(No Model.)

F. J. W. DOPP & G. WOLFF.

VELOCIPEDE ATTACHMENT.

No. 297,238. Patented Apr. 22, 1884.

Fig. 1.

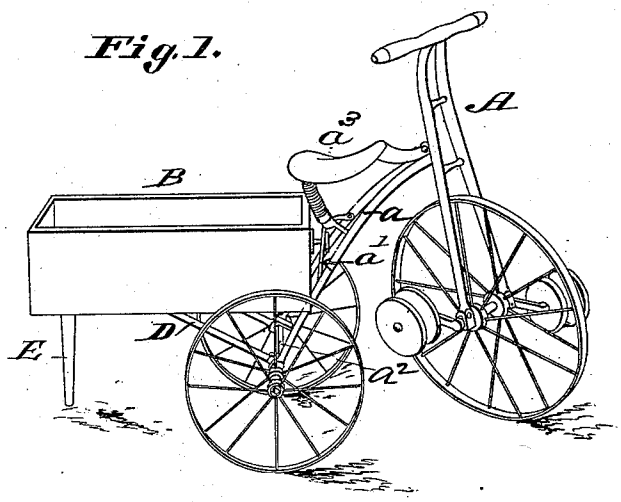


Fig. 2.

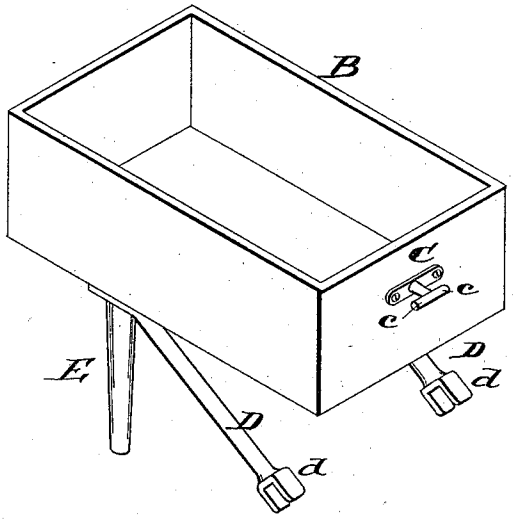
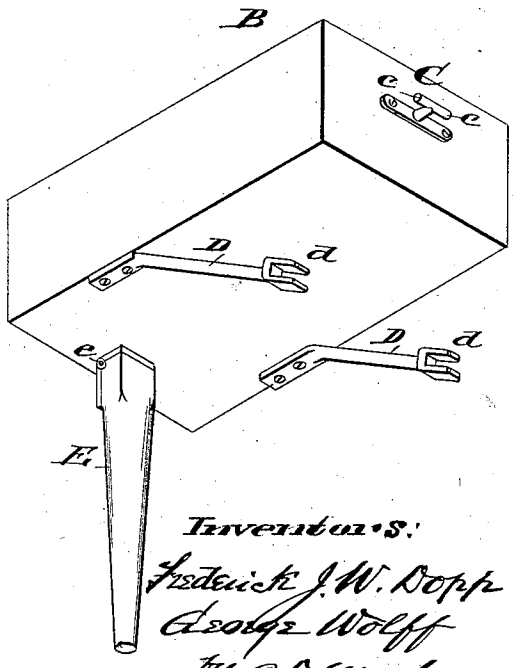


Fig. 3.



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UNITED STATES PATENT OFFICE.

FREDERICK J. W. DOPP AND GEORGE WOLFF, OF ST. LOUIS, MISSOURI.

VELOCIPEDE ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 297,238, dated April 22, 1884.

Application filed February 14, 1884. (No model.)

To all whom it may concern:

Be it known that we, FREDERICK J. W. DOPP and GEORGE WOLFF, residents of St. Louis, Missouri, have jointly made a new and useful Improvement in Velocipede Attachments, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a view in perspective of a velocipede having the attachment; Fig. 2, a view in perspective, upon an enlarged scale, of the attachment; and Fig. 3, another view, looking from beneath, of the attachment.

The same letters of reference denote the same parts.

The present invention is an improvement in that class of velocipedes having an extra seat in rear of the regular seat.

The improvement consists in the mode of attaching the seat, and in the means for preventing the seat from tipping.

A represents a velocipede of the ordinary kind, and B represents the attachment. C represents a hook attached to the seat at its forward end, and adapted to be hooked onto some suitable part upon or connected with the backbone *a* of the velocipede. The most convenient part therefor is the rods *a'*, (but one of which is shown in the drawings,) which are used to support the seat a^3 of the velocipede. The hook C is suitably extended at *c c* to catch under the rods *a' a'*, and thereby tie the attachment to the velocipede. The attachment B is also provided with the braces D D, which project from the attachment downward and forward, so as to bear upon the hind axle, a^2, of the velocipede. The braces, at their lower ends, *d d*, are suitably forked or otherwise shaped to fit onto the axle, substantially as shown in Fig. 1. The braces serve to uphold the attachment, and the hook C, as stated, serves to tie the attachment to the velocipede. The attachment is readily placed in position by lifting its end sufficiently for the hook C to engage with the rods *a'*, and then allowing it to drop until the braces D D come to their bearing upon the axle a^3, as shown in Fig. 1.

An additional feature is the leg E, with which the attachment is provided. This leg is not intended to bear always upon the ground; but in case the seat C tips downward at its rear end the leg for the time being supports that end. The leg may be furnished with a wheel or friction-roller. The leg is preferably hinged at *e*, to enable the lower end of the leg to yield in case it should encounter an obstacle.

We claim—

1. The combination, substantially as described, of the velocipede A, the detachable seat B, and the hinged leg E.

2. The combination of the velocipede A, the seat B, and the leg E.

3. The combination, as described, of the velocipede A, having the rods *a' a'*, with the detachable seat having the hook C and braces D D.

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Witnesses:
C. D. MOODY,
N. H. DIBBLE.