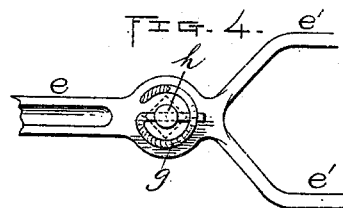
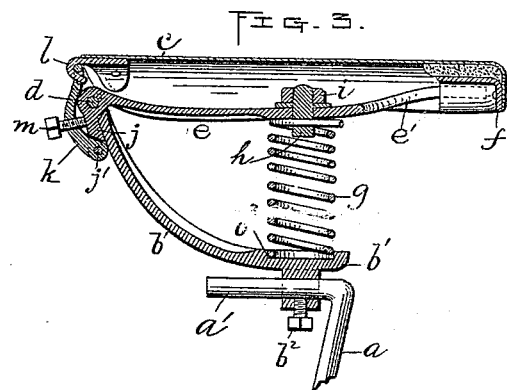
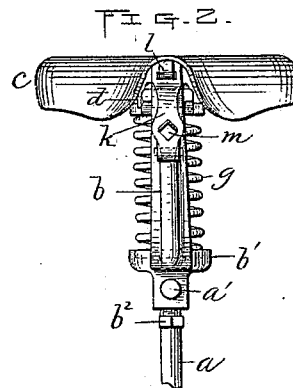
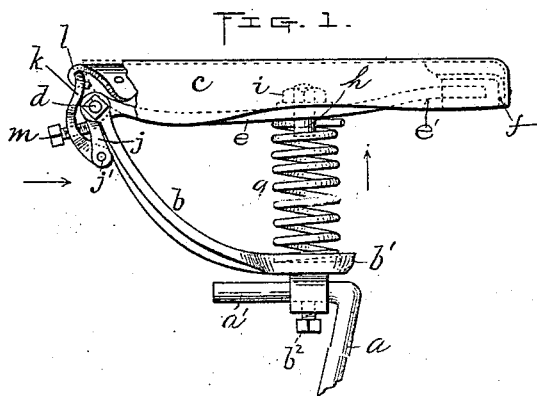


(No Model.)

O. HANSON.
VELOCIPED SEAT.

No. 420,060.

Patented Jan. 28, 1890.



Witnesses;

W. B. Norris,
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UNITED STATES PATENT OFFICE.

OLAUS HANSON, OF WORCESTER, MASSACHUSETTS, ASSIGNOR TO IVER JOHNSON, OF SAME PLACE.

VELOCIPED-SEAT.

SPECIFICATION forming part of Letters Patent No. 420,060, dated January 28, 1890.

Application filed February 6, 1889. Serial No. 298,934. (No model.)

To all whom it may concern:

Be it known that I, OLAUS HANSON, of the city and county of Worcester, and State of Massachusetts, have invented certain new and useful Improvements in Velocipede-
5 Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, forming a part of this
10 specification, and in which—

Figure 1 represents a side view of my improved velocipede-seat. Fig. 2 is a front view thereof. Fig. 3 is a central vertical longitudinal section through the seat; and Fig. 4 is a
15 horizontal section through the supporting-spring, taken just under the saddle, looking up, as indicated by the arrow in Fig. 1, showing a plan of part of the supporting-frame.

My invention is designed more particularly
20 for use on bicycles, but is also applicable to tricycles and other velocipedes.

The object thereof is to provide a seat which shall be easy for the rider as well as strong and durable, and whose saddle may be readily
25 attached and detached to and from the velocipede-seat.

Said invention consists in an improved mode of supporting and fastening the saddle in position, as hereinafter more fully set forth.

30 In order that others may better understand the nature and purpose of my said improvements, I will now proceed to describe the same more in detail.

In the drawings, *a* represents the upper end
35 of the usual seat-supporting rod of the bicycle, made in this instance with a right-angle bend to produce the horizontal supporting-arm *a'*. In practice said rod is arranged to slide vertically, so that the seat may be adjusted up or down. The arm *a'* is arranged
40 in a longitudinal position, and to said arm is adjustably fastened the lower end *b'* of the curved arm *b*, which supports the front end of the saddle *c*. The horizontal arm *a'* fits in
45 a longitudinal opening formed in said lower or base end *b'*, and is fastened in position after adjustment by means of a set-screw *b²*. The upper end of arm *b* is pivoted at *d* to the forward end of the horizontal frame *e*, (shown
50 in plan view, Fig. 4,) said frame *e* being ar-

ranged longitudinally under saddle *c*, and preferably made fork-shaped at its rear end, the two forks *e' e'* being adapted to fit in suitable longitudinal openings formed in a plate *f*, secured to the rear under side of the
55 saddle.

Between the under side of the center of frame *e* and the top of the base end of frame *b* is arranged a spiral spring *g*. It
60 is held in this instance at the bottom in a socket *b³*, formed in the base *b'*, and at its upper end by means of a vertical bolt *h*, passed up through the frame *e*, and having a holding-nut *i* at its upper end, the
65 upper end of the spiral spring being passed transversely through the lower end of said bolt under frame *e*, and said bolt drawn up by its nut so as to hold said end of the wire
tight against the under side of the frame.

Although the above manner of fastening
70 the spring *g* in position is preferable in practice, any other suitable and convenient way may be employed for the same purpose; and, if desired, any equivalent of the spring *g*—
75 as, for instance, a bow-shaped spring—may be used in lieu of a spiral spring without departing from the principle of my invention.

Upon the forward end of the frame *e* is formed a downwardly-projecting lip or flange
80 *j*, to the lower end of which is pivoted at *j'* a lever *k*. Said lever extends up in front of and a little above the front end of the frame *e*, and is provided with an opening or recess in its upper end adapted to receive a hook *l*,
85 fastened to the forward end of the saddle *c*.

In order that said saddle may be drawn taut, an adjusting-screw *m* is fitted longitudinally in a threaded opening in the lever *k*, whose inner end bears against the front of frame *e*. Any other suitable means for forcing
90 forward the lever *k* may be employed in lieu of the screw *m*, if desired. By thus supporting the saddle, as aforesaid, it will be apparent that a very easy-riding seat is produced. Said saddle may be readily tightened
95 or loosened at will, and, if desired, it may be easily removed from the machine, as the forked end of frame *e* fits loosely in the holding-sockets at the rear end of the saddle, and may be readily withdrawn therefrom after
100

unhooking the front end of said saddle from the adjustable lever *k*.

The right is reserved to make such modifications in the construction of the various parts as may be deemed advisable under different circumstances in effecting a like result.

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

1. In a velocipede-seat, a horizontal frame arranged longitudinally under the saddle, engaging at its rear end with the rear end of said saddle and at its forward end pivoted to a rigid adjustable bearing, to which the front end of the saddle is detachably fastened, said frame being supported, preferably about under the center of the saddle, by means of a suitable spring interposed between said frame and a rigid bearing-point underneath, substantially as and for the purpose set forth.

2. In a velocipede-seat, a saddle which may be attached and detached to and from the seat-frame, the rear end of said saddle being detachably held by the outer rear end of a horizontal spring-frame arranged longitudinally under the saddle, and the front end of said saddle provided with a hook adapted to be hooked to an adjustable holding-lever pivoted to a rigid supporting-arm, to which is also pivoted the front end of the spring-frame that the rear end of the saddle engages with, substantially as set forth.

3. A velocipede-spring-seat consisting of the saddle, a horizontal frame arranged lengthwise under said saddle, engaging with the saddle at its rear end and pivoted at its forward end to the lower end of an adjusting holding-lever, said lever being adapted to engage with a hook on the front end of the saddle, means for forcing the upper end of said holding-lever forward, a curved arm pivoted at its up-

per forward end to the front end of the aforesaid horizontal frame and its lower or base end adjustably fastened to a suitable support, and a suitable spring interposed and fastened in position between the under side of the horizontal frame and a fixed bearing-point underneath, substantially as and for the purpose set forth.

4. In a velocipede-seat, the combination of the supporting-rod *a* with the adjustable arm *b*, pivoted at its upper forward end to the front of the horizontal longitudinal frame *e*, arranged under saddle *c* and engaging at its rear end with said saddle, the supporting-spring *g*, interposed and fastened in position between frame *e*, preferably at about its center and the lower or base end of arm *b*, the adjusting-lever *k*, pivoted at its lower end to the front end of frame *e* and adapted to engage at its upper end with a hook *l* on the front end of the saddle, the adjusting-screw *m*, for moving the lever *k* forward and back, and the saddle *c*, substantially as and for the purpose set forth.

5. In a velocipede-seat, the adjustable arm *b*, having a suitable support, the horizontal longitudinal frame *e*, arranged under saddle *c*, detachably connected with the rear end of said saddle and pivoted at its front end to the front upper end of the aforesaid arm, and a suitable spring *g*, interposed and fastened in position between frame *e* and a fixed bearing-point underneath, in combination with the lever *k*, pivoted to the front end of said frame *e* and adapted to engage with a hook on the front end of the saddle, means for forcing the upper end of said lever forward, and the saddle, substantially as and for the purpose set forth.

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Witnesses:

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