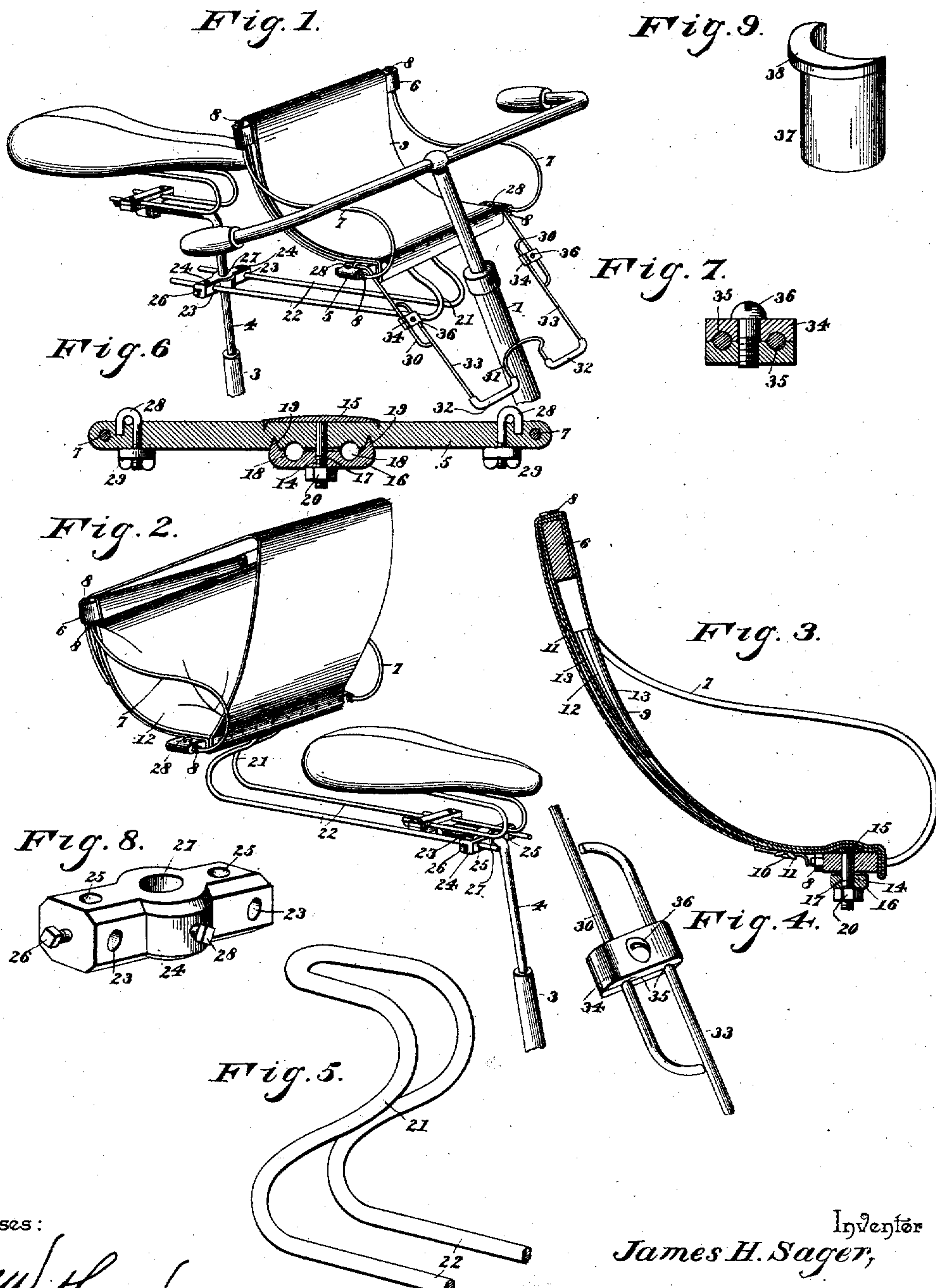


(No Model.)

J. H. SAGER.
SEAT ATTACHMENT FOR BICYCLES.

No. 453,212.

Patented June 2, 1891.



Witnesses:

James H. Sager
W. S. L. L. L.

By his Attorneys

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UNITED STATES PATENT OFFICE.

JAMES H. SAGER, OF ROCHESTER, NEW YORK, ASSIGNOR OF ONE-HALF TO
WILLARD G. RICH, OF SAME PLACE.

SEAT ATTACHMENT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 453,212, dated June 2, 1891.

Application filed March 18, 1891. Serial No. 385,519. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. 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 Bicycle Attachment, of which the following is a specification.

This invention has relation to improvements in bicycle attachments; and has special reference to an improvement upon the construction shown in the United States patent granted me December 9, 1890, and bearing No. 442,207.

The objects of my present invention are to provide a child's seat attachment and adapt the same to be readily converted into a commodious and convenient luggage-carrier. Furthermore, to provide an adjustable and removable foot-rest for the seat, and finally to construct the seat in such manner as to be readily adapted for either a lady's or gentleman's bicycle—that is, with the elevated or drop frame.

With the above objects in view the invention consists in certain features of construction hereinafter specified, and particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of the upper portion of a bicycle, a child's seat constructed in accordance with my invention mounted in position thereon. Fig. 2 is a similar view, the seat being in position as a luggage-carrier. Fig. 3 is a vertical longitudinal section in detail of the seat. Fig. 4 is a detail in perspective of the foot-rest connection. Fig. 5 is a detail in perspective of the seat-support. Fig. 6 is a transverse section through the seat-bar and the connection between the foot-rest. Fig. 7 is a transverse section through the two sections of one side of the foot-rest. Fig. 8 is a detail of the seat-supporting casting. Fig. 9 is a detail of one of the bushing-sections.

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

1 designates the front steering-bar, and 3 the saddle-standard socket of an ordinary Safety bicycle, and in the socket is mounted adjustably the usual inverted-L shaped standard 4.

In constructing my seat I employ a transverse seat-bar 5 and a similarly-disposed back bar 6. The back bar and seat-bar are perforated near their ends, and through the same are passed the ends of a pair of curved rods 7, serving as arms to the seat, and nutted, as at 8, at opposite sides of each bar. This constitutes the frame-work of my seat.

A suitable blank of fabric is connected to the back bar, extends loosely down to the front edge of the seat-bar, forming a back and seat 9, is fastened to the seat-bar, then doubled upon itself and passed back over the back bar, so that the combined back and seat are of two thicknesses. The end of the blank is provided with straps 10, perforated to engage buckles 11, secured to the blank at its rear side, near the rear edge of the seat-bar. The opposite meeting-edges of the folded blank at those points thereof between the two bars are connected by bellows-folded gores 12, having tying-strings 13. Thus when the doubled portions of the seat are separated they, in connection with the gores, constitute a receptacle for the reception of baggage. This receptacle may be closed by first connecting or tying the strings of the gores and subsequently lapping the folded portion of the seat-blank back over the back bar and connecting the same by means of the straps and buckles.

Through the center of the seat-bar there is passed a screw 14, the head 15 of which lies flat upon the upper side of the bar and terminates at its ends in spurs driven into the bar, whereby the head and screw are prevented from twisting. 16 designates a clip having a central perforation 17, at each side of which are located grooves 18 and at the ends of which, upon its upper side, are located spurs 19, which take into the under side of the bar, whereby the clip is prevented from twisting. The screw 14 passes downwardly through the opening in the clip, and below said clip a binding-nut 20 is mounted upon the screw, whereby the clip may be bound against the under side of the seat-bar.

The support for the seat consists of a blank of spring-wire doubled upon itself, forming a bend 21 and opposite terminals 22, disposed

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453,212

parallel to each other and bent into goose-neck shape at the front end thereof. These terminals pass through perforations 23, formed transversely through an adjustable casting 24. Perforations 25 are formed at a right angle to the perforations 23 in said casting, so that the terminals of the support may be passed through either pair of perforations and may be rigidly held therein by a pair of clamping-screws 26. At the center of the casting a larger perforation 27 is formed, and a screw 28 passes through the wall of the same for the purpose of impinging upon the seat-standard of the bicycle when the same is received by said larger perforation. It will be observed that, as shown in the present instance, the vertical portion of the seat-standard is received by said perforation; but in order to further elevate the supplemental seat-support the casting may be given a quarter-turn, so that the horizontal portion of the seat-supporting standard will pass through the perforation. By removing the clip from under the seat and substituting the bent or looped portion of the supplemental seat-supporting arm, then replacing the clip so that the grooves of the latter receive the opposite terminals of the supporting-arm, the parts are in position to be clamped by the binding-nut heretofore mentioned. It will be observed that by reversing the position of the seat-supporting arm—that is, so that it projects to the front instead of to the rear—the seat may be supported in rear of the saddle of the bicycle, so that the attachment is adapted to be used in connection with a drop-frame machine when ridden by ladies.

A pair of eyebolts 28 are passed through the seat-bar near the ends of the latter, and clamping-nuts 29 are mounted upon the ends of the bolts below said bar. These bolts have passed through their eyes a pair of opposite depending rods 30, which they removably clamp by means of the clamping-nuts, the lower ends of said rods being inwardly bent, as shown. To these rods is connected the foot-rest, and the same consists of a blank-rod bent at its center, as at 31, dropped or offset at each side of the same, forming rests 32 for the feet, and upwardly bent to form side bars 33, the ends of which are deflected, as shown. These side bars are connected to the rods depending from the seat-bar by means of opposite pairs of clamping-plates 34, grooves, as at 35, at each side of their centers to receive the rods and side bars, and secured together by means of clamping-screws 36. By loosening the screws the foot-rest may be distended and reclamped in position, or the same may be shortened, as desired. By loosening the nuts of the eyebolts the rest as a whole may be removed without destroying or changing the adjustability of the same, and such is done when the attachment is used as a luggage-carrier. At the center 31 of the rest the same is outwardly curved, as shown, to loosely embrace the steer-

ing-bar of the machine, although the rest has no contact with the bar.

In order that the adjustable casting 24 may fit variously-sized saddle-standards, I construct the casting with a sufficiently-large perforation to adapt it to accommodate a large-sized standard and provide said casting with a pair of opposite bushing-sections 37, each provided with a lip 38 to support it in place, and against these the binding-screw of said casting may impinge, and thus clamp standards of small sizes.

It will be observed that when in position as a seat a child may be supported and conveniently carried between the saddle and handle bar of the machine, or in rear of the saddle, as may be desired; furthermore, that the seat is supported entirely by the spring-supporting arm, and therefore is not subject to any of the jolts of the machine. It will also be observed that luggage may be conveniently carried either in front or in rear of the rider, and thus a great difficulty heretofore experienced overcome.

Having described my invention, what I claim is—

1. The combination, with the seat-supporting standard of a bicycle, of a casting having central and side perforations, binding-screws for said perforations, a pair of bushing-sections mounted in the central perforation, a seat-supporting rod extending from and adjustably mounted in the side perforations, and a seat mounted on the rod, substantially as specified.

2. The combination, with the seat-supporting standard of a bicycle, of a seat-support extending therefrom, devices for supporting the rod either at the front or rear of said standard, and a seat movably and adjustably secured at the outer end of the rod, substantially as specified.

3. The combination, with the seat-supporting standard, of the casting having the central standard-receiving perforation, the opposite side perforations, the set-screws for the same, the seat-support consisting of a spring-rod doubled upon itself to form a loop and opposite terminals, which latter are removably and adjustably mounted in the side perforations of the casting, the seat, a screw passed downwardly through the same, a clip for receiving the terminals adjacent to the loop, and a binding-nut mounted on the screw and adapted to clamp the terminals between the clip and seat-bar, substantially as specified.

4. The combination, with the seat, of the eyebolts passed through the same, nuts for clamping the bolts, opposite rods passed through and depending from the eyes of said bolts, a foot-rest comprising opposite side bars, and devices for connecting the side bars of the rest with the rods, substantially as specified.

5. The combination, with the seat, the eyebolts and their nuts, and the depending rods

- adjustably mounted in the eyebolts, of the foot-rest formed of a single piece of wire curved outwardly at its center, dropped at each side of the same to form foot-rests, and upwardly bent to form side bars, and the opposite pairs of clamping-plates grooved to receive said side bars and the rods and having binding-screws connecting said plates, substantially as specified.
- 10 6. The combination, with the seat-supporting standard of a Safety bicycle, of an arm extending therefrom and a luggage-receptacle secured to the outer end of the arm and adapted for closing, substantially as specified.
- 15 7. The combination, with the seat-supporting standard of a bicycle, of a removably-secured arm, a frame located at the end of the arm, and a luggage-receiving bag secured within the frame, substantially as specified.
- 20 8. The combination, with the supporting-arm, of the seat consisting of a seat-bar and a back bar and opposite side-bar connecting-rods, a blank of material connected to the back bar and to the seat-bar, at which point
25 it is doubled upon itself and carried back over the back bar, straps for fastening the same, and opposite gores secured between the meeting edges of the blank, substantially as specified.
- 30 9. The seat, in combination with the foot-rest formed of a single piece of wire curved outwardly at the center, dropped at each side of the same to form foot-rests, upwardly bent to form side bars, and the rods adjustably secured to the seat and also adjustably secured
35 to the side bars of the foot-rest, as set forth.
10. In combination with the seat and the adjustable foot-rest made of wire spanning the fork of the machine and provided with
40 foot-rests at each side of the fork, and adjustable rods connecting the foot-rest with the seat, as set forth.
11. The herein-described combined seat and luggage holder, comprising the seat-bar 5, back bar 6, the rods or arms 7, and the blank of
45 fabric connected to the back bar, extending down loosely to the front edge of the seat-bar, then fastened to the seat-bar, and finally doubled upon itself and passed back over the back bar, so that the combined seat and back
50 are of two thicknesses, the other end of the back extending down and fastened by buckles or the like to the seat-bar, as set forth.
- In testimony that I claim the foregoing as my own I have hereto affixed my signature in
55 presence of two witnesses.
- JAMES H. SAGER.
- Witnesses:
J. H. SIGGERS,
R. W. DAYTON.