

No. 645,668.

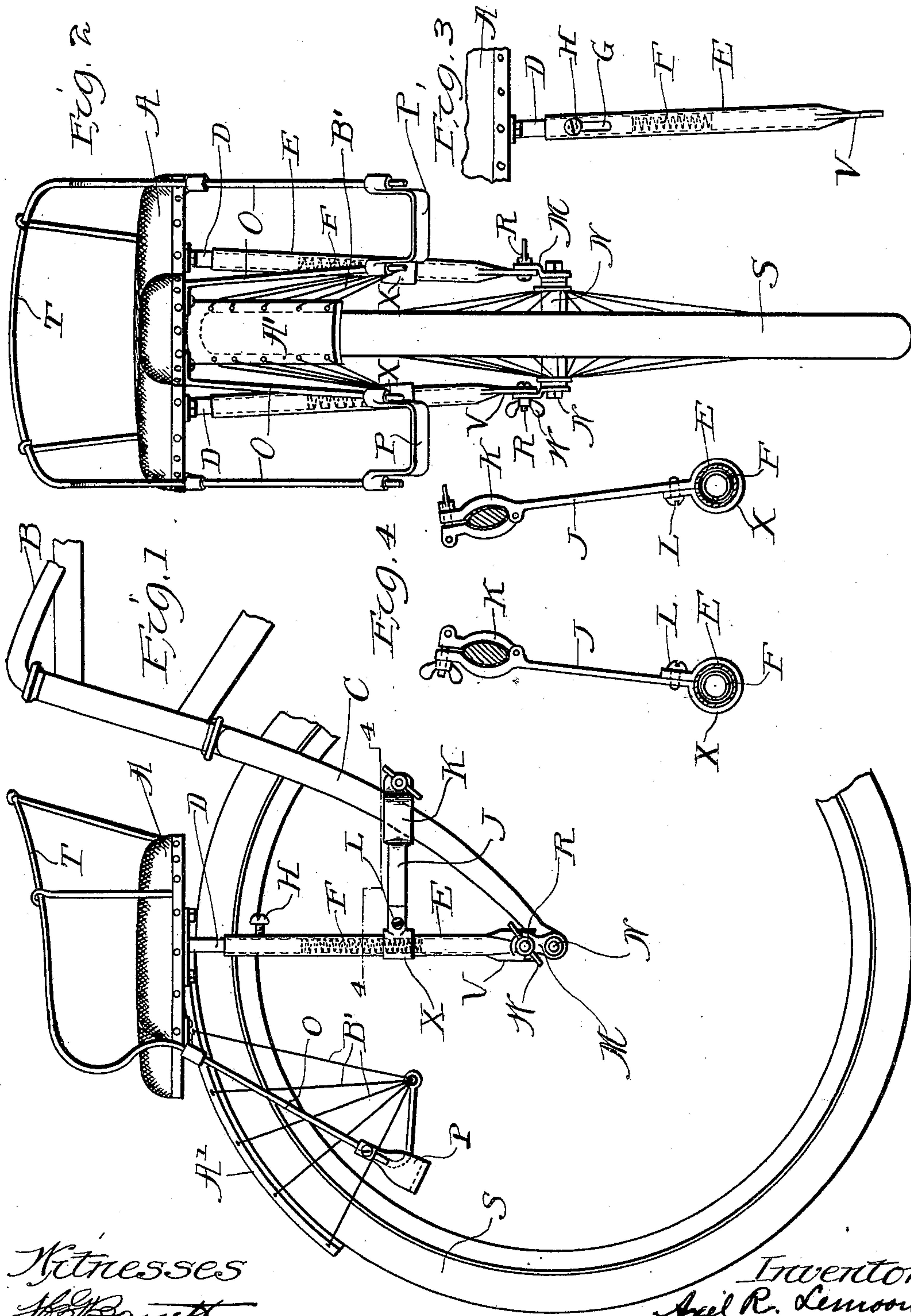
A. R. LEMOON.

Patented Mar. 20, 1900.

CHILD'S SEAT FOR BICYCLES.

(Application filed Nov. 2, 1898.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

AXEL R. LEMOON, OF CHICAGO, ILLINOIS.

CHILD'S SEAT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 645,668, dated March 20, 1900.

Application filed November 2, 1898. Serial No. 695,285. (No model.)

To all whom it may concern:

Be it known that I, AXEL R. LEMOON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Child's Seat for Bicycles, of which the following is a specification.

This invention relates to baby-seats for bicycles.

The object of the invention is to provide a baby-seat for bicycles which is simple in construction, readily applied or detached from the wheel, and which is comfortable.

The invention consists, substantially, in the construction, combination, location, and arrangement, all as will be more fully hereinafter set forth, as shown in the accompanying drawings, and finally specifically pointed out in the appended claims.

Referring to the accompanying drawings and to the various views and reference-signs appearing thereon, Figure 1 is a broken view, in side elevation, of the front portion of a bicycle, showing the front wheel, fork, and handle-bar with the seat forming the subject-matter of the invention applied thereto. Fig. 2 is a front view of the same. Fig. 3 is a broken detached detail view of a seat-supporting standard. Fig. 4 is a sectional view on the line 4 4, Fig. 1.

The same part is designated by the same reference-sign wherever it occurs throughout the several views.

Reference-sign S designates the front wheel of a bicycle, C the front fork, and B the handle-bar. These parts may be of any suitable or well-known construction, make, or style of machine.

Reference-sign A designates the seat, which may be of any suitable or convenient construction, and, if desired, may be provided with a back rest or frame T, as shown. Suitably bolted or otherwise secured to the base-plate of the seat, on the under side thereof, are the rods D, arranged to be received in the tubular standards E. In order to secure a yielding support for the seat A, I place springs F in the standards E and arrange the rods D to rest thereon, as clearly shown. In order to guide the rods during the yielding movements thereof when the seat is in use and to prevent the turning of the same, the hollow

standards E are provided with elongated slots G, (see Fig. 3,) through which screws or other suitable projections H, secured or carried by the rods D, project.

The standards E are supported directly upon the axle N of the front wheel. I have shown an exceedingly simple and efficient arrangement wherein the seat attachment may be readily and easily applied to or removed from the machine. This result is accomplished by mounting suitable clips M upon the ends of the axle N. These clips are provided with a notch or seat in their projecting ends, in which are to be placed the stems of bolts R, rigidly secured to the lower ends of the standards E. When these bolts are seated in the notches or seats in clips M, the parts may be clamped firmly together by means of the nuts W. In order to furnish a good bearing-surface, the clips M are preferably formed flat, as shown, and at their lower ends the standards E are flattened out, as at V, thus providing ample bearing-surface to secure an efficient clamping of the parts together.

In order to efficiently brace the seat, I provide the brace arms or bars J. These arms or bars are suitably secured at one end upon the standards E and at their other ends are provided with clamps K, adapted to be clamped around the arms of the front fork C of the wheel. In the particular form shown the brace-arms are connected to the standards by means of clamping rings or sleeves X, which are contracted or clamped around the standards E in any suitable manner—as, for instance, by the screws L. By this construction the brace-arms J may be adjusted up and down upon the standards E. This is a desirable and important feature of my invention, for the reason that thereby the inclination of the seat may be readily adjusted. This adjustment is secured by loosening the clamps K and also the screws L and sliding the brace-arms J up or down upon the front fork-arms C and standards E, respectively, thus swinging or rocking standards E toward or from the fork C, as the case may be, by reason of the curvature of the front forks.

Reference-sign P designates stirrups to receive the feet of the rider of seat A. These stirrups are suspended from the seat or a convenient part of its frame and are made ad-

justable. A simple manner of mounting the stirrups is shown, wherein rods O extend from the seat and the stirrups are sleeved to slide up and down upon said rods and may be suitably secured in their adjusted position. In the particular form shown the ends of the rods or bars which form the back-support T of the seat are extended downwardly from the seat, and upon these extensions O the stirrups are mounted.

In order to protect the rider from mud, dirt, or the like thrown off by the wheel, I provide the seat A with a mud-guard A', suitably secured to the seat-base and arranged to extend forwardly over the wheel. This guard may be suitably braced by means of the cords B', which may be attached to a convenient part of the seat attachment—as, for instance, an eye in the ends of rods O. (See Fig. 1.)

From the foregoing description it will be seen that I provide an exceedingly-simple construction and arrangement of seat attachment, which may be readily and quickly applied to any style of wheel or detached therefrom, wherein the seat is spring-supported, wherein the weight of the rider is supported directly upon the wheel-axle, wherein the rider is protected from mud or dirt, and wherein in any desired range of inclination adjustment may be secured.

Many changes and variations in the details of construction and arrangement would readily suggest themselves to persons skilled in the art and still fall within the spirit and scope of my invention. I do not desire, therefore, to be limited or restricted to the exact details shown and described; but,

Having now set forth the object and nature of my invention and a construction embodying the principles thereof, what I claim as new and useful and of my own invention, and desire to secure by Letters Patent, is—

1. The combination with the front wheel

and fork of a bicycle, of a child's seat having supporting-standards, said supporting-standards detachably mounted upon the ends of the axle of said front wheel and supported thereon, and brace-arms connecting said standards to the arms of said front fork, said brace-arms being vertically adjustable on said arms and standards, whereby the inclination of said seat may be varied, as and for the purpose set forth.

2. The combination with the front wheel and fork of a bicycle, of a child's seat, supporting-standards secured to the under side of said seat and arranged on opposite sides of said front wheel, said standards detachably mounted on the ends of the axle of said front wheel, and brace-arms connected to said standards for vertical adjustment thereon, said brace-arms adjustably clamped to the arms of said front fork, whereby by vertically adjusting said arms the inclination of said seat may be adjusted, as and for the purpose set forth.

3. The combination with the front wheel and fork of a bicycle, of a child's seat, supporting-standards therefor secured to the under side of said seat and arranged on opposite sides of said wheel, clips mounted on the ends of the axle of the front wheel and having slotted upper ends, tubular posts arranged to be removably clamped in the slots in said clips, springs arranged in said posts, said standards adapted to be received in said posts and resting on said springs, and brace-arms for connecting said posts to the arms of the front fork, as and for the purpose set forth.

In witness whereof I have hereunto set my hand, this 29th day of October, 1898, in the presence of the subscribing witnesses.

AXEL R. LEMOON.

Witnesses:

S. E. DARBY,
E. C. SEMPLE.