

(No Model.)

2 Sheets—Sheet 1.

C. D. WILLIAMS.
CHILD'S SEAT FOR BICYCLES.

No. 547,102.

Patented Oct. 1, 1895.

Fig. 1.

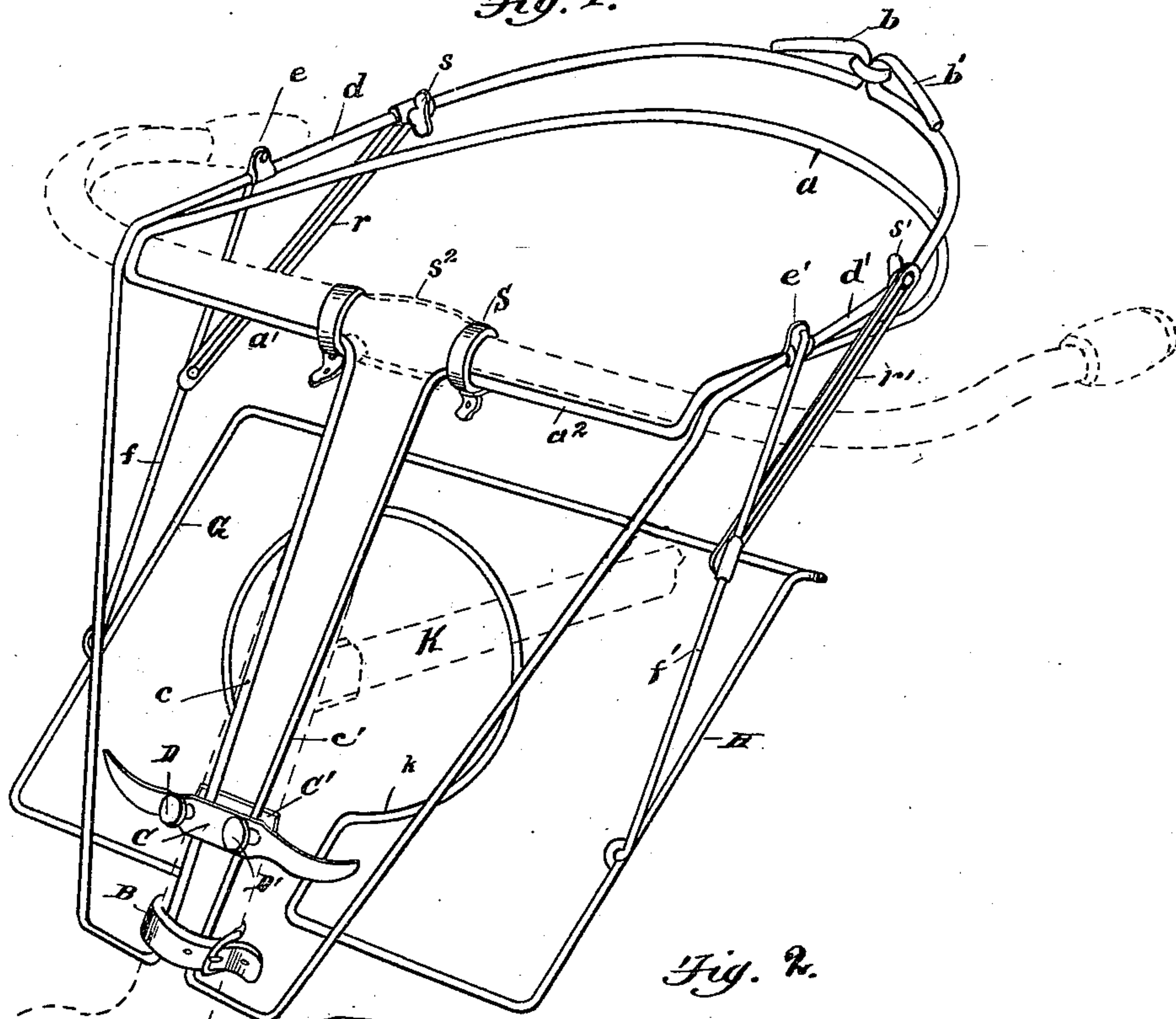
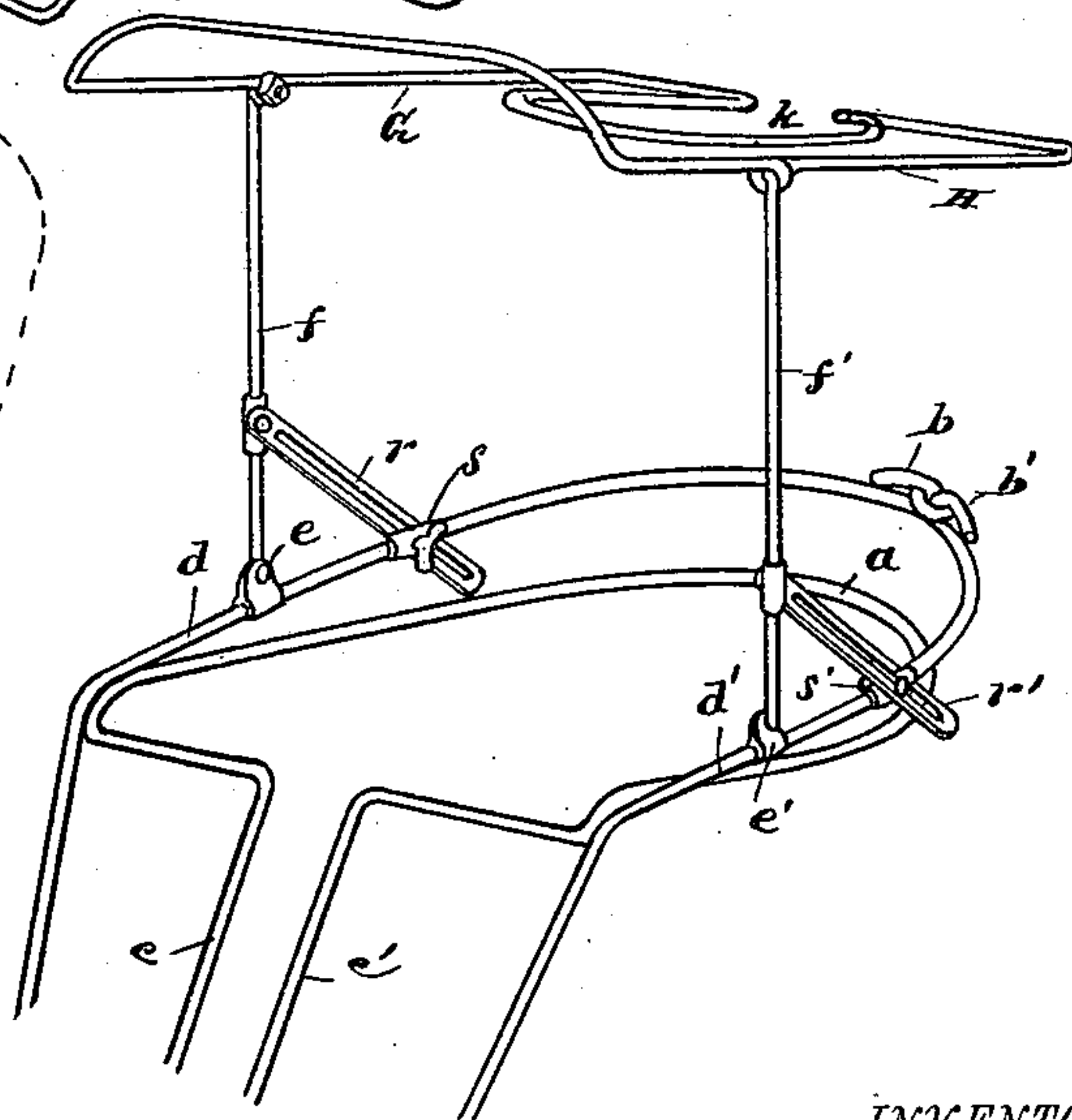


Fig. 2.



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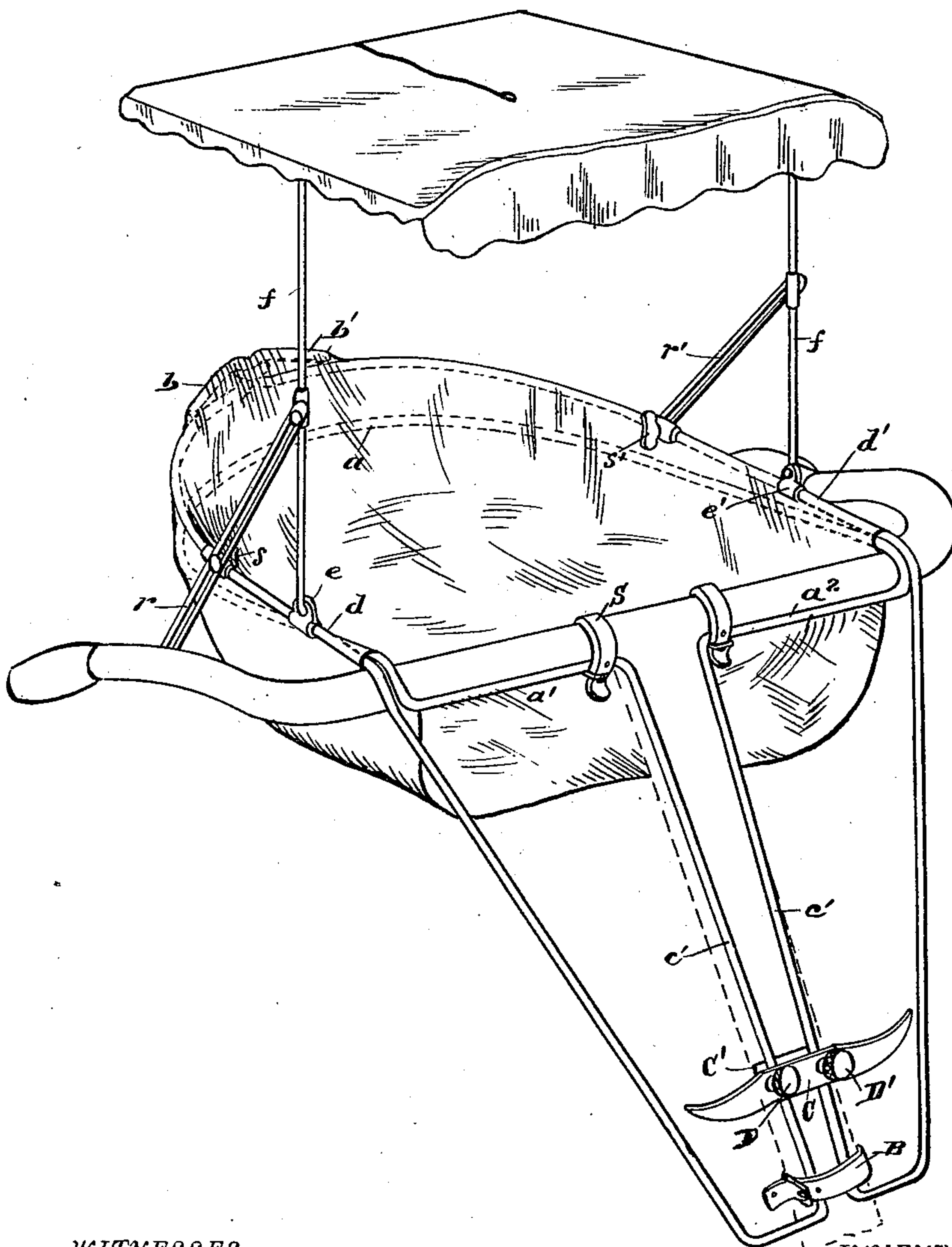
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Fig. 3.



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UNITED STATES PATENT OFFICE.

CHARLES D. WILLIAMS, OF DETROIT, MICHIGAN.

CHILD'S SEAT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 547,102, dated October 1, 1895.

Application filed November 16, 1894. Serial No. 529,016. (No model.)

To all whom it may concern:

Be it known that I, CHARLES D. WILLIAMS, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Children's Seats for Bicycles; and I declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to bicycles, and has for its object an improved attachment to be employed in connection with an ordinary safety bicycle, by which a child's seat is furnished therefor, and by which, in addition to the seat in which the child may be supported, there is furnished an auxiliary frame that can be used at will either as a canopy over the head of the child or as a guard behind the legs of the child.

In the drawings, Figure 1 shows the seat-frame in perspective, the front fork and handle-bars being indicated by dotted lines so that the location of the seat-frame may be understood. Fig. 2 shows the seat-frame with the canopy-frame elevated above it. Fig. 3 shows in perspective the frames with their canvas covering secured thereto.

In Fig. 1 the canopy-frame is shown as thrown down to serve the purpose of a guard.

The seat-frame is made of a single wire bent in a double loop. The wire or bar of iron, beginning at its middle part, is bent at a loop which forms the lower part of the seat-back or seat-support. From the bow of the loop both ends pass forward over the handle-bars, where they curve slightly downward and abruptly inward toward the handle-post. At the junction of the handle-bar and handle-post they curve abruptly downward and extend downward parallel or substantially parallel in relation to the fork of the handle-post, where they bend abruptly outward for a short distance, thence abruptly upward again to the point where the first bends mentioned cross the handle-bar. Each end is then bent backward over the handle-bar, although not so abruptly downward as to lay parallel with the first or middle loop of the rod. The two ends are united at a point substantially vertical

above the middle of the loop which forms the seat-support, there being between the two ends and the middle at this place a space of three or four inches. Thus the primary loop-bend *a* forms the seat-support and the back of the seat, which is supplemented by the meeting ends *b b'* of the rod, and the two parts together form a back-support for the seat. To the parts of the bar *d* and *d'* I attach eyes or lugs *e e'*, in which are swiveled the ends of the rods *f f'*, which are sometimes used as hangers and sometimes as standards, supporting in either case a rectangular or substantially rectangular frame *G H*, one side of which is provided with a re-entering curve *k*. This frame, when supported above the seat in the position shown in Fig. 2, serves as a canopy-support, and when supported below the seat serves as a guard. The re-entering curve *k* permits the frame to be dropped below the seat and to pass over the brace *K* of the bicycle. When used in its elevated position the rods *f f'*, which are now used as standards, are braced in their upright position by slotted braces *r r'*, joined by suitable hinges to the standards *f f'* and slidingly connected to the frame part *d*. The slots in the braces *r r'* pass over the wire of a holding-bolt and are secured in position to hold the standards by turning up the set-screws *s s'*. The seat proper is made by a piece of canvas properly secured to the loop *A* and to the loops formed at the ends of the bar *b b*. The means of securing the seat to the seat-frame and the canvas to the canopy-frame are shown in Fig. 3. On the canopy-frame the canvas is not tightly stretched and is split at the opening into the re-entering curve *k*.

At the lower ends of the two parallel rods *c c'* I secure a foot-rest made of a cross-piece *C* and gripping-piece *C'*, and these two are held together by set-screws *D* and *D'*. The foot-rest can be moved up and down along the parallel rods *c c'* and can be held in its adjusted position by means of the set-screws *D* and *D'*. The lower ends of the parallel rods are held to the handle-bar by a strap *B*, which surrounds both the post and the rods *c c'* and is fastened by a buckle. The inturned or horizontal parts *a' a''* of the rod are held in position by a double end strap *S*, having a main or body part *s'* (shown in dotted lines)

and two short straps at right angles thereto, each of which is provided with a holding-buckle. The bony part s^2 extends horizontally along the handle-bar, and the holding-
5 straps with the buckles engage the handle-bar and the parts $a' a^2$.

What I claim is—

1. A child's seat for bicycles, consisting of a rod bent into looped form for the seat support proper, a depending foot rest support, provided with the upturned meeting ends $b b$
10 of the rod utilized as a back support, substantially as described.

2. In combination with a child's seat adapted to be supported at the handle bar of a bicycle, a pair of supporting bars hinged to the frame of said seat, a canopy supporting frame swiveled on said supporting bars, means for adjusting said canopy supporting frame
15 whereby said canopy may be utilized either as a head or foot guard, substantially as described.

3. In a child's seat for bicycles, the combination of a single rod bent into a loop forming the main seat support and having the two
25 ends of said rod carried forward over the handle bar, turned slightly downward and inward along said handle bar, thence downward along the steering post, thence outward and upward over said handle bar, and backward
30 forming a secondary support over said main support; with means for securing said child's seat to the handle bar and steering post, and a foot rest adjustably secured to that portion of the rod which extends downward along the
35 steering post, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

CHARLES D. WILLIAMS.

Witnesses:

C. H. NORTON,
F. CLOUGH.