No. 609,857. Patented Aug. 30, 1898.

E. M. WEST.

BICYCLE ATTACHMENT.

(Application filed Aug. 30, 1897.)

(No Model.)

Fig. 1.

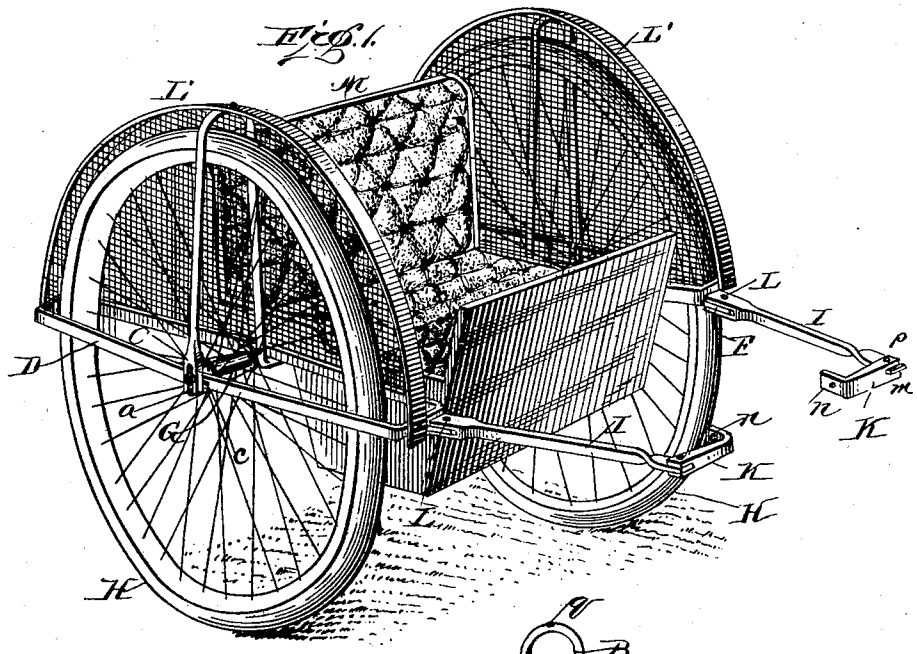


Fig. 2.

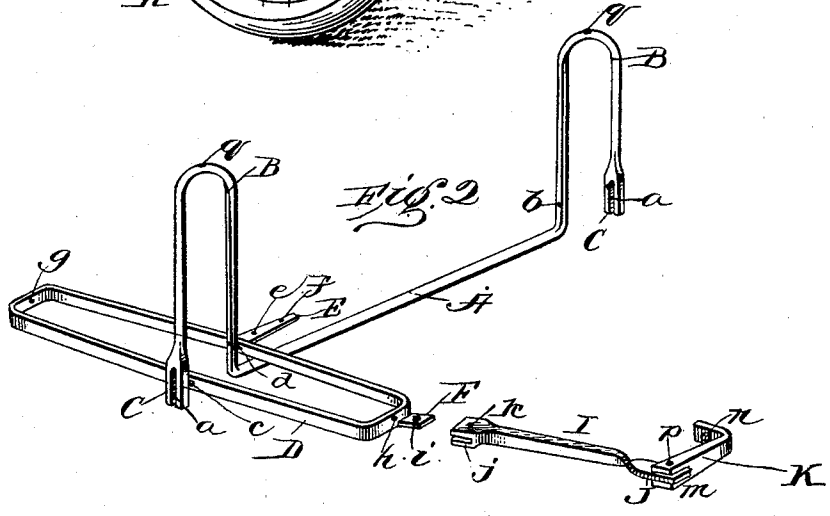
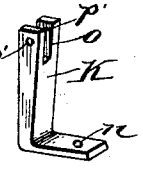


Fig. 3.



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UNITED STATES PATENT OFFICE.

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BICYCLE ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 609,857, dated August 30, 1898.

Application filed August 30, 1897. Serial No. 649,931. (No model.)

To all whom it may concern:

Be it known that I, EDWARD M. WEST, a citizen of the United States of America, residing at Bridgeton, in the county of Cumberland and State of New Jersey, have invented certain new and useful Improvements in Bicycle Attachments, of which the following is a specification.

This invention relates to bicycle attachments, and more particularly to attachments to the rear wheel.

The object of this invention is to provide a carriage or cart to be connected to the rear wheel of the bicycle in such a manner that the rider will find no inconvenience in riding while the same is attached thereto.

Another object of this invention is to provide an exceedingly cheap and simple construction of a carriage or chair that will afford the comfortable seating room for one or more children.

With these objects in view my invention consists in the particular construction of the various parts and the novel manner of arrangement of said parts, all of which will be described hereinafter and pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a perspective view of my complete attachment. Fig. 2 is a view showing the construction of the frame. Fig. 3 is an enlarged detail view of the connecting-link.

Referring by letters to the drawings, A represents a tube having arms bent at right angles thereto at any desired distance apart and extending up an equal height and bent upon themselves, so as to form loops B, the ends of which extend down even with the horizontal tube A and are provided with enlarged portions C, having longitudinal slots *a* therein, registering with the apertures *b* in the arms.

The loops D are made of flat metal strips or tubing, having their sides somewhat curved and the outer sides provided with longitudinal slots *c* in the center thereof. The inner sides are provided with apertures *d* and oppositely-disposed projections E, having apertures *e* and *f* therein. The rear ends are provided with apertures *g* and the front ends with apertures *h*, also lugs F, formed thereon, projecting at an angle less than a right angle thereto and provided with apertures *i*. The loops D are at right angles to the loops B, the apertures *b* and *d* and the slots *a* and *c* registering with respect to each other and adapted to receive the axles G, which connect the same and support the frame, also serving as bearings for the wheels H.

The arms I are formed of one piece of metal or two having solid ends. One of each is provided with a recess or slot *i*, adapted to engage the lugs F, and an aperture *k* to register with the aperture *i*, through which the bolts L pass and rigidly secure the same thereto. The other end is flattened, as shown at J, and provided with an aperture *m*.

The connecting-links K, which are formed of right-angular pieces, have apertures *n* in one end thereof adapted to engage the axle of the rear wheel and a slot or recess *o* in the other end adapted to engage the flattened portion J of the arms I. The apertures *m*, registering with the apertures *p*, are adapted to receive a bolt, which pivotally connects the link thereto.

Semicircular hoops or strips L are rigidly secured to the loops B and D by bolts passing through the same and the apertures *h*, *q*, and *g* and adapted to support a suitable wheel-fender, which may be made in any form desired, it being necessary to cover only the upper half of the inner sides of the wheels. Secured upon the arms or projections E by bolts passing through the body of the same and the apertures *e* and *f* is the carriage or chair M, adapted to seat one or more children.

From the foregoing description, taken in connection with the drawings, the operation of my attachment will be obvious, and further description is deemed unnecessary.

I claim—

1. In a bicycle attachment, the combination of a two-wheel vehicle having a frame consisting of a transverse tube, the ends of which are bent so as to form half-loops extending upward and at right angles thereto, of horizontal loops secured at right angles to the half-loop, of a lug formed upon one end of the said loops, the said lug adapted to support a detachable arm, the said arm having a connecting-link, of wheels mounted within the said loops and half-loop, substantially as shown and described.

2. In a bicycle attachment the combination of a vehicle-frame consisting of a transverse tube having its ends bent so as to form half-loops extending upward and at right angles thereto, horizontal loops secured at right angles to the said half-loops, by the axles and provided with arms, the said arms adapted to support a seat or carriage, a lug upon one end of the said loops, arms supported by the said lugs, connecting-links pivotally secured to the said arms and adapted to be rigidly secured to the axle of the rear wheel of a bicycle, wheels mounted upon the said axles within the said loops and half-loops, substantially as shown and for the purpose set forth.

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