No. 650,335. Patented May 22, 1900.

E. MUCHOW.

VELOCIPEDE.

(Application filed Jan. 31, 1900.)

(No Model.) 2 Sheets—Sheet 1.

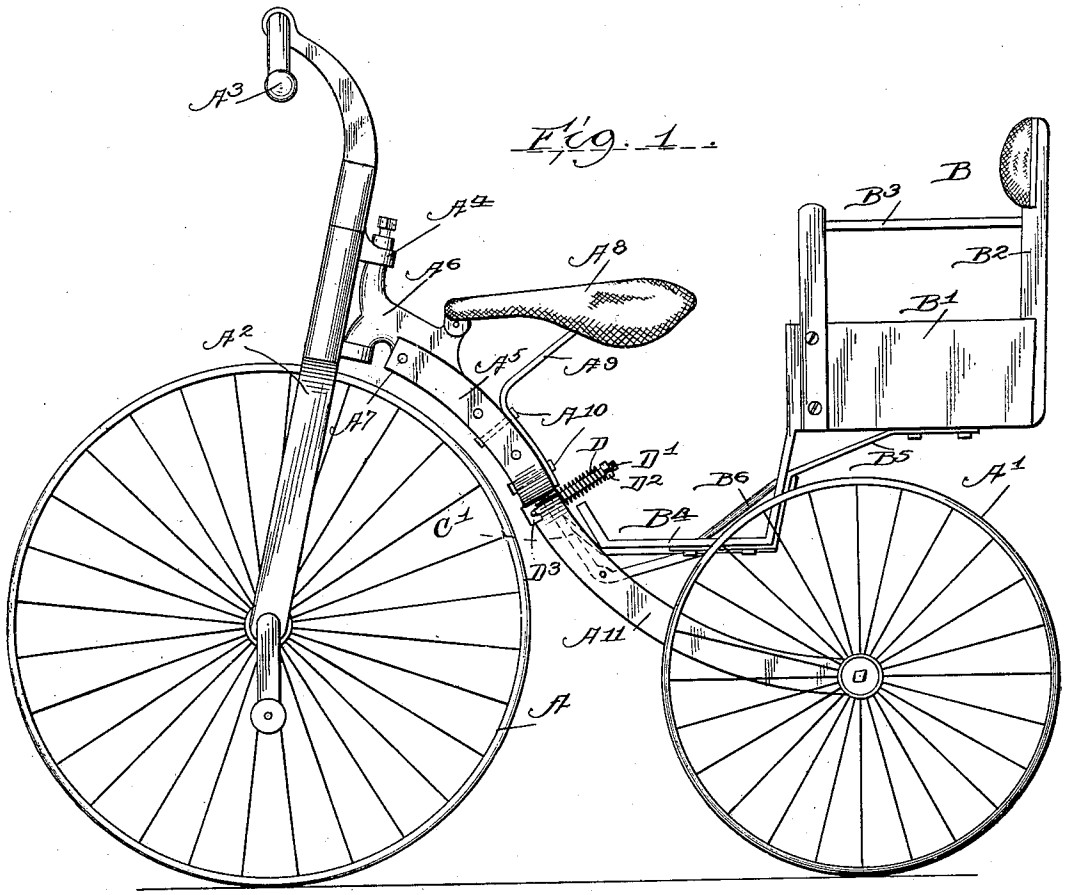


Fig. 1.

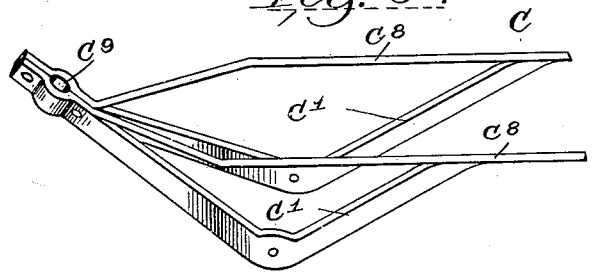


Fig. 3.

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Fig. 2.

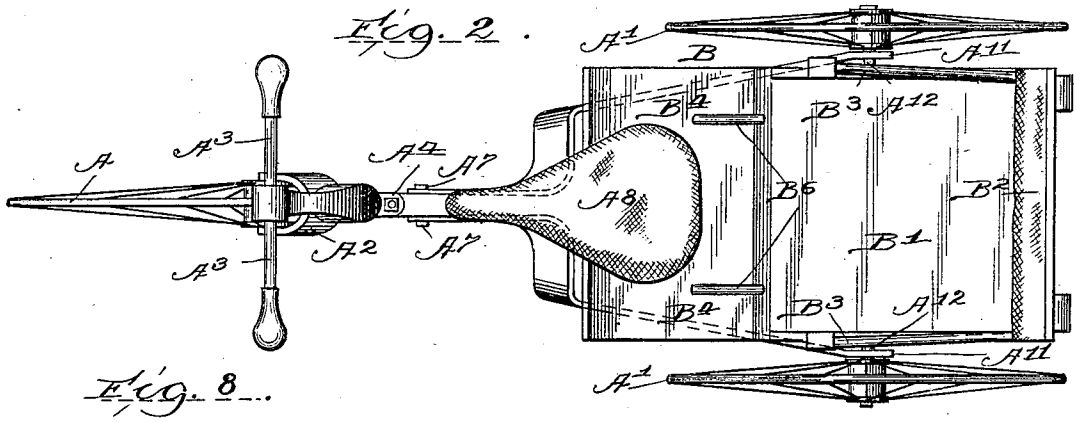


Fig. 8.

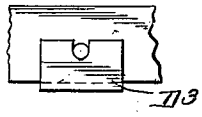


Fig. 4.

Fig. 5.

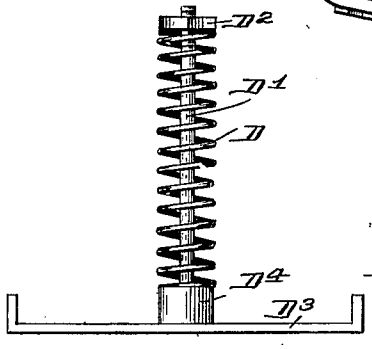


Fig. 6.

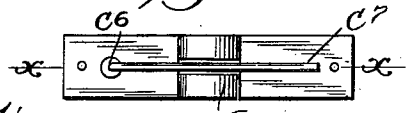
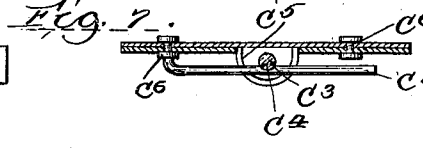


Fig. 7.



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UNITED STATES PATENT OFFICE.

ERNST MUCHOW, OF CHICAGO, ILLINOIS.

VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 650,335, dated May 22, 1900.

Application filed January 31, 1900. Serial No. 3,388. (No model.)

To all whom it may concern:

Be it known that I, ERNST MUCHOW, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Velocipedes, of which the following is a specification:

The object of this invention is the production of an improved velocipede fitted with a passenger-seat, which seat, together with its spring-support, is adapted to be removed at will.

In the accompanying drawings, Figure 1 is a side elevation of a velocipede embodying my invention. Fig. 2 is a plan view of the same. Fig. 3 is a perspective view of the frame which supports the passenger-seat. Fig. 4 is a fragmental view of the rear forks of my velocipede, showing also a portion of the seat-supporting frame. Fig. 5 is an elevation of the spring upon which the passenger-seat is supported. Fig. 6 is a side elevation of the device for holding in position the pivotal supporting-rod for said passenger-seat. Fig. 7 is a horizontal section on dotted line $x\ x$ of Fig. 6, and Fig. 8 shows the means of securing the spring-supporting rod to the frame.

Like letters of reference indicate corresponding parts throughout the several views.

In the embodiment of my invention I provide a velocipede having the forward steering-wheel, the two rear supporting-wheels, the front fork, and the handle-bars of usual form. The frame is composed of two flat members standing edgewise, bent to follow the circumference of the driving-wheel for a distance back from the steering-head, thence curving outward, extending downward to the rear axle, constituting the rear forks of the frame.

A is the steering-wheel; A′, the two rear supporting-wheels; A^2, the front fork; A^3, the handle-bars, and A^4 the steering-head. A^5 represents the two flat members forming the frame of the velocipede. They extend parallel for some distance rearward from the bracket A^6 of the steering-head A^4 and are separated a little distance, but held securely in position relative to each other and to the bracket A^6 by the rivets A^7. The saddle A^8 is secured at its forward end to the bracket A^6 and supported at its rear end by the spring A^9, rising from the members A^5 and secured thereto by two bolts A^{10}, passing through said spring and between said members A^5. A^{11} represents the rear forks of the velocipede. They are rigidly connected in any suitable manner to the rear axle A^{12}. This constitutes the velocipede proper without the removable passenger-seat.

B is the removable passenger-seat, having the body portion B′, the back B^2, the side arms B^3, and the footboard B^4. Two braces B^5 at each side of the body portion extend between the under side of the body portion B′ and the upright member of the footboard B^4, and the braces B^6 continue said braces B^5 and are secured beneath the footboard B^4.

C is the supporting-framework for the body portion B′. The lower members C′ thereof are pivotally mounted upon the rod C^2, extending between the rear forks A^{11}. This rod is turned downward in the points C^3 at its extremities and is there provided with the depressions C^4. A loop C^5 is secured by the rivets C^6 to each of the rear forks A^{11} on the inner side thereof, and into these loops the points C^3 of the rod C^2 are placed. The loops C^5 are cut away at a point coinciding with the depressions C^4, formed in the points C^3 of the rod C^2, and admit of the engagement of said depressions by the springs C^7. The framework C also comprises the sills C^8, to which the footboard is rigidly attached. The forward end of the framework C is provided with an opening C^9 between the members C′ thereof.

D is a spring mounted upon a rod D′ and made adjustable by the tension-nut D^2, having a screw-thread engagement with the upper end of the rod D′. The lower end of the rod is rigidly secured to a cross-bar D^3, lying in contact with the under side of the rear forks A^{11} a little distance forward of the pivoted rod C^2. A collar D^4, mounted upon said rod D′, is free to slide thereon and compress the spring D. This collar is gripped firmly within the opening C^9 in the forward end of the supporting-framework C. By this arrangement it will be seen that any weight placed upon the passenger-seat B will be borne upon the pivotal supporting-rod C^2 and through said rod upon the spring D. By turning the adjusting-nut D^2 the tension of the

spring may be changed to suit the weights of different children who sit upon the passenger-seat.

To remove the passenger-seat from the velocipede proper, it is only necessary to withdraw the springs C^7 from engagement with the depressions C^4 in the points C^3 of the supporting-rod C^2. The passenger-seat and its supporting-frame may then be lifted bodily from the velocipede-frame, the points of the pivotal rod being withdrawn from the loops C^5, and the cross-bar D^3 drops downward underneath the forward end of the rear forks A^{11}. To replace the passenger-seat upon the velocipede, the forward end of the pivotal supporting-frame C is inserted between the rear forks A^{11} and the cross-bar D^3 placed underneath said forks. The points C^3 of the pivotal supporting-rod C^2 are directed into the loops C^5 and the springs snapped into the depressions C^4 of said points. The seat is now in position ready to carry passengers.

I claim as my invention—

1. In a velocipede, in combination, a main frame; supporting-wheels therefor; a passenger-seat; a supporting-frame for the passenger-seat; a rod secured to the main frame, forming a pivotal bearing for said supporting-frame; a spring; a guide-rod for said spring; and a connection between said guide-rod and the main frame; the seat-supporting frame having a sliding connection with said guide-rod.

2. In a velocipede, in combination, a main frame; supporting-wheels therefor; a passenger-seat; a supporting-frame for the passenger-seat; two loops on the main frame; a rod engaging said loops for forming a pivotal bearing for said supporting-frame; a spring; a guide-rod for said spring; an adjusting-nut on said guide-rod; a cross-bar secured to said guide-rod; and a collar secured to said supporting-frame, and adapted to have a sliding engagement on said guide-rod.

3. In a velocipede, in combination, a main frame comprising two flat members standing edgewise and secured with relation to each other, which said members curve outward and, extending rearward, form the rear forks of the velocipede; a passenger-seat over the rear forks of said velocipede; a footboard for said passenger-seat; a supporting-frame for said passenger-seat; two loops secured to the inner sides of the rear forks; a bearing-rod bent at its ends to enter said loops, upon which rod the supporting-frame for the passenger-seat is pivotally mounted; a spring; a guide-rod therefor; an adjusting-nut for said guide-rod; a cross-bar secured to said guide-rod, adapted to lie beneath the said rear forks; and a collar secured to said supporting-frame, having a sliding connection with said guide-rod.

4. In a velocipede, in combination, a main frame; supporting-wheels therefor; two loops secured to said main frame, which loops are provided with elongated openings therein; a passenger-seat; a rod for pivotally supporting said passenger-seat, which rod is bent at its ends to adapt it to enter said loops, and is provided with depressions near its ends; and springs lying in said elongated openings, for engaging said depressions in the pivotal supporting-rod, for locking said rod with relation to said loops.

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