

(No Model.)

J. H. SAGER.
CHILD'S SEAT FOR BICYCLES.

No. 442,207.

Patented Dec. 9, 1890.

FIG. 1.

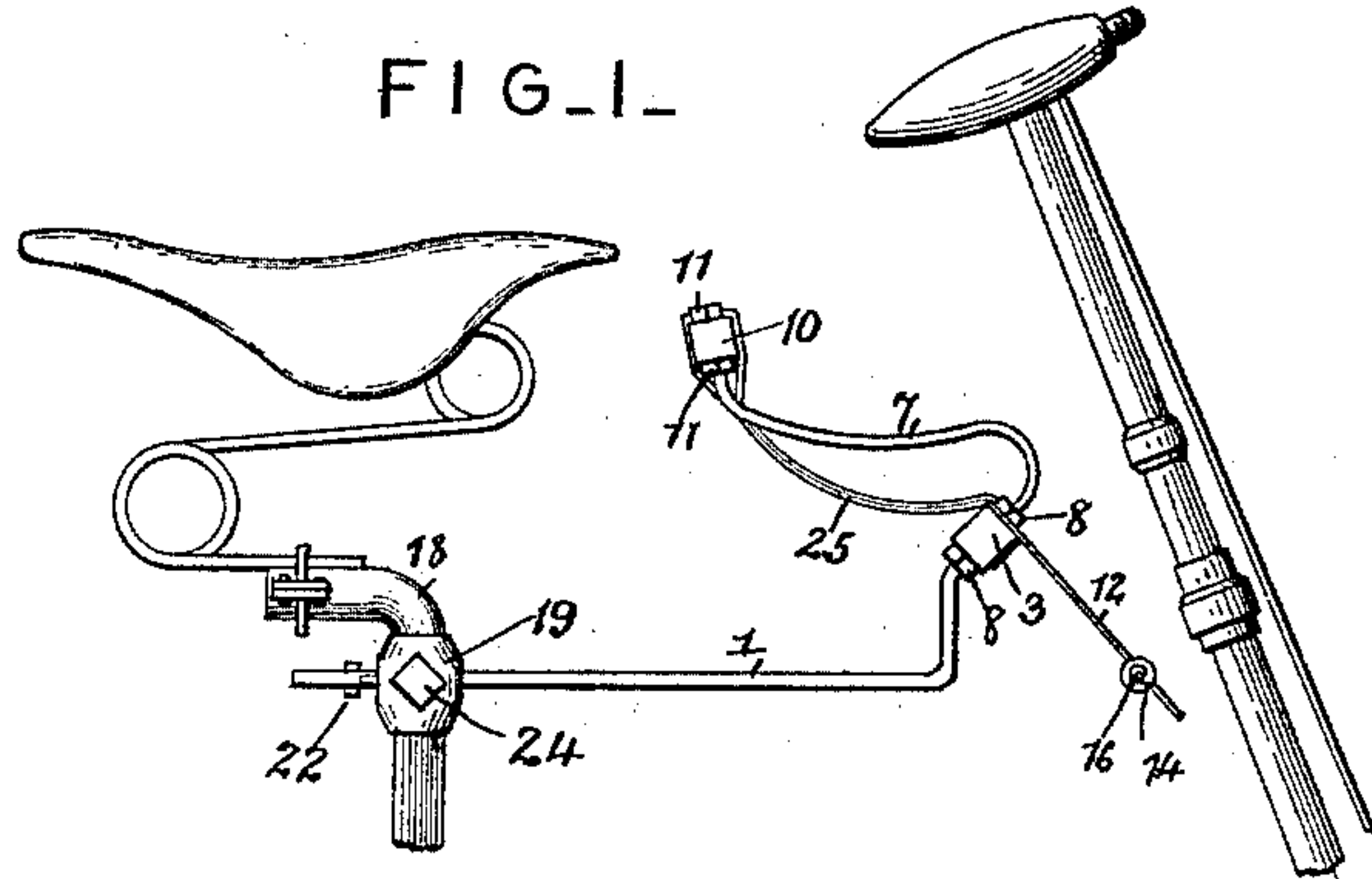


FIG. 2.

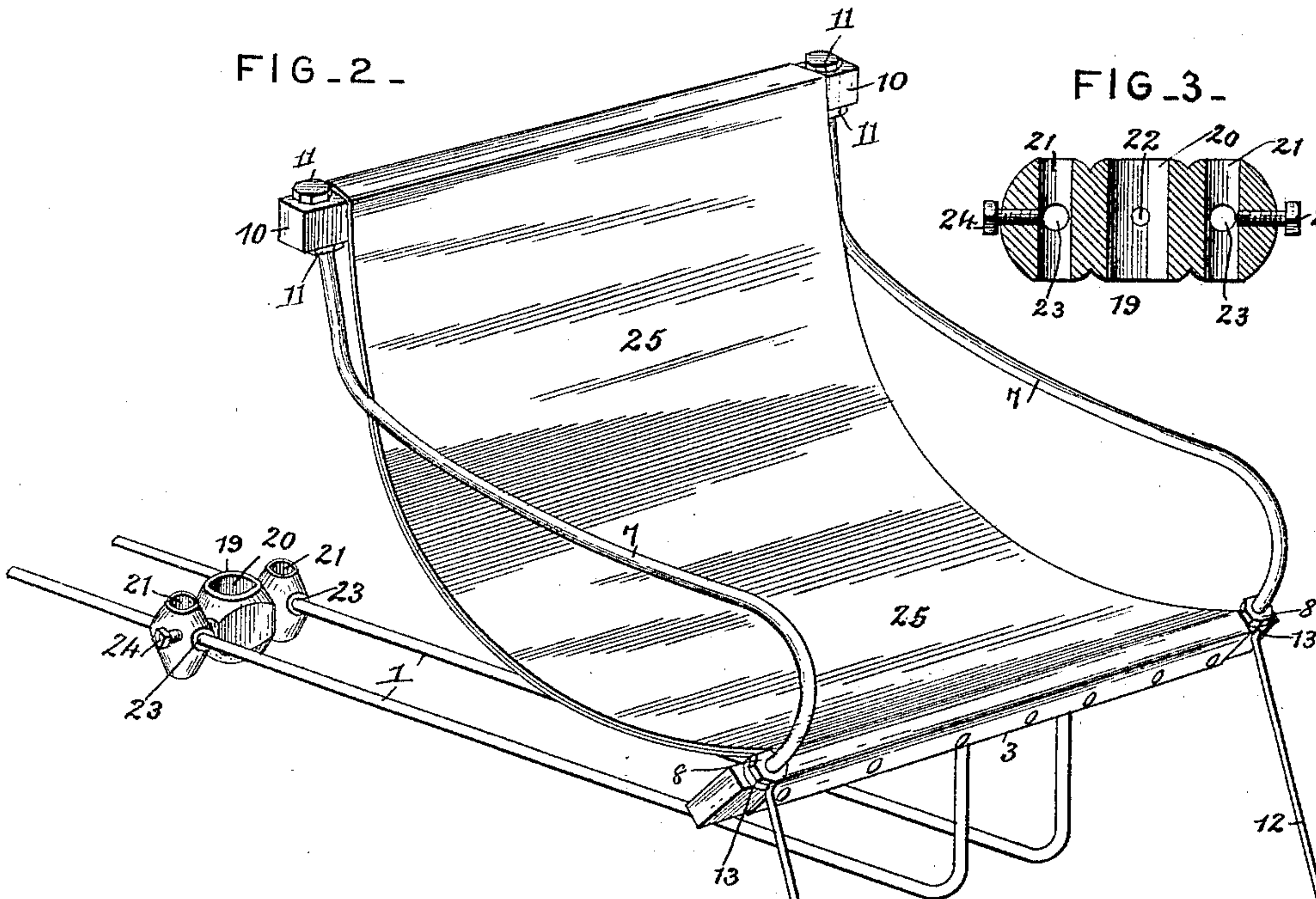


FIG. 3.

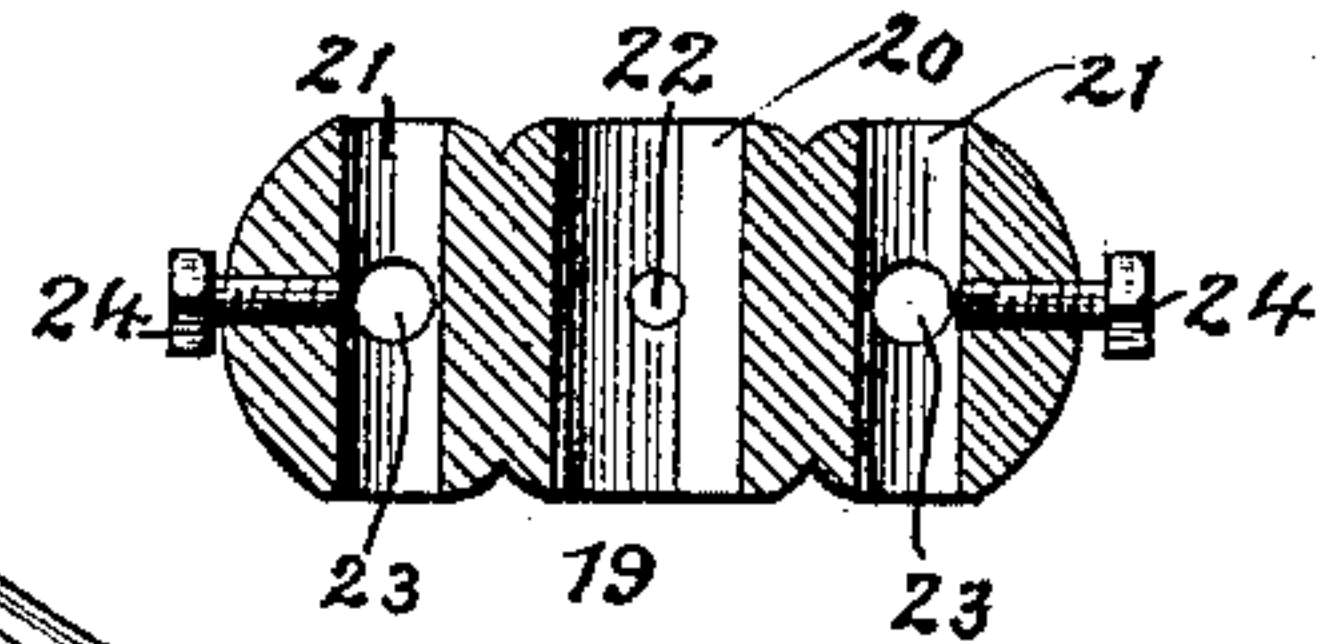
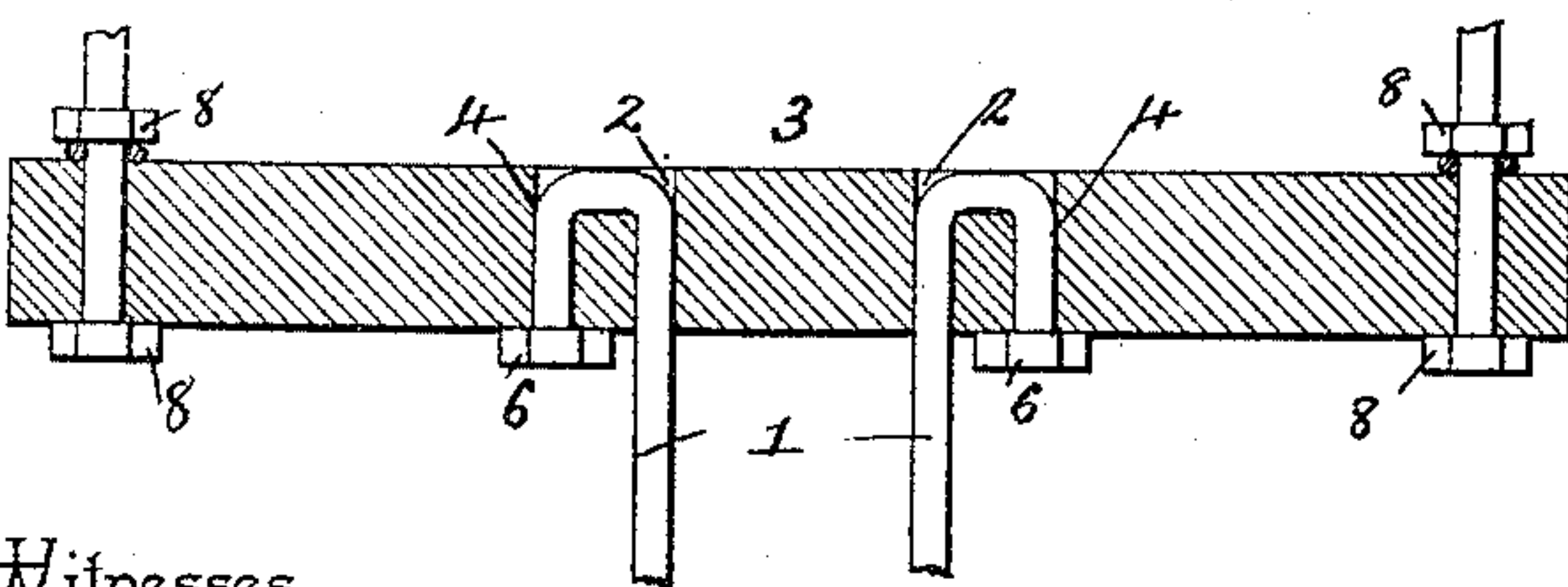


FIG. 4.



Witnesses

Jas. K. McLathran

W. S. Duwall

By His Attorneys,

James H. Sager

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

JAMES HENRY SAGER, OF ROCHESTER, NEW YORK, ASSIGNOR OF ONE-HALF
TO CHARLES A. SAGER, OF SAME PLACE.

CHILD'S SEAT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 442,207, dated December 9, 1890.

Application filed August 30, 1890. Serial No. 363,471. (No model.)

To all whom it may concern:

Be it known that I, JAMES HENRY SAGER, a citizen of the United States, residing at Rochester, in the county of Monroe and State of New York, have invented a new and useful Child's Seat for Bicycles, of which the following is a specification.

This invention has relation to a child's-seat attachment for bicycles of that class known as "Safeties;" and the objects in view are to provide a removable and adjustable seat adapted to be applied to the seat-standard of the machine and to support a child in a safe manner between the rider and the handle-bar.

Various other objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a side elevation of the upper portion of a bicycle, a seat constructed in accordance with my invention being in position thereupon. Fig. 2 is a perspective view of the seat. Fig. 3 is a detail in longitudinal section of the seat-connecting casting. Fig. 4 is a longitudinal section of the seat-bar.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates a pair of, preferably, spring-rods, arranged parallel with each other and having their front ends passed through openings 2, formed in a transverse seat-bar 3, after which said rods are at said ends bent upon themselves to the rear and repassed through perforations 4, located at the sides of the openings or perforations 5, and at the rear side of said bar the rods are nuted, as at 6.

7 designates a pair of arms, which are passed through the said seat-bar near its ends and provided with nuts 8 at each side of said bar, whereby the arms are secured in position. The arms are then continued rearwardly and upwardly, as shown, and are connected at their upper ends by a back piece 10, through perforations in the ends of which the arms are passed and are nuted at the opposite sides of the piece, as at 11.

12 designates a pair of depending rods, provided at their upper ends with eyes 13, which

receive the arms between the seat-bar and the outer pair of nuts upon the said arms. The lower ends of the suspension-rods are passed through a foot-rest 14, which is perforated, as at 15, for the reception of the rods, and adjustable thereupon by means of set-screws 16, passed through the ends of the foot-rest and impinging upon the rods. In the present instance I prefer to provide the foot-rest with a rubber sleeve 17, to prevent slipping.

18 designates the inverted-L-shaped standard of the bicycle, which standard is of the usual shape, and 19 designates a casting provided with central vertical and horizontal transverse perforations 20 and 21, respectively. The transverse perforation 21 is to receive the horizontal portion of the seat-standard, while the vertical perforation 20 is designed to receive the vertical portion of the said standard, and in each position may be adjusted and bound in position by means of a set-screw 22. By moving the casting up and down upon the vertical portion of the standard, elevation may be obtained as desired. At each side of the perforations 20 and 21 are formed corresponding but small perforations 23, which receive the ends of the supporting rods or bars 1, and said bars or rods may be adjusted within the perforations by means of a pair of set-screws 24, which pass through the ends of the casting and bear upon the rods.

25 designates a leather or other seat, which is secured at one end to the seat-bar and at its upper end looped over the back piece, and between the bar and the piece is sufficiently slack to safely suspend the child.

The child, being placed in position in the seat, rests its feet upon the foot-rest and is free from danger in that the seat naturally inclines to the rear and he has in front of him the handle-bar of the machine and at each side the arms of the rider, so that he is thoroughly protected on all sides, and even if the machine should fall the ends of the handle-bars first coming in contact with the ground would in a great measure break the force of the fall, which if the seat occupied another position might result seriously. By reason of the adjustable foot-rest not only is

the seat capable of accommodating itself to the height of the rider's seat with relation to the backbone of the machine, but also accommodates itself to the length of the leg of the child.

It will be apparent that in cases where the seat is employed in connection with ladies' bicycles the same may be located in rear of the seat-standard in lieu of locating the same between the seat-standard and the handle-bar, as previously described.

Having described my invention, what I claim is—

1. The combination, with the L-shaped standard, of a casting having a central and opposite side perforations, the first mentioned receiving the standard, and all provided with set-screws, a pair of bars or rods mounted in the outer perforations, in which they are adjustable, a seat-bar secured to the front end of said rods, a foot-rest depending from said bar, and upwardly and rearwardly extending arms also extending from the bar, a back piece connecting the upper ends of the arms, and a seat connecting the back piece and seat-bar, substantially as specified.

2. The herein-described supplemental seat for Safety bicycles, the same consisting of a transverse seat-bar having opposite pairs of perforations, a pair of resilient seat-supporting rods passed through the inner perforations and their front ends bent and repassed through the outer perforations and nutted in rear of the bar, a casting having a central and two outer perforations, each provided with set-screws, the outer perforations receiving the supporting-bars and the central per-

foration being adapted to receive the seat-standard of the bicycle, a pair of side arms passed through perforations formed in the seat-bar near its ends and nutted at each side of said bar, a back piece connecting the upper ends of the arms, which arms are nutted at each side of the back piece, a pair of rods provided with eyes at their upper ends and supported by the side arms, a foot-rest having perforations mounted adjustably upon the rods, set-screws passing through the ends of the foot-rest and bearing upon the rods, and a rubber sleeve encircling said rest, substantially as specified.

3. The combination, with the inverted-L-shaped standard, of the transversely-opposite supplemental seat-supporting bars, a seat mounted thereon, and a casting having outer perforations, the perforations of each pair being arranged at a right angle to each other and two inner perforations arranged at a right angle to each other, the outer perforations being adapted for the reception of the transversely-opposite seat-supporting rods and the central perforation being adapted for the reception of the vertical and transverse portions of the seat-supporting standard, and set-screws passing through the perforations, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES HENRY SAGER.

Witnesses:

EMIL LUDEKENS,
JOHN ZIMMER.