-aft adjustment of the rear support of the flexile seat for tension of the springs and for tension of the seat, and for taking up of the slack of the seat, and also a vertical adjustment of the height of the seat; and also that I secure these adjustments and the support of the rear spring by a simple, light, and effective clip with few parts and projections, and secure a much-improved appearance and avoid objectionable weight and obstructions in the

way of other things, or likely to cause injury by contact, and also that I secure great firmness and security of the attachments, so as to avoid the liability of coming loose, so often found in spring-clips, much to the inconvenience and often to the disaster of the rider.

The connecting-nut may be turned by a wrench applied from the rear, and the object of arranging two series of facets alternately with reference to each other is to enable the connecting-nut to be conveniently and effectively turned with the wrench—that is, so that the wrench will readily take some two opposite facets of one of the series without difficulty, where, as in this contrivance, the connecting-nut can be turned through but a small part of a revolution at one application of the wrench with an ordinary wrench, such as is usually carried.

I have preferred to exhibit my improvements as embodied in and connected with a seat of the construction shown in the drawings for a bicycle, though it is obvious that they may be applied to other forms, and other modifications may be made in the form and arrangement of these devices and of the parts of my improved clip without departing from the substance of my invention, and I do not mean to limit myself exactly to the things shown and described; nor do I claim the flexile seat or the front spring, or its support-pin or trip-block, nor the rear spring or springs, G G, nor the combinations of these with each other or with the frame of a velocipede, since these show a construction which I understand to be invented by Mr. Curtis H. Veeder, and which have been or are to be made the subject of an application for a patent by him; nor do I claim, broadly, the combination of such devices by means of a clip with a perch or frame of a velocipede.

Since making my present improvements I have been made aware of British Letters Patent No. 12,539, of 1884, to H. J. Hudson, in which is shown a Harrington saddle-spring with the ends of the wire rod extended and bent downward, supported upon a horizontal reach of a velocipede-frame by means of a bracket inclosing the reach in two parts, hinged together on the top side of the reach, and held on the under side by a pair of grips similar to those I use, bearing upon the downwardly-bent rods in lugs on the bracket, and a turn-buckle device with one row of facets; and I disclaim, therefore, all that is shown and described in that patent and desire only to cover my improvements on this English device and on the Shire, Veeder, Kirkpatrick, and other saddles of the same class as my own.

I claim as new and of my invention—

1. An improved clip, as H, constructed with a continuous flexible loop, as *h*, for partially surrounding the part it is to be attached to, with holding-lugs, as *h′ h′* and h^2 h^2, and grips, as K K′, for the parts to be supported thereon, and with means, substantially as set forth, operating between the lugs to draw the grips and the lugs together to secure the clip and the parts supported by it together in position.

2. An improved connecting-nut, as L, constructed with two series of facets and angles, the facets of one series being opposite the angles of the other.

3. The combination, in a velocipede-saddle mechanism, with a flexile seat-piece, as B, and a front support, as C, and a perch or reach, as A, and an independent rear spring or springs, as G G, of downwardly-projecting rods, as g^2 g^2, and an adjustable clip, as H, having a loop, as *h*, beneath and partly inclosing the perch, and grip-lugs, as h^2 h^2, open holding lugs or trips, as *h′ h′*, grips, as K K′, and a connecting-nut, as L, constructed to operate essentially as set forth.

HARRY M. POPE.

Witnesses:
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