

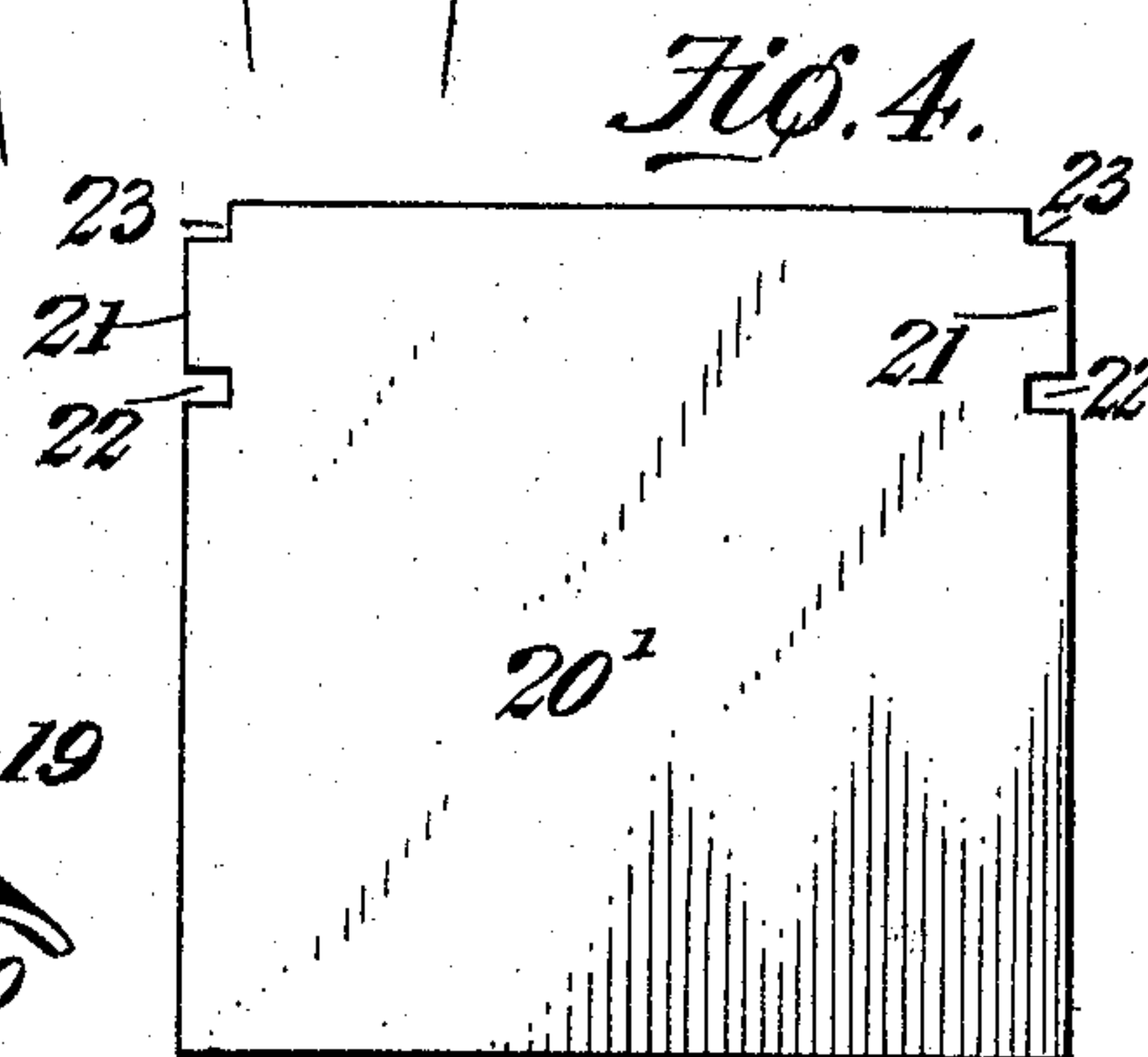
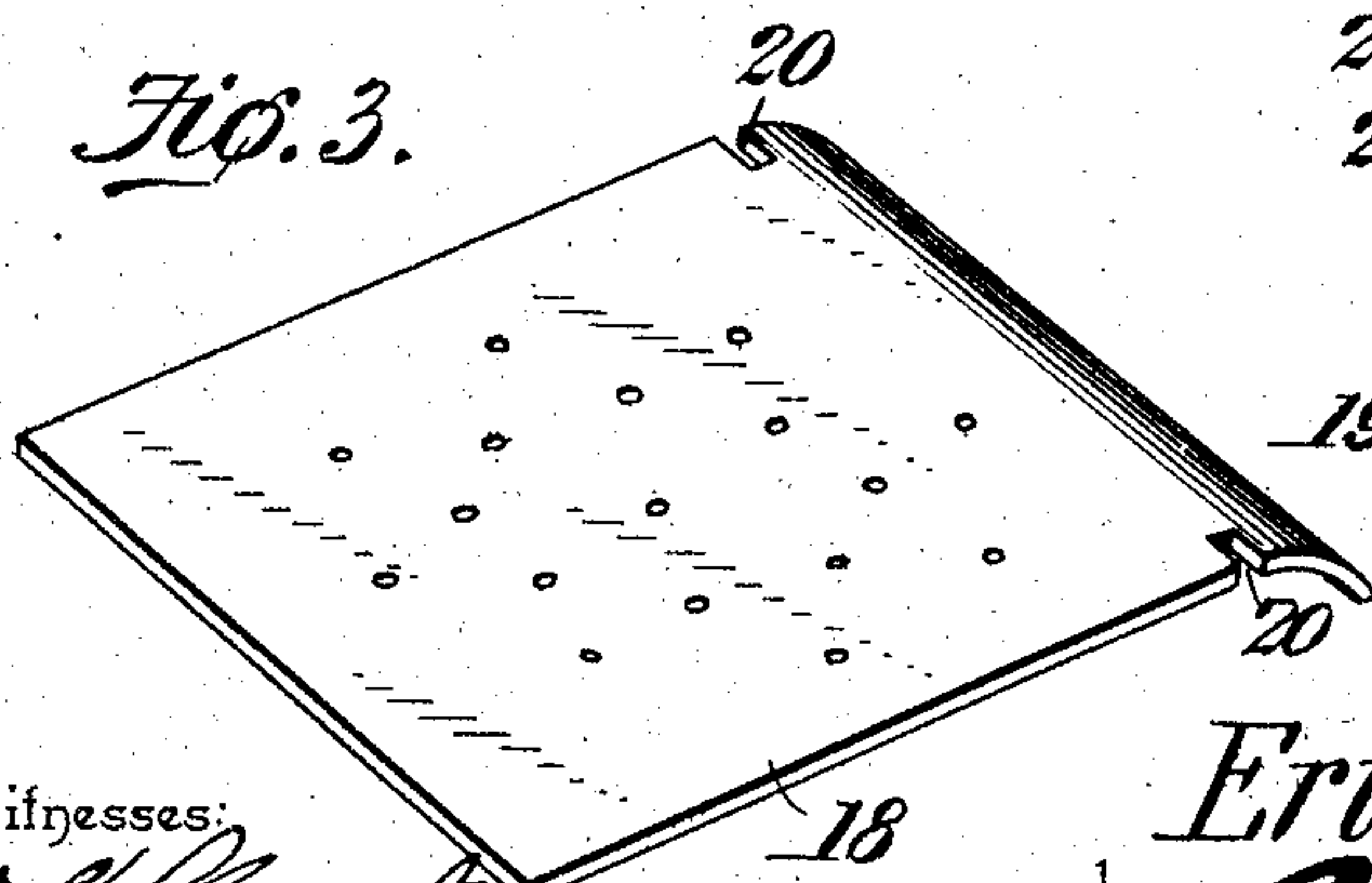
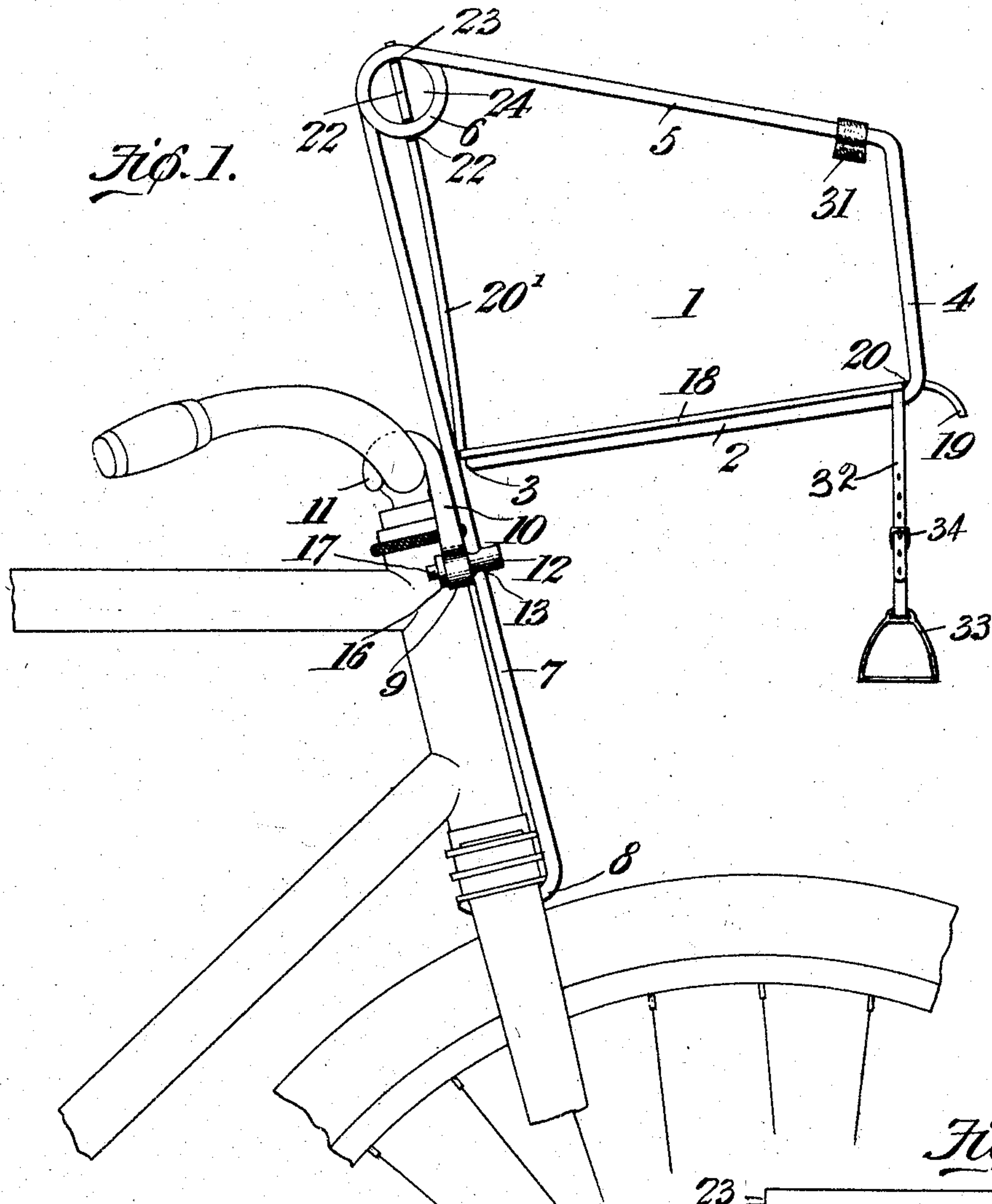
No. 778,328.

PATENTED DEC. 27, 1904.

E. PETERSEN.
CHILD'S CHAIR FOR BICYCLES.

APPLICATION FILED MAR. 9, 1904.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 2.

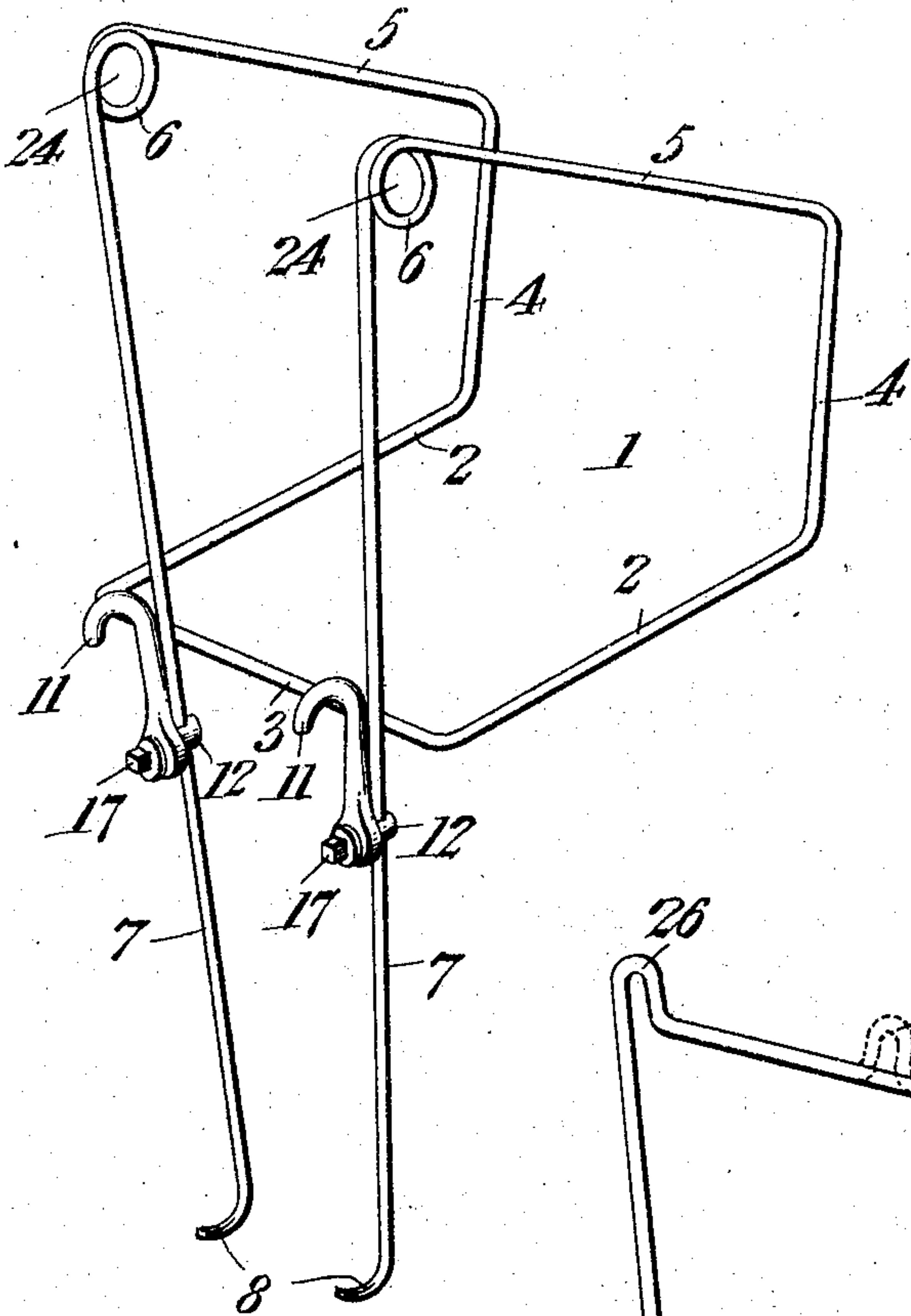


Fig. 5.

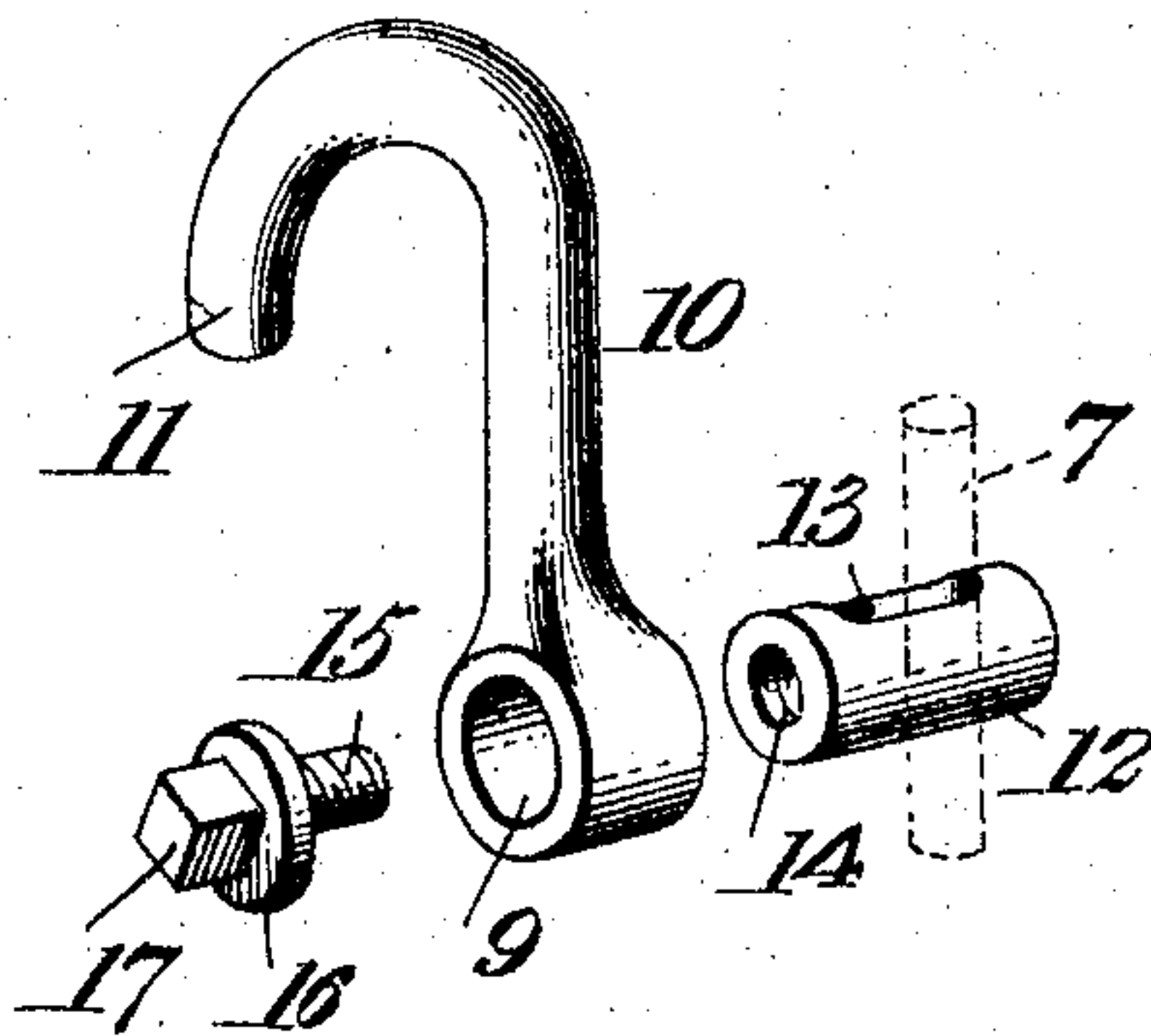
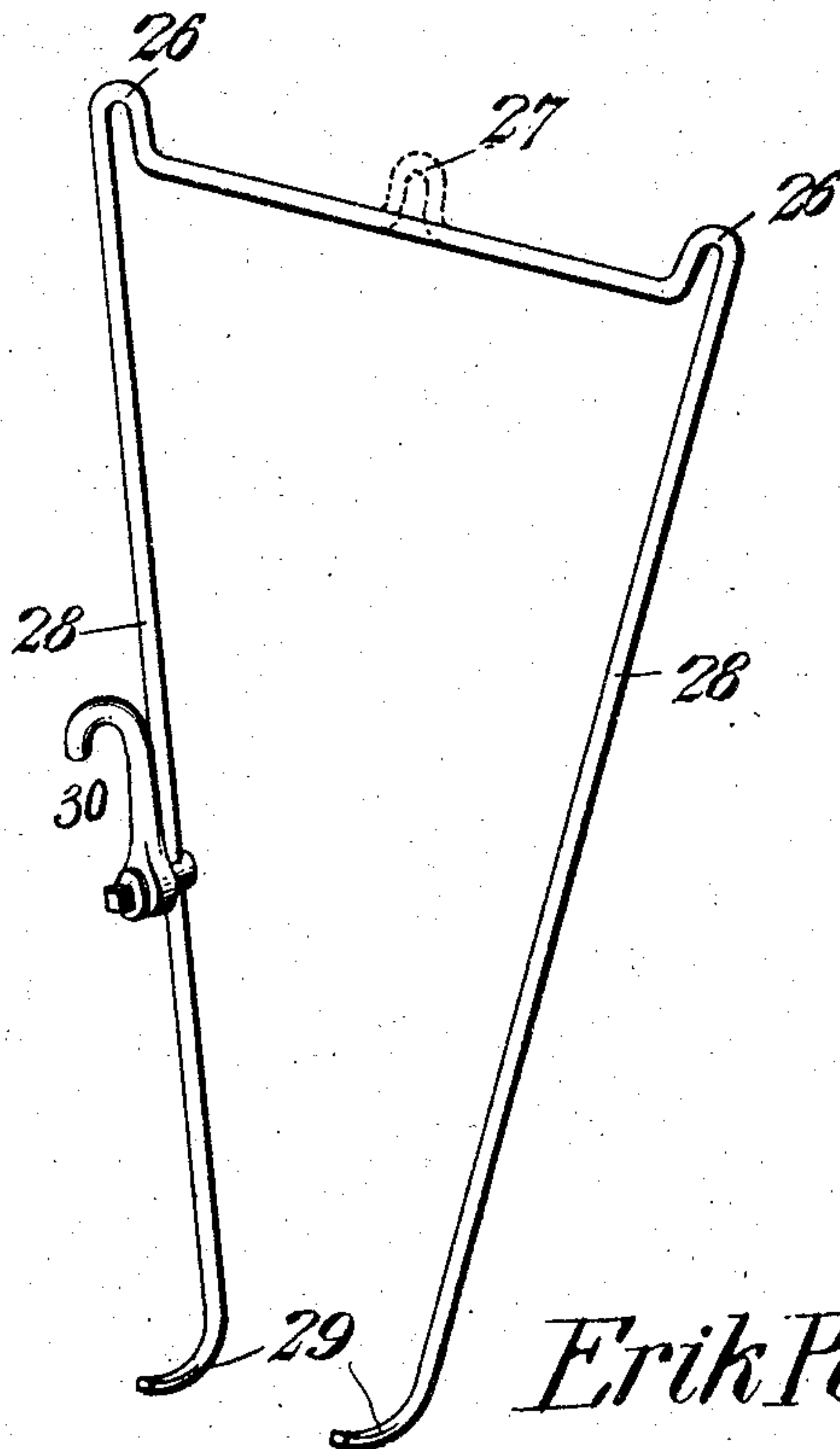


Fig. 6.



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UNITED STATES PATENT OFFICE.

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CHILD'S CHAIR FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 778,328, dated December 27, 1904.

Application filed March 9, 1904. Serial No. 197,313.

To all whom it may concern:

Be it known that I, ERIK PETERSEN, a citizen of the United States, residing at Colorado Springs, in the county of El Paso and State of Colorado, have invented a new and useful Child's Chair for Bicycles, of which the following is a specification.

This invention relates to a child's chair for bicycles.

The object of the invention is in a ready and practical manner to support a child's seat from the handle-bars of a bicycle and to effect the attachment between the handle-bars and the seat in such manner that the latter may at any time be removed without disturbing the adjustment of any of the parts and as readily replaced; furthermore, in a positive manner to eliminate the possibility of accidental separation of the seat from the bicycle while the latter is in use.

With the above and other objects in view, as will appear as the nature of the invention is better understood, the same consists in the novel construction and combination of parts of a child's seat for bicycles, as will be hereinafter fully described and claimed.

In the accompanying drawings, forming a part of the specification, and in which like characters of reference indicate corresponding parts, there are illustrated two forms of embodiment of the invention, each capable of carrying the invention into practical operation, it being understood that the elements therein exhibited may be varied or changed as to shape, proportion, and exact manner of assemblage without departing from the spirit thereof.

In the drawings, Figure 1 is a view in side elevation, exhibiting the front fork and handle-bars of a bicycle with the device of the present invention applied thereto. Fig. 2 is a perspective detail view of the frame of the structure with the seat portion and the back removed. Fig. 3 is a detail view of the seat portion. Fig. 4 is an elevation of the back portion. Fig. 5 is a perspective detail view of one of the supporting devices with its parts separated, being, in effect, a collective view. Fig. 6 is a perspective view of a bag-carrying rack, showing the manner in which the supporting devices may be combined with struc-

tures other than a child's seat for connecting a supplementary element with a bicycle.

As will be readily understood, a structure such as that constituting the subject of the present invention must combine simplicity of construction, great durability, and freedom from danger in use in order to attract attention and to cause its use to recommend itself to a prospective purchaser. It should, furthermore, present a ready means of attachment to and detachment from the bicycle without the necessity of employment of any kind of tool for the purpose or of the unfastening of straps or other securing devices, which would in themselves render the adaptation of such devices objectionable.

As will hereinafter appear, the child's seat of the present invention is constructed in such manner that when once it has been adjusted to position upon the handle-bars of a bicycle it may without labor and without the employment of tools be removed therefrom and replaced at will by even the most inexperienced person.

One of the salient and underlying features of the invention is the provision of a novel form of means for attaching the structure to the handle-bars and of holding the structure combined with the fork in such manner that there will be positively no danger of the device becoming separated from the bicycle, no matter what the character of the road may be over which it is passing. These results are attained by the employment of a pair of adjustable handle-bar-engaging elements, hereinafter designated "supporting devices," which are adjustable upon the structure and are adapted to hook over the handle-bars, the parts of the structure carrying the supporting devices having their lower terminals formed into hook-like projections to engage with the under side of the crest of the front-wheel fork, the upright members upon which the supporting devices are mounted being normally flexed in such manner as to cause them to exert constant lateral pressure against the sides of the fork, and thus hold them in position under jars and vibrations to which the bicycle will be subjected in use. Therefore in the present instance, in addition to illustrating a child's seat, there has been

shown a rack adapted for connection with a bicycle for supporting bags or sacks, such as those employed by mail-carriers, the procedure of attaching this rack to the bicycle being the same as that employed in attaching the child's seat thereto—that is to say, the same style of supporting devices are employed for engaging the handle-bars and the vertical or upright members of the rack have their lower terminals formed into hooks for engaging the crest of the front-wheel fork, these members being flexed to cause them always to exert lateral pressure against the said fork.

Referring to the drawings and to Figs. 1 to 5, inclusive, thereof, 1 designates generally the frame of the child's seat, the same being constructed, preferably, from a single piece of spring metal, preferably heavy steel wire. This wire is bent to form a seat-support comprising two parallel or approximately parallel side members 2 and a rear member 3, thence bent upward to form two vertical members 4, thence bent rearward at an upward angle to the seat members 2 to present two arm members 5, thence formed into two coils or whirls 6, constituting springs to impart the necessary resiliency to the structure to insure easy riding, and thence bent downward to present two back members 7, which are disposed approximately parallel with the vertical members 4, the lower terminals of the back members being formed into hooks or fork-engaging members 8, which project rearward from the seat-support. The back members may extend any desired distance below the seat-support that may be found necessary or desirable. The back members are normally disposed at an angle to each other converging outward from the lower terminals, this for the purpose of causing the supporting devices, presently to be described, to occupy a position sufficiently close to the steering-post to insure that there will be no interference between them and the hands of the rider; but these fork-engaging members 8 are always supported at such distance apart that in order to bring them into engagement with the crest of the wheel-fork it will be necessary to use some force to cause them to approach each other in order that they may be sprung to position, so that when released they will spring outward and engage the crest of the wheel-fork with sufficient force to insure that even under the most violent jars or vibrations they will not become detached from the said fork.

The supporting devices for holding the seat-frame in position upon the bicycle and to which reference has been made are each of the same construction, so that a description of one will serve for both. The device comprises a head having an eye 9 and a shank 10, terminating in a hook 11 for engaging the handle-bar. The eye 9 is adapted to receive

one member 12 of a clamping device, said member comprising a cylindrical piece of metal provided with a vertical or transverse orifice 13 to receive the back member 7 and with an axial threaded orifice 14 to receive the screw-threaded shank 15 of the other clamping member, the said latter member being provided with a collar 16 to bear against the eye and with a polygonal head 17 to be engaged by a wrench for turning the shank to its seat.

The seat portion 18 (shown in detail in Fig. 3) may be flat, but by preference is provided with a downwardly-projecting curved front 19, over which the legs of the child will hang and will thus add to its comfort, and each side of the seat portion adjacent to the extension 19 is provided with a recess 20, which when the seat is in position (shown in Fig. 1) interlock with the vertical members 4, and thus hold the seat against accidental displacement. The seat portion is herein shown as perforated; but it will of course be understood that, if preferred, it may be solid.

The back 20', which may be ornamented by perforations or not, as may be desired, is provided near its upper end with two ears 21, formed by cutting recesses 22 and 23 in the chair-back, said ears being designed to engage with eyes or openings 24, formed by the coils 6, and by this means the back will be held positively combined with the frame.

While not herein shown, it will be readily understood that by reversing the position of the seat so as to bring the curved front 19 upward the seat may be employed as a package or parcel carrier.

The bag-carrying rack (shown in Fig. 6) is formed from a single piece of metal bent to an approximately rectangular form and is provided at its two bends with loops or ears 26, around which the strap of the sack or bag will be passed, and if found desirable an additional loop or ear 27 may be provided, as indicated by dotted lines. The lower ends of the side members 28 of the rack are formed into hooks or fork-engaging members 29, which serve the same function as the hooks 8 on the seat-frame. Each side member 28 carries a supporting device 30, similar in construction and operation to that employed on the seat-frame, and as their construction and manner of operation have been already described reiteration thereof is deemed unnecessary. This form of rack shown will be found exceedingly useful for letter-carriers, newsboys, and the like, as by its employment heavy sacks or bags may be carried without labor. When the user desires, the rack may be readily detached from the bicycle, so that danger of loss by theft will be obviated.

In assembling the seat-frame with the bicycle the supporting devices are loosened and moved to the proper point upon the back mem-

bers 7, and when brought to the proper position thereon to permit the fork-engaging members 8 to be sprung under the crest of the wheel-fork the supporting devices are tightened, and the frame is then positioned upon the bicycle. The seat portion is then placed in position, to effect which it will be necessary to spring the arm members slightly to one side to permit the vertical members to enter the recesses 20. The back is then placed in position by springing the back members laterally to allow the ears to enter the eyes or spring-coils 6. When the parts are thus assembled, the device is ready to be used, and to obviate danger of the child falling from the seat an ordinary strap 31 is employed, such as is used on children's high chairs.

To increase ease in the use of the chair by relieving strain or pressure from the under side of the legs of the child, there may be combined with the front portion of the side members of the frame straps 32, carrying stirrups 33, the straps being provided with buckles 34 to permit of requisite adjustment as to length. When the seat is used as a bundle-carrier, the straps may be employed for securing the bundle in place.

It will be noted from the manner in which the parts are arranged and combined with the handle-bars of the bicycle that the chair or the like can be caused always to keep the same distance above the front-wheel tire irrespective of the height of the steering-post, this feature being secured by the length of the back members 7 and 28 of the seat-frame and bag-carrying rack, respectively.

It will be seen from the foregoing description that although the devices of this invention are exceedingly simple in construction they will be found thoroughly efficient and durable in use for the purposes designed and may be readily manufactured without the requirement of the expensive machinery for the purpose.

Having thus fully described the invention, what is claimed is—

1. An attachment for bicycles comprising members having hooked disconnected terminals to engage the under side of the crest of the steering-wheel fork, the said terminals being normally spaced apart for a width greater than the distance between the two fork members, whereby when the terminals are sprung to position, they will be positively held by exerting a lateral pressure against the fork members, and adjustable supporting devices carried by the members of the attachment to engage the handle-bars.

2. A child's seat for bicycles comprising a one-part structure embodying a rectangular seat-support, vertical members rising therefrom, arm members disposed at an angle to the seat-support, upright or back members connected by coils with the arm members and terminating at their lower ends in hooks for

engaging the crest of the steering-wheel fork, and supporting devices adjustably carried by the upright or back members and provided with hooks for engaging the handle-bars.

3. A child's seat for bicycles comprising a resilient frame embodying a rectangular seat-support having forward vertical portions, angularly-disposed arm members, and upright or back members disposed parallel with the forward upright members, and connected with the arm members through the medium of coils, the lower terminals of the back members terminating in hooks to engage the under sides of the crest of the steering-wheel fork, a seat portion having lateral notches to engage the forward vertical members of the frame and a back member having ears to engage the eyes formed by the spring-coils, and supporting devices adjustably mounted on the upright or back members, and provided with hooks for engaging the handle-bars.

4. A child's seat for bicycles comprising a resilient frame embodying a rectangular seat-support having forward vertical portions, angularly-disposed arm members, and upright or back members disposed parallel with the forward upright members and connected with the arm members through the medium of coils, the lower terminals of the back members terminating in hooks to engage the under sides of the crest of the steering-wheel fork, a seat portion having a downward-curved front, and lateral notches to engage the forward vertical members of the frame, and a back member having ears to engage the eyes formed by the spring-coils, and supporting devices adjustably mounted on the upright or back members and provided with hooks for engaging the handle-bars.

5. A child's seat for bicycles comprising a resilient frame embodying a rectangular seat-support having forward vertical portions, angularly-disposed arm members, and upright or back members disposed parallel with the forward upright members, and connected with the arm members through the medium of coils, the lower terminals of the back members terminating in hooks to engage the under sides of the crest of the steering-wheel fork, a seat portion having lateral notches to engage the forward vertical members of the frame and a back member having ears to engage the eyes formed by the spring-coils, supporting devices adjustably mounted on the upright or back members, and provided with hooks for engaging the handle-bars, and stirrup-straps carried by the seat-frame.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ERIK PETERSEN.

Witnesses:

C. H. CHAPMAN,
FLOY E. PETERSEN.