No. 704,885. Patented July 15, 1902.

H. M. LAMBERT & O. H. JOY.

COMBINED MUD GUARD, SUPPLEMENTAL SEAT, AND PARCEL HOLDER FOR BICYCLES.

(Application filed July 12, 1901.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1.

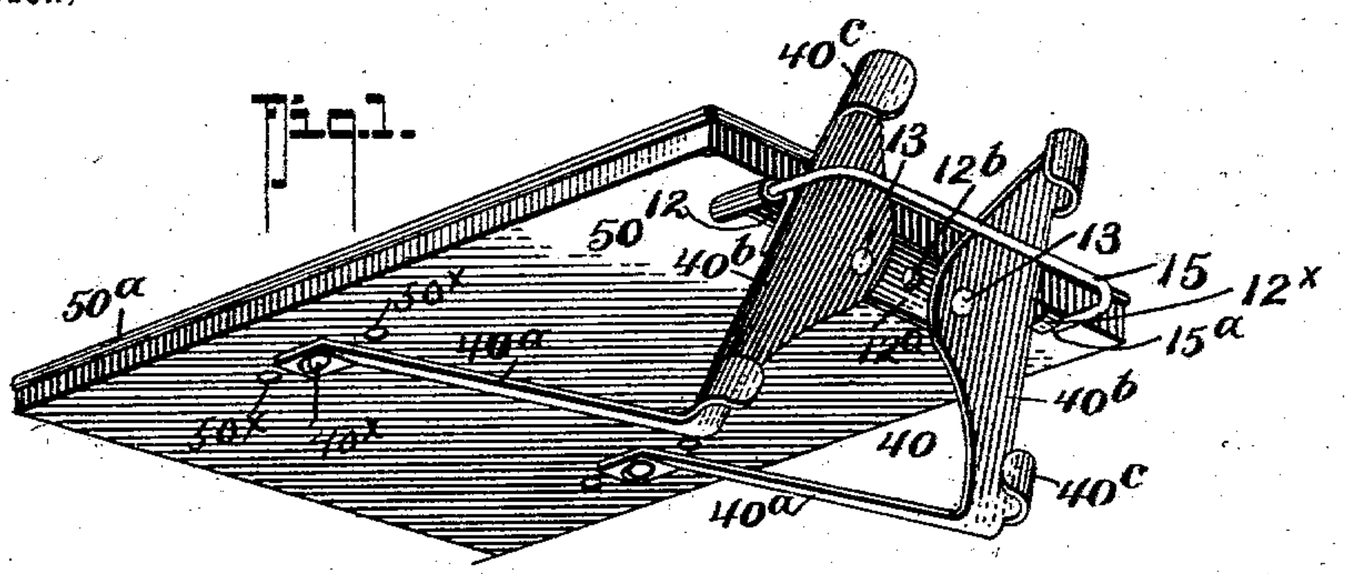


Fig. 2.

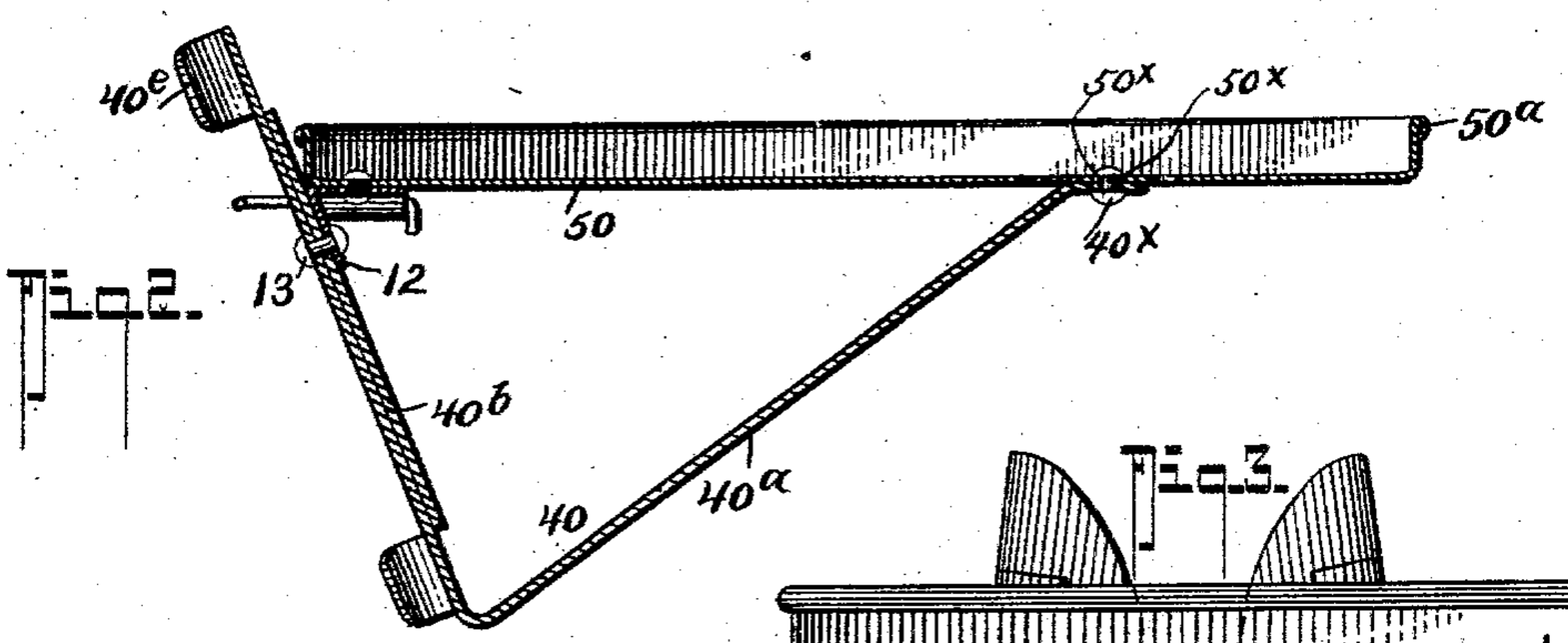


Fig. 3.

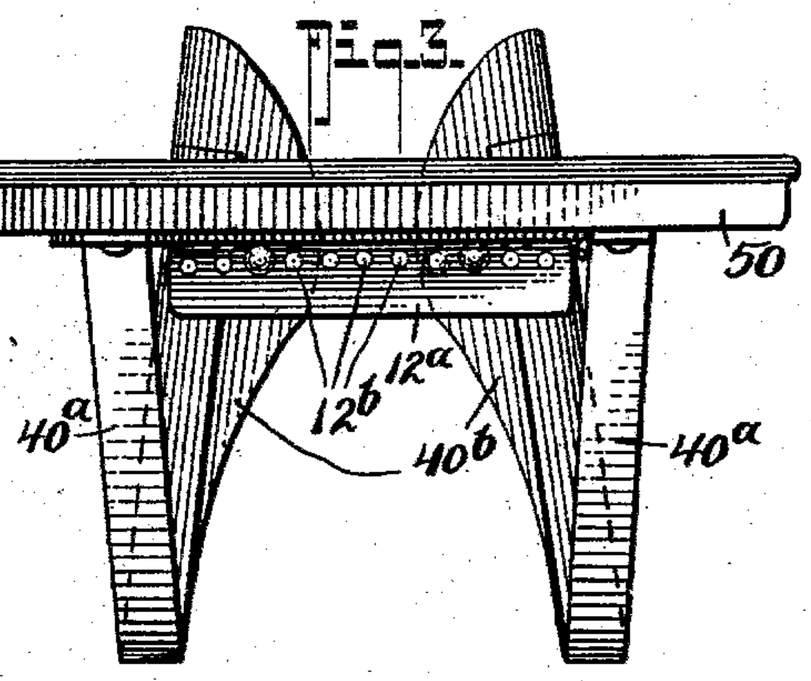


Fig. 5.

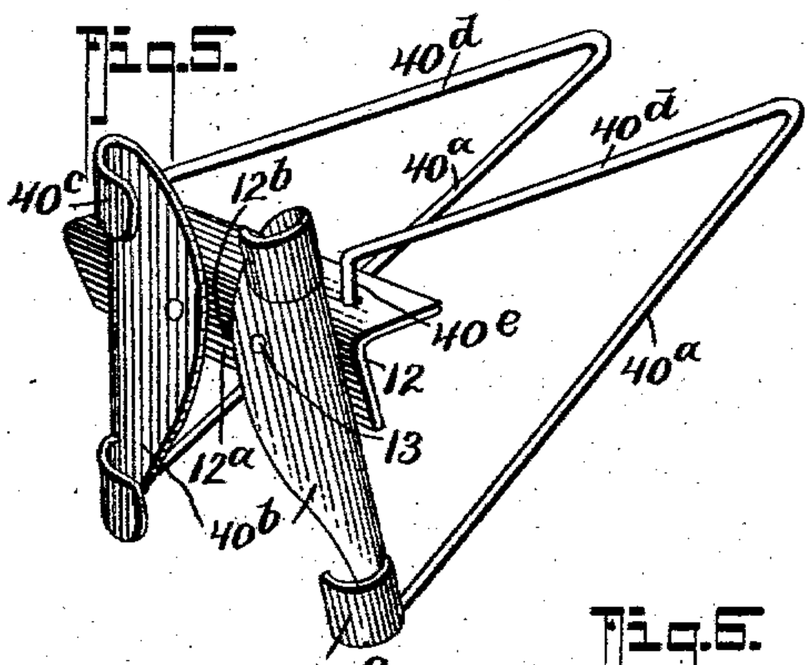


Fig. 4.

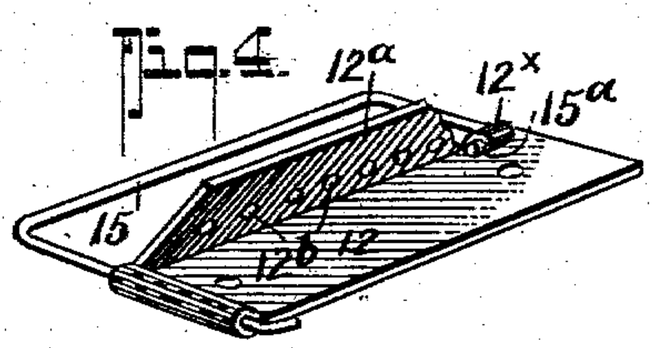
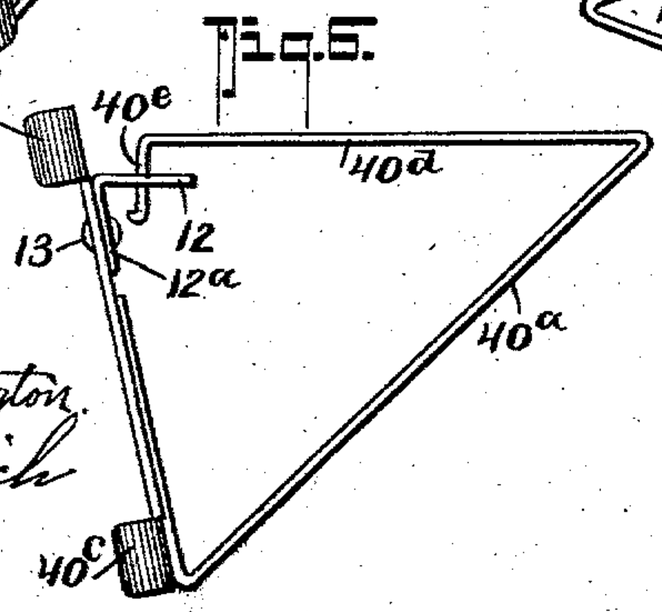


Fig. 6.



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(No Model.) 2 Sheets—Sheet 2.

Fig. 7.

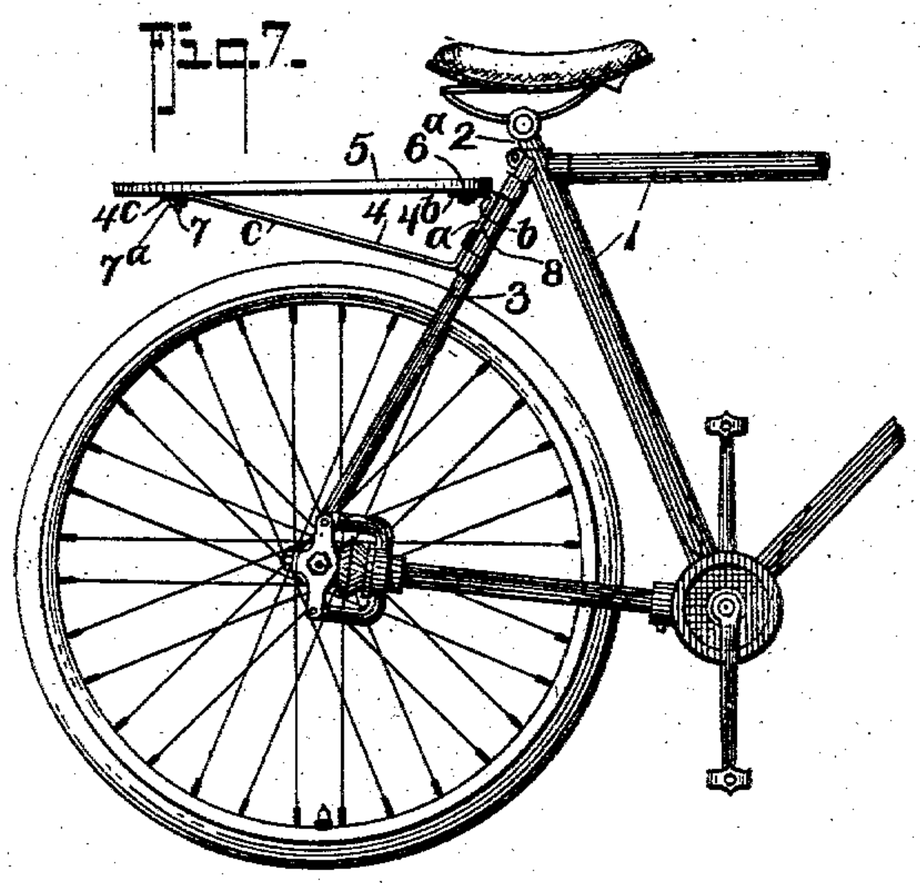


Fig. 8.

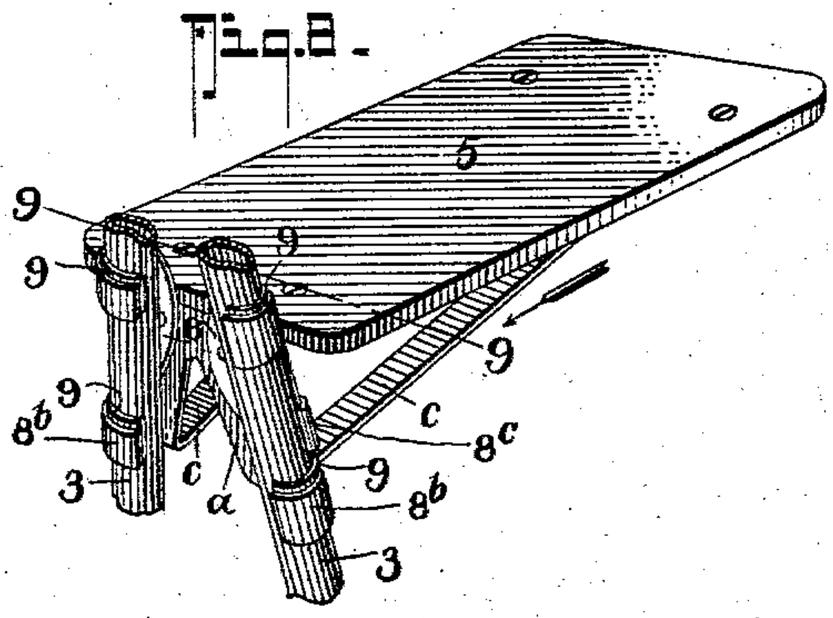


Fig. 9.

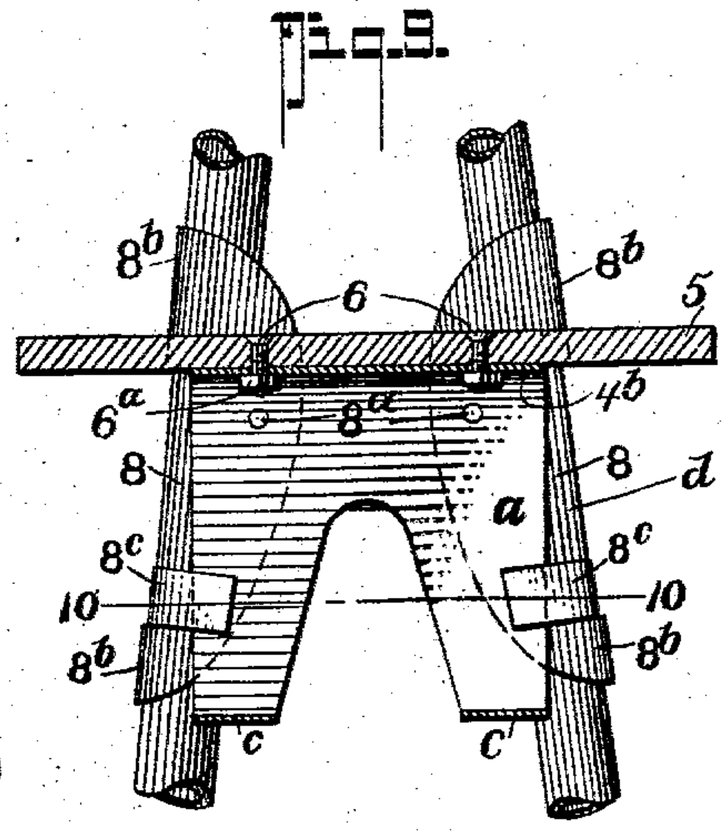


Fig. 11.

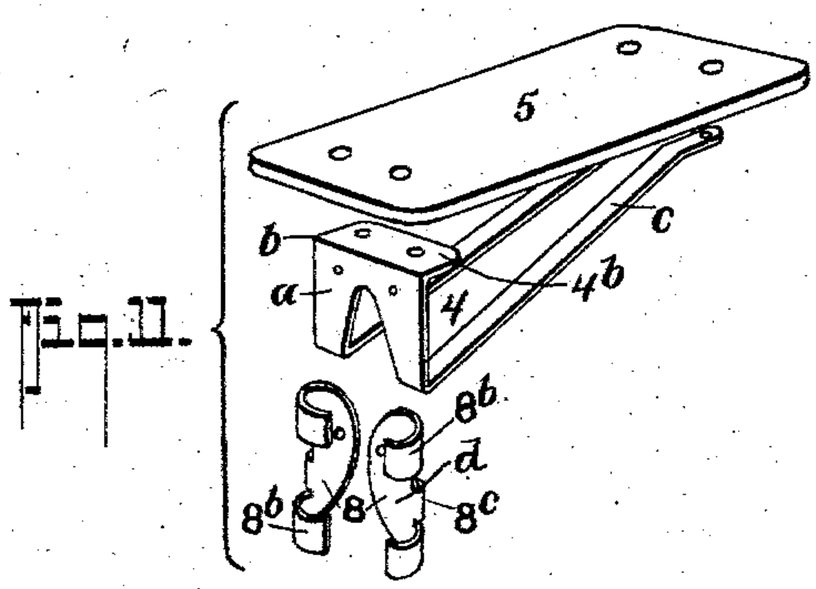
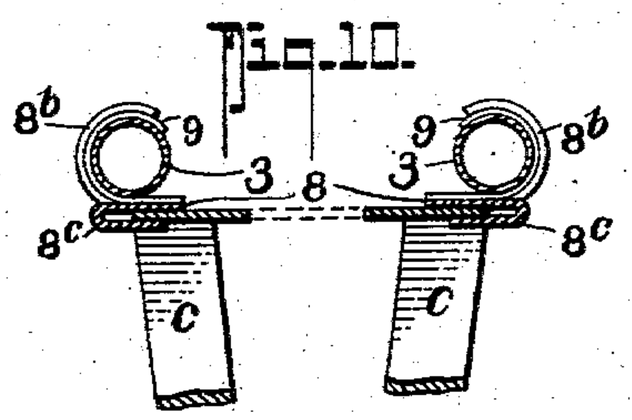


Fig. 10.



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UNITED STATES PATENT OFFICE.

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COMBINED MUD-GUARD, SUPPLEMENTAL SEAT, AND PARCEL-HOLDER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 704,885, dated July 15, 1902.

Application filed July 12, 1901. Serial No. 68,073. (No model.)

To all whom it may concern:

Be it known that we, HENRY M. LAMBERT and OBED H. JOY, residing at Portland, in the county of Multnomah and State of Oregon, have invented a new and Improved Combined Mud-Guard, Supplemental Seat, and Parcel-Holder for Bicycles, of which the following is a specification.

Our invention has for its object to provide a simple and inexpensive attachment for bicycles, capable of acting as a child's seat, baggage-carrier, and mud-guard, which can be instantly applied to the back fork of the frame and be securely held without the aid of clamp-bolts or other nut-adjustable means.

The invention comprehends generally a supporting-bracket, a platform mounted thereon to extend in a horizontal plane over the rear wheel and act as a mud-guard and seat, and attaching devices carried on and forming a part of the bracket for securing the device upon the bicycle-frame, said attaching devices including adjustable clip-frames adapted to fit and interlock with the back bars of the frame and adapted to firmly grip the said bars as weight is placed on the seat or platform member and in such manner as to prevent any possible accidental separation of the attachment from the bicycle-frame when in use.

The invention in its subordinate features includes certain details of construction and peculiar combination of parts, all of which will hereinafter be fully described, and particularly pointed out in the appended claims, reference being had to the accompanying drawings, in which—

Figure 1 is an inverted perspective view of the preferred form of our invention. Fig. 2 is a longitudinal section thereof. Fig. 3 is an end view thereof. Fig. 4 is a detail view of the combined guard and pivot member. Fig. 5 is a perspective view, and Fig. 6 is a side elevation, of a modified form hereinafter described. Fig. 7 is a view of a portion of a bicycle, illustrating a further modification of our invention. Fig. 8 is a perspective view of the form of attachment shown in Fig. 7 connected to the hind-fork members of a bicycle-frame. Fig. 9 is a cross-section on the line 9 9 of Fig. 8 looking in the direction of arrow. Fig. 10 is a horizontal section on the line 10 10 of Fig. 9. Fig. 11 illustrates the several parts of the modified form of bracket separated.

In the preferred form of our invention, as illustrated in Figs. 1 to 4, 40 designates a bracket formed of spring metal and consisting of two side members 40^a, bent into bracket shape, and one end of each of the said side members 40^a is secured to the under side of the combined seat-board and guard member 50 by means of a rivet or stud $40^\times$, adapted to engage with and be made fast in any one of a series of apertures $50^\times$ in the member 50, and the secured ends of the members 40^a are held sufficiently loose on the pivots or studs $40^\times$ to allow for a limited lateral movement of the members 40^a to permit of the swinging movement of the parts 40^b, presently described, and for reasons hereinafter explained. The lower end of the members 40^a is merged with upwardly-extending members 40^b, curved to snugly fit against the back bars 3 3 of the bicycle-frame and having inturned lugs 40^c 40^c for gripping said bars 3, as shown. The members 40^b are each pivotally supported to swing laterally upon an angle-plate 12, secured upon the under side of the seat 50 at its front edge, and to provide for adjustably mounting said members 40^b to permit of their proper adjustment upon back bars 3, having different diverging lines, said plate 12 has its front or pivot-receiving portion 12^a formed with a series of apertures 12^b for the pivots 13, and to provide for firmly holding the attachment on the back members 3 a guard-bail 15 is joined with the member 12 to form a bail to straddle the bars 3. One end of this bail has a spring-hook 15^a to engage a catch $12^\times$ in the member 12, as best shown in Fig. 4. Thus the attachment will be held from displacement and admit of the quick attaching or detaching of the device, it being understood that by reason of the springy condition of the members 40^a 40^b the bracket proper can be readily slipped down onto the bars 3 3 to grip them firmly. The member 50 in the form shown in

Figs. 1, 2, and 3 may have a rim 50^a, whereby to adapt it to receive photograph-cameras and the like.

In Figs. 5 and 6 a slightly-modified form of invention is shown, in which the members 40^a are reduced to a thickness of stout wire and formed with a back turned portion 40^d, the ends of which terminate with hooks 40^c to engage apertures in the angle-plate 12. This form of our invention is especially designed as a luggage-carrier.

In Figs. 7 to 11 is illustrated a further modified construction of our invention, and the same is especially adapted for a mud-guard and child's-seat attachment.

In Figs. 7 to 11, 1 designates the bicycle-frame, 2 the seat-post, and 3 3 the back-fork members, all of which are of the ordinary and well-known construction.

Our improved attachment comprises, as it were, a metal bracket 4, formed of a single piece of metal bent up into shape by any suitable means, and includes a front plate *a*, the upper end of which is bent back into a horizontal plane, as at *b*, to form an attaching flange and rest 4^b for the front end of the combined seat-board and guard member 5, which in practice may be covered with leather or other desired material. The front end of the board 5 is detachably made fast to member *a* by the countersink-screws 6 and nuts 6^a, as shown. The lower end of the plate *a* is forked and terminates in two rearwardly and upwardly bent arms *c*, the extremities 4^c of which are apertured to receive the bolts 7 and nuts 7^a, that make fast the board 5. To each edge of the plate *a*, on the front face thereof, is made fast a clamp member 8, each consisting of a body portion *d*, preferably longer than plate *b*, upon which it slides and to which each member 8 is pivoted, as at 8^a, to swing laterally. The upper and lower ends of each member 8 are bent inward to form clamp-flanges 8^b, adapted to fit over the outer edges of the frame-fork members 3 3, and at a point just above the lower clamp 8^b each member 8 has an inwardly-bent guide-flange 8^c, that extends over the rear face of the plate *a* of the bracket 4, the purpose of which is to maintain a firm connection between the lower end of the members 8 and the bracket 4 irrespective of the lateral adjustment of the members 8 to suit the divergence of the back forks of different bicycle-frames. To prevent abrasion of the back forks, the contacting surface of each member 8 is lined with felt or other similar material, as indicated by 9.

From the foregoing description, taken in connection with the accompanying drawings, it is thought the advantages of our invention and the manner of its use will be readily understood.

To attach the improvement to an ordinary style of bicycle, it is only necessary to slip the members 8 8 over the back forks 3, it being obvious that as soon as weight is applied to the board 5 the members 8 will be caused to tightly grip and interlock with the fork-bars 3 3 and maintain the attachment firmly in place.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. A bicycle attachment, comprising a combined seat and guard portion; two opposing members pivotally mounted on said seat and guard portion, said opposing members having clips to engage the diverging back bars of a bicycle-frame, and bracket members connected at their lower ends to said opposing members, and extending upwardly and rearwardly to loosely engage the seat and guard portion, as specified and for the purposes described.

2. A bicycle attachment, comprising a combined seat and guard member, adapted to be supported in a horizontal position over the rear wheel of a bicycle and two opposing brace members loosely connected at one end to the rear portion of said seat member and bent upwardly at their free ends, and formed into clips adapted to engage the diverging back bars of a bicycle-frame, and means carried by said upwardly-bent portions for also engaging the front end of the seat member, as set forth.

3. A bicycle attachment, comprising a combined seat and guard portion; two opposing and downwardly-extending members pivotally mounted at the front end of said seat portion, said members having clips to engage the diverging back bars of a bicycle-frame; and opposing brace members connecting the lower ends of the pivoted members with the rear end of the seat portion, for the purposes specified.

4. A bicycle attachment, comprising a luggage-carrying portion, a pair of opposing back-bar-gripping members, loosely connected to the said luggage-carrying portion, said gripping members having means at the upper and lower ends for clamping the back bars of the bicycle, and having their lower ends bent to form brackets to engage the luggage-carrying portion, for the purposes specified.

5. An attachment for bicycles for the purposes described, comprising a seat-board, a bracket member on the under side, said member having a straight front plate, and clamp members pivotally secured to the outer face of said plate, whereby their lower ends will open laterally, said members having portions to grip the rear forks of a bicycle-frame, as set forth.

6. As a new article, a combined child's seat, luggage-carrier, and mud-guard for bicycles, comprising, in combination, a bracket 4, having a straight front face *b*, the upper end of which is bent back to form a flange *a*, its

lower end bifurcated and terminating in rearwardly and upwardly extending arms *c*, the board 5, detachably secured upon the flange *a* and arms *c*, and the members 8, pivotally secured on the front face *b* of the bracket 4, each having inwardly-bent clamp members 8^a 8^a, on the front face to engage the rear-fork bars of a bicycle, and inwardly-extending guide-flanges 8^b, on the rear face to close over the front face *b*, of the bracket 4, all being arranged substantially as shown and for the purposes described.

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GEO. H. KILNER.