

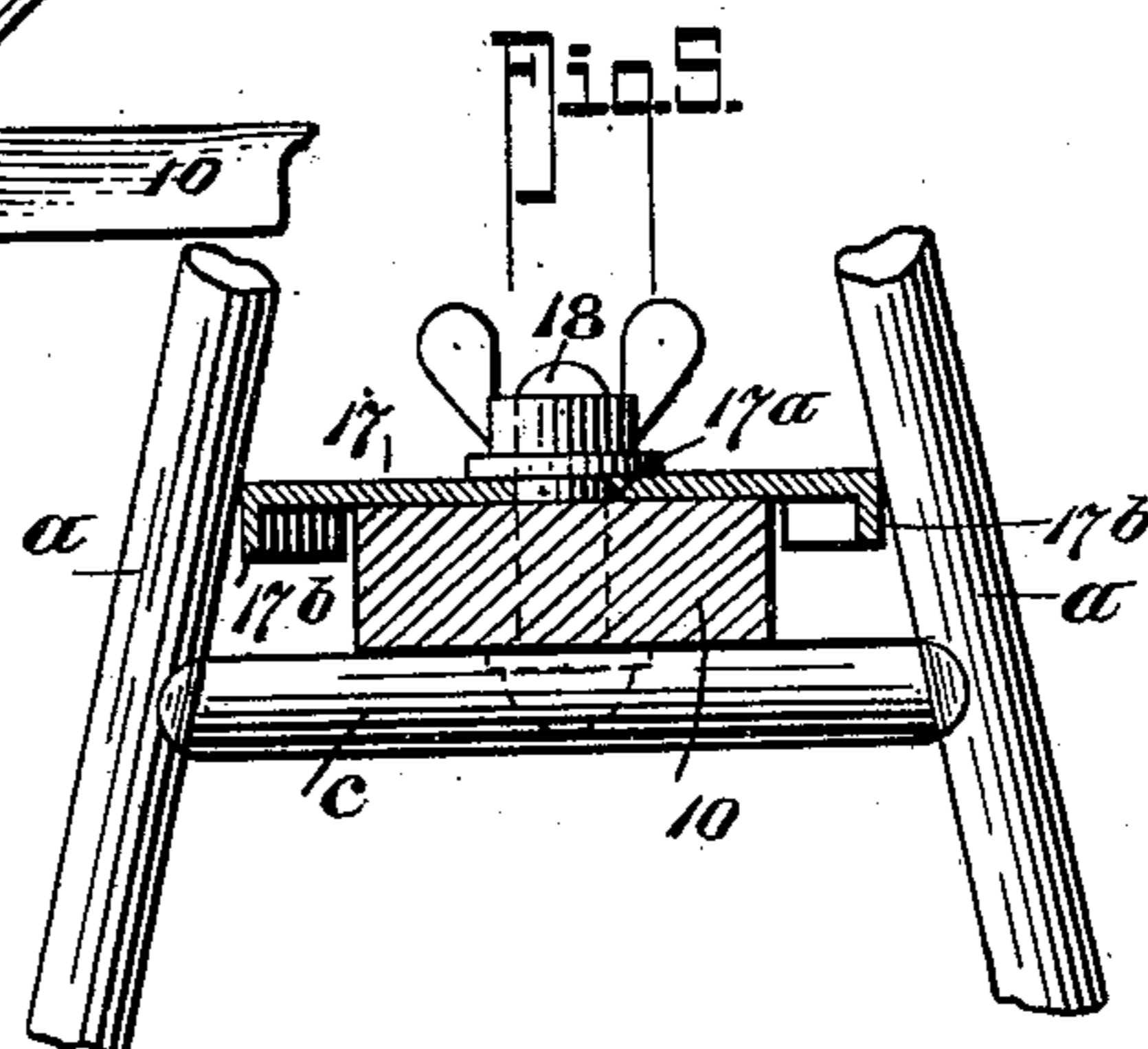
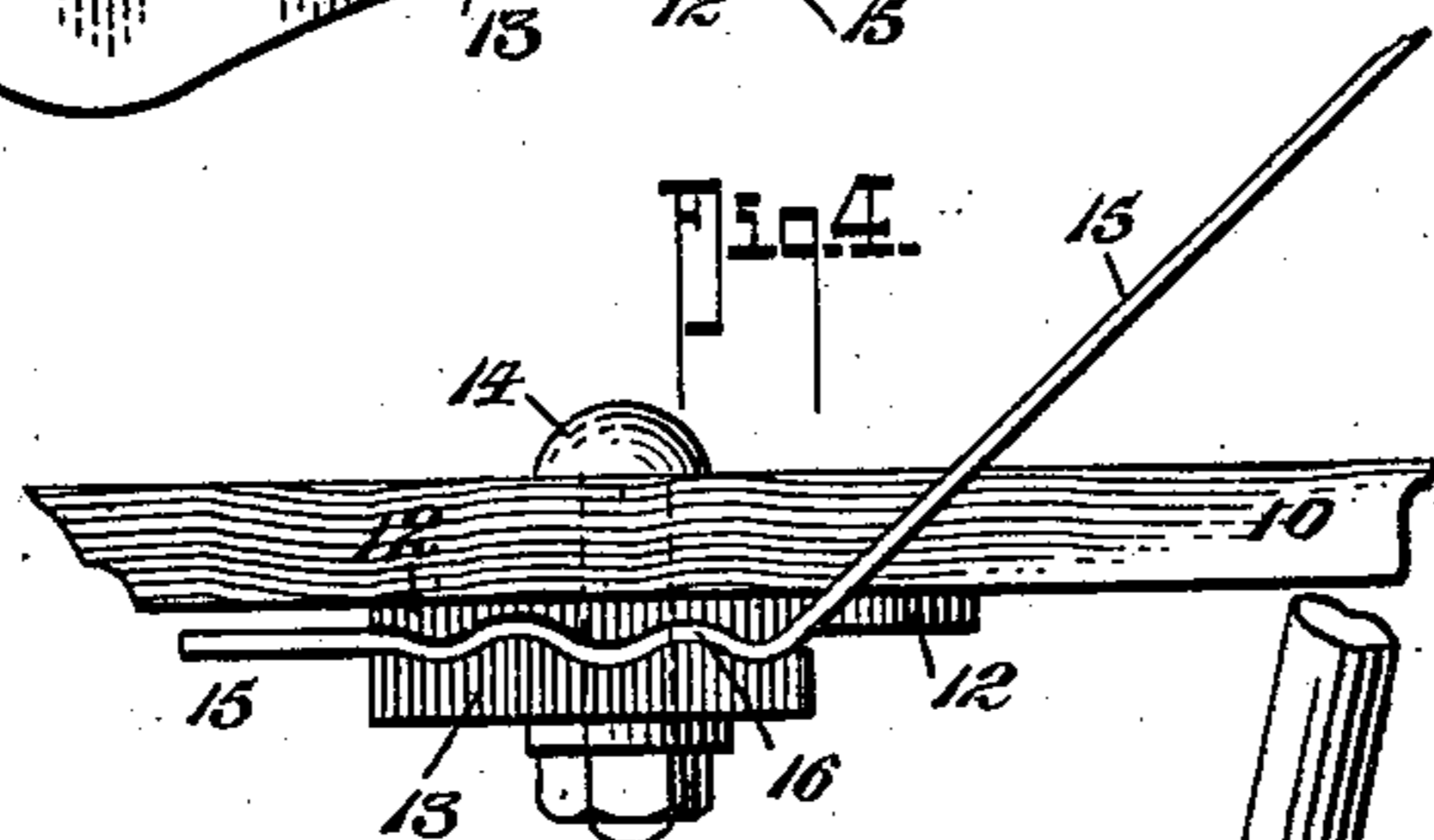
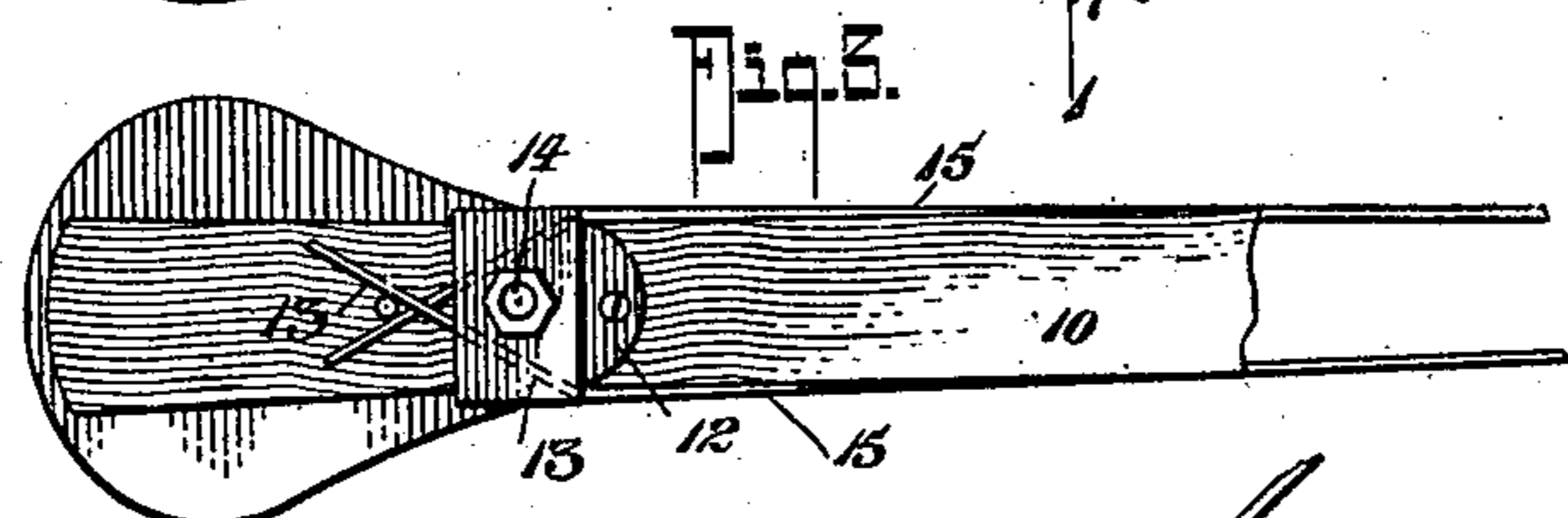
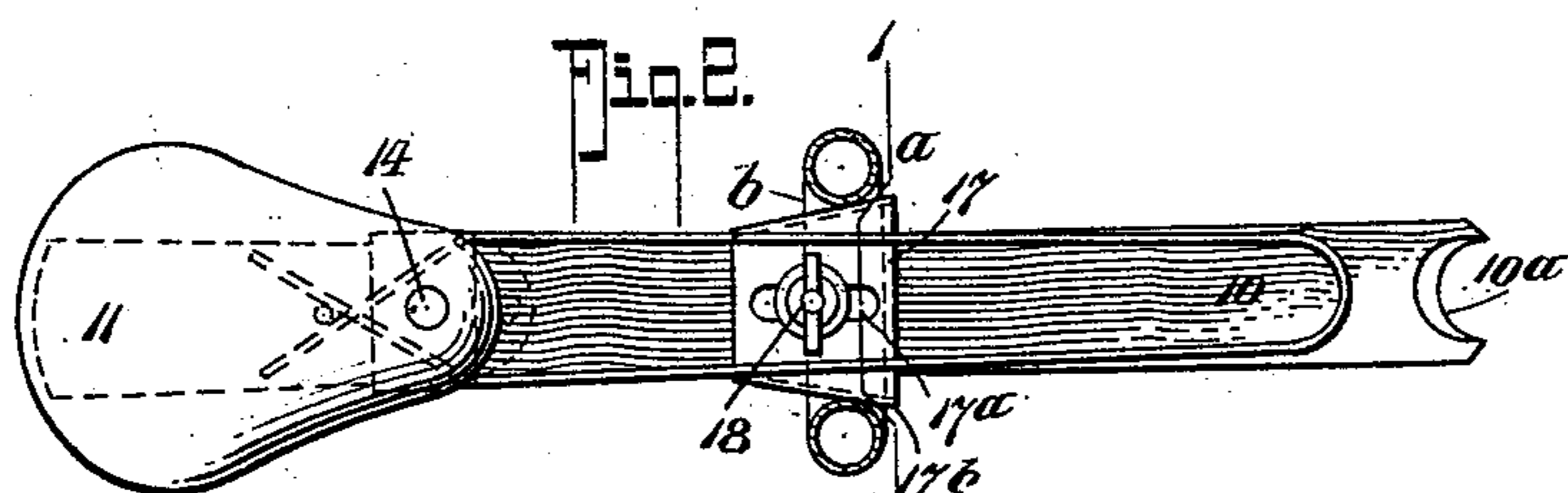
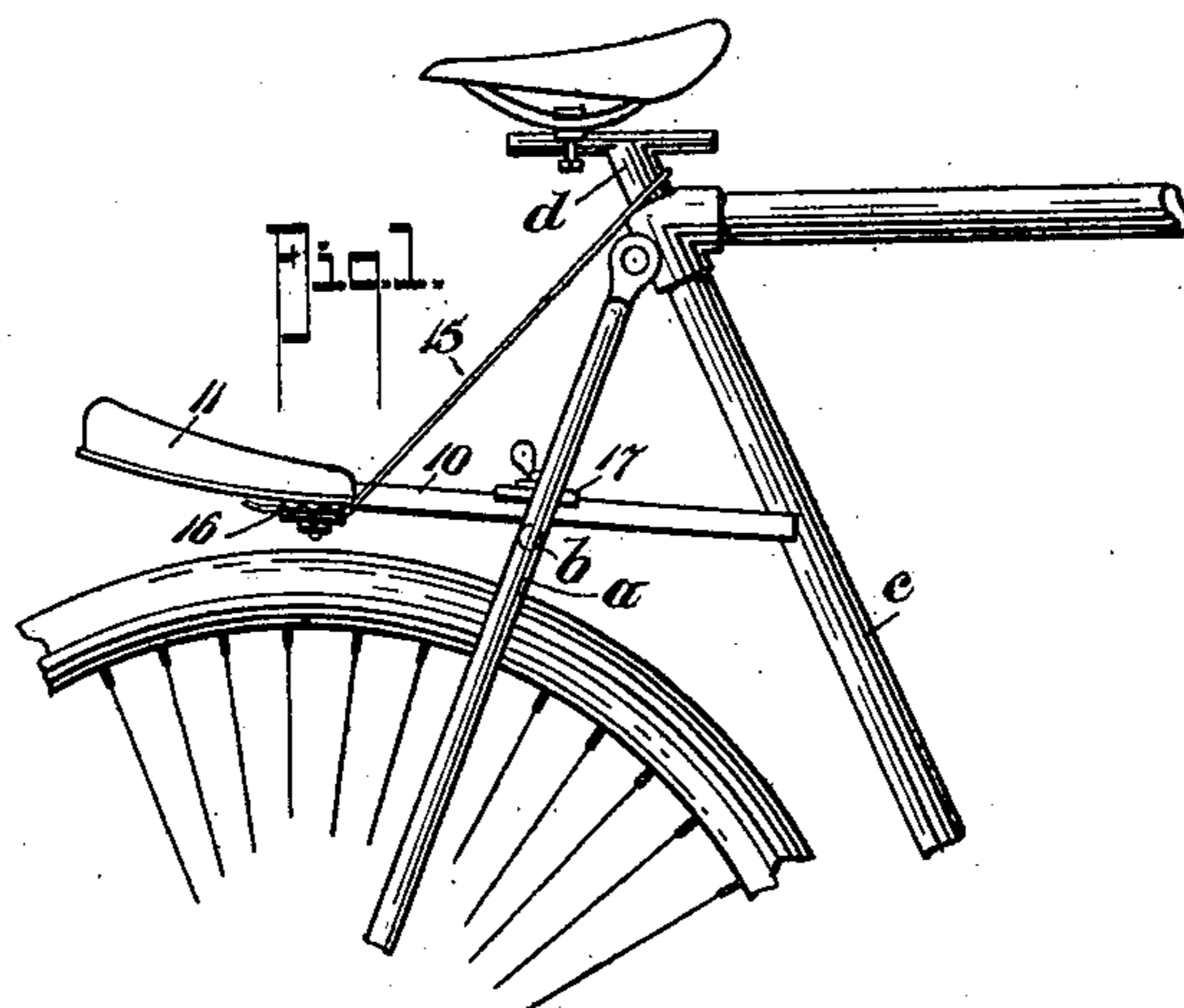
No. 621,722.

Patented Mar. 21, 1899.

F. T. T. STANIER.
SUPPLEMENTAL SEAT FOR BICYCLES.

(Application filed Sept. 19, 1898.)

(No Model.)



WITNESSES:
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UNITED STATES PATENT OFFICE.

FRANCIS T. T. STANIER, OF CHILLIWACK, CANADA.

SUPPLEMENTAL SEAT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 621,722, dated March 21, 1899.

Application filed September 19, 1898. Serial No. 691,361. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS T. T. STANIER, a citizen of the Dominion of Canada, residing at Chilliwack, in the Province of British Columbia, Canada, have invented a new and useful Supplemental Seat for Bicycles, of which the following is a specification.

My invention relates to improvements in supplemental seats for bicycles; and it consists of a horizontal support-bar passing through the rear frame of the bicycle, to which it is attached, with the inner end resting against the rear part of the frame, into which the saddle-post is introduced, and resting on the cross-tie of the said frame. The backward end of the bar is widened to support the seat, and this is supported by a flexible stay passed over the saddle-post.

The object of my invention is to provide a seat for a child that is very simple and cheap and that may be attached to any of the standard patterns of bicycle-frames with little trouble and delay and also that may be adjusted to place the seat at the desired pitch for the comfort of the rider. I attain this object by the mechanism or the apparatus illustrated in the accompanying drawings, in which—

Figure 1 shows the position of my invention when in use. Fig. 2 is a plan of the seat detached. Fig. 3 is an inverted detail plan showing the means for fastening the opposite ends of the tension-wire. Fig. 4 shows a side elevation of the same and Fig. 5 is a cross-section of the clamping-plate, taken on the line 1 1 in Fig. 2.

Similar letters and numerals refer to similar parts throughout the several views.

The longitudinal bar 10 is preferably made of wood, and it is formed to pass between the forks of the rear part of the frame, as *a*, and rest on the cross-tie *b*, which forms a fulcrum, and its inner end is provided with a flute 10^a, which snugly fits and rests against the frame *c*. The projecting end of the bar 10 is widened and formed to support a seat 11. This, however, may be modified and made to suit the requirements of the demand. Secured to and beneath the bar 10, approximately at its point of enlargement for the seat, is a wedge-shaped plate 12, and lying against this plate 12 is a similar one, 13, the same being held

thereon by a bolt 14 passing through the plates and the bar 10. Lying between the plates 12 and 13 on the opposite side of the bolt 14 and arranged to be rigidly secured between the plates is a looped wire 15. The said loop of the wire 15 is adjusted to sufficient length to be passed over the saddle-post *d*, so that the bar 10 will be held in a horizontal position when the wire 15 is drawn tight, and thereby providing a secure and convenient seat.

To prevent the ends of the wire 15 being drawn from between the plates 12 and 13 by the weight of the rider, I provide their facing surfaces with corrugations 16, these flutes being placed at right angles to the ends of the wires 15, so that as the plates are forced toward each other by the bolt 14 the said ends of the wire will be securely gripped by the ribs of the corrugations.

As the rear forks of the frames in bicycles are not all placed the same distance apart it is obvious that the bar 10 in some instances will not fit and lie close to such forks. Therefore to provide against any lateral movement of the bar I provide a slidable plate 17. (See Figs. 2 and 5.) The said plate 17 is secured to the bar 10 by a bolt 18 passing through a longitudinal slot therein and through a slot 17^a in the said plate. When the bar 10 is placed between the forks *a*, the plate 17 is pressed tight against the same and secured with its wide end on the inner side of the forks, so that the bar 10 cannot work backward.

To prevent the edges of the plate 17 from making contact with and abrading the forks and from having lateral movement, the edges are turned down, as at 17^b, and thus present flat surfaces to the said forks instead of narrow edges.

From the foregoing it is shown that my seat may be universally adopted, and it may be attached and detached to and from a bicycle in a very short space of time, it being simply necessary to drop the loop over the saddle and let it rest on the post *d* and adjust the plate 17 to prevent the bar 10 from having any lateral movement.

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

1. A supplemental seat for a bicycle, comprising a bar 10 arranged to lie on the cross-tie *b* of the frame and with its fluted end resting against the frame *c*, and an adjustable tension-
5 support 15 secured beneath the seat on the projecting end of the said bar and lying over the saddle-post *d*, as specified.

2. A bar 10 having a fluted end to lie against the upward rear projecting frame *c* of a bicycle,
10 the said bar to pass between the rear frames of same, a wedge-shaped clamping-plate 17 on the upper side of said bar, and a bolt passing through a longitudinal slot in the bar and a slot in the said plate, whereby the plate may
15 be secured to connect with the opposite forks *a* of the frame, and means for supporting the projecting end of the bar on which is arranged a seat, as specified.

3. A supplemental seat for bicycles, comprising a longitudinal supporting-bar abutting 20 against and extending rearward from the seat-post of a bicycle-frame and fulcrumed on the cross-tie of the rear forks of the same, a seat located in rear of the frame and mounted upon the said bar, an adjustable brace 25 extending from the supporting-bar to the bicycle-frame and arranged to raise and lower the seat, and a longitudinally-adjustable wedge mounted upon the supporting-bar and engaging the rear forks, substantially as de- 30 scribed.

FRANCIS T. T. STANIER.

Witnesses:

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