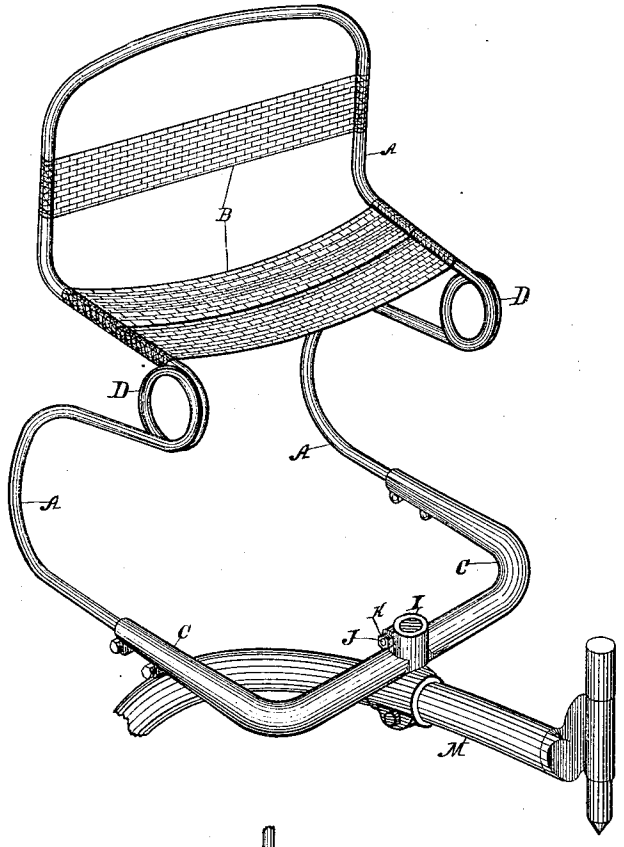
(No Model.)

A. H. OVERMAN.

SEAT FOR VELOCIPEDES.

No. 329,850. Patented Nov. 3, 1885.

Fig. 1.



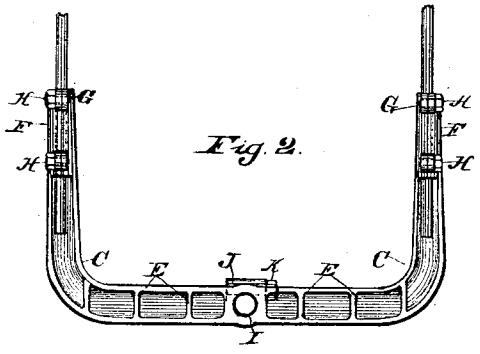


Fig. 2.

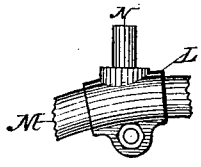


Fig. 3.

WITNESSES:

Edward H Rogers.
Chas. L. Snow Jr.

INVENTOR
Albert H. Overman
BY Geo. O. Seymour
ATTORNEY

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

ALBERT H. OVERMAN, OF CHICOPEE, MASSACHUSETTS.

SEAT FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 329,850, dated November 3, 1885.

Application filed December 19, 1884. Serial No. 150,726. (No model.)

To all whom it may concern:

Be it known that I, ALBERT H. OVERMAN, residing at Chicopee, in the county of Hampden and State of Massachusetts, have invented certain new and useful improvements in auxiliary seats for tricycles, and in means for attaching them and luggage carriers to such vehicles; and I do declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improvement in seats for velocipedes, and in means for attaching them and luggage-carriers to tricycles, the object being to produce a light, durable, easy-riding seat, adjustable for pliancy, and a simple and convenient means for the attachment of a seat or luggage-carrier to the reach of a tricycle.

With these ends in view my invention consists in a seat having an elastic skeleton frame formed from a single piece of wire, and bands forming the seat proper and the back reach attached to the same.

My invention further consists in a clip secured to the reach of a tricycle and provided with an upright stud.

My invention further consists in certain details of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in perspective, showing my improved seat secured to the reach of a tricycle by means of my improved attachment. Fig. 2 is a reverse plan view of the seat with the skeleton frame broken away; and Fig. 3 is a broken view, in side elevation, of the attachment.

My improved seat consists, essentially, of an elastic skeleton frame, A, bands B, and a rigid frame, C, to which the skeleton frame is adjustably secured.

The skeleton frame is made of a single piece of heavy steel wire, and has two parallel uprights united at their upper ends by a slightly-curving section of the wire and separated by the width of the seat, two horizontal and parallel sides merging into the lower ends of the uprights and separated by the width of the seat, and two parallel arms merging into the forward ends of the sides and running from front to rear beneath them, and hence separated by the width of the seat, and then curving down and extending forward in straight ends in front of them. Preferably, also, and as herein shown, the skeleton frame is provided with coils D, for increasing its elasticity, located between its sides and arms. The bands B, constituting the seat proper and the back-rest, are made of webbing or equivalent material, and attached to the side and uprights of the skeleton frame, as shown. The rigid frame C is made concavo-convex in cross-section, with webs E, uniting its opposite walls, and provided with two split bearings, I, having depending lugs G, which are tapped and threaded to receive tap-bolts H, and with an upright sleeve, I, in which a recessed bolt, J, carrying as nut, K, is located. The said split bearings of the rigid frame are adapted to receive the straight ends of the arms of the elastic skeleton frame, with a capacity for the adjustment of the latter for obtaining that relation or poise between the pliancy of the frame and the weight of the rider which is essential to easy riding. Thus by moving the said ends of the arms forward in the split bearings the skeleton frame is stiffened, while by moving them back in the bearings it is made more pliant. When the desired adjustment of the skeleton frame has been effected, the ends of its arms are clamped by the split bearings of the rigid frame through their tap-bolts.

The seat described may be attached to the reach of a tricycle, as shown herein, and used as an auxiliary or passenger seat for a child; or it may be applied for use as a seat for the driver.

My improved attachment for securing an auxiliary seat or a luggage-carrier to a tricycle consists of a clip, L, adapted to be removably and adjustably clamped upon the reach M of the vehicle, and provided with an upright stud, N, to which the seat or luggage-carrier is detachably secured.

The adaptation of the seat herein shown to be secured to the stud lies in the sleeve of its rigid frame, the said sleeve being slipped over the stud and fastened thereto by the recessed bolt. The adaptation of the luggage-carrier to be se-

cured to the attachment will be essentially the same as that described for the seat.

By locating the seat or carrier upon the reach of the vehicle the weight of the passenger or luggage steadies the same, and is carried with the least additional effort of the driver.

If desired, the clip may be permanently secured to the reach.

I would have it understood that I do not limit myself to the exact constructions shown and described, but hold myself at liberty to make such changes and alterations as fairly fall within the spirit and scope of my invention.

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

1. A seat for velocipedes, having an elastic skeleton frame formed from a single piece of wire, and bands forming the seat proper and the back-rest attached to the same, substantially as set forth.

2. A seat for velocipedes, having a frame made from wire and shaped for the attachment of a seat proper and a back-rest, and provided with two parallel arms running from front to rear, and then curving downward and extending straight forward, and a seat proper and a back-rest attached to such frame, substantially as set forth.

3. A seat for velocipedes, having a frame made from a single piece of wire shaped to form two uprights united at their upper ends, two horizontal sides, and two arms running from front to rear under the sides, and then curving downward and extending straight forward, and a seat proper and a back-rest attached to the horizontal sides and uprights of such frame, substantially as set forth.

4. A seat for velocipedes, having a frame made from a single piece of wire shaped to form two uprights united at their upper ends, two horizontal sides, two arms running from front to rear under the sides, and then curving downward and extending straight forward, and two coils respectively located between the said horizontal sides and arms, and a seat proper and a back-rest attached to the sides and uprights of the frame, substantially as set forth.

5. A seat for velocipedes, having a frame made from wire, and provided with arms having straight ends, and a rigid frame shaped substantially as shown, and provided with a sleeve for its attachment to the vehicle, and with two bearings to receive the straight ends of the arms of the frame, so as to permit the adjustment of the same for pliancy, substantially as set forth.

6. The combination, with the reach of a tricycle, of a clip secured thereto and provided with a stud for the attachment of a seat or a luggage-carrier, substantially as set forth.

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

ALBERT H. OVERMAN.

Witnesses:
CHAS. L. PEPPER,
ROLAND T. OAKES.