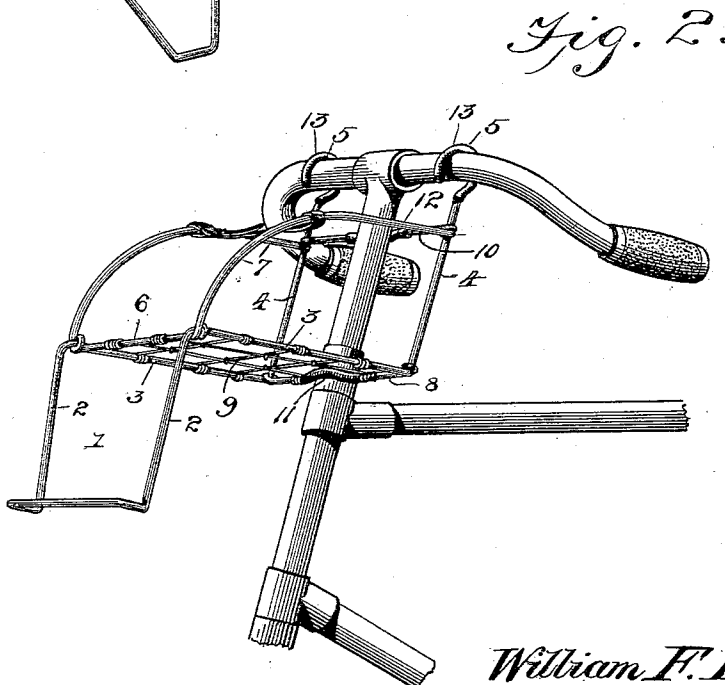
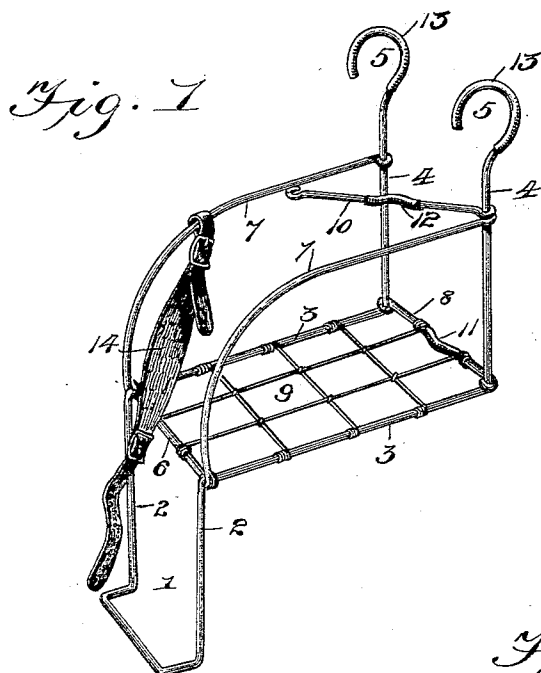


(No Model.)

W. F. LOCKE.  
CHILD'S SEAT FOR BICYCLES.

No. 557,841.

Patented Apr. 7, 1896.



Witnesses

*E. H. Monroe*  
*R. M. Smith*

By *his* Attorneys,

Inventor  
*William F. Locke.*

*C. A. Snow & Co.*

# UNITED STATES PATENT OFFICE.

WILLIAM F. LOCKE, OF NEW WHATCOM, WASHINGTON, ASSIGNOR OF ONE-HALF TO JOHN H. SARGENT AND PHIL. GALLAHER, OF SAME PLACE.

## CHILD'S SEAT FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 557,841, dated April 7, 1896.

Application filed October 18, 1895. Serial No. 566,116. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM F. LOCKE, a citizen of the United States, residing at New Whatcom, in the county of Whatcom and State of Washington, have invented a new and useful Child's Seat for Bicycles, of which the following is a specification.

This invention relates to an improvement in supplemental seats for bicycles; and the object in view is to simplify and improve the construction of articles of the character referred to and to provide a light, comfortable, and attractive child's seat, which may be applied to and removed from any ordinary safety-bicycle with the greatest possible ease and celerity.

To this end the invention contemplates certain novel features and details of construction and arrangement of parts, as hereinafter fully described, illustrated in the drawings, and finally embodied in the claims.

In the accompanying drawings, Figure 1 is a perspective view of the improved child's seat for bicycles constructed in accordance with the present invention. Fig. 2 is a reduced perspective view showing the seat in its applied position.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

The improved seat contemplated in the present invention is constructed for the greater part from stout wire or metal rods of small diameter, or, if desired, from metal tubing, but for the sake of convenience will be described as being composed of wire of the requisite gage. The main section of wire composing the seat comprises at its central portion a transverse horizontal foot-rest 1, from which the terminals of the wire extend backward a short distance and are then deflected upward to form the pendent supports for the foot-rest, as shown at 2. After extending a sufficient distance upward the terminals of the wire are again deflected backward to form the parallel opposite side bars 3 of the seat-frame, and after a sufficient depth of seat-frame has been obtained the terminals of the wire are bent and extended upward to form suspension-bars 4, the upper ends of which are bent to form hooks 5, which are adapted

to pass over the handle-bar of the bicycle on opposite sides of the steering-head, thus serving to suspend the seat therefrom. A second section or blank of wire is now employed, and its central portion is extended across between the parallel seat-bars 3 at the forward ends thereof, so as to form the front transverse bar 6 of the seat-frame. The terminals of this second piece of wire are now coiled or twisted one or more times around the bars 3 of the seat-frame, whence they are extended upward and given a gentle curve and then projected rearwardly to form oppositely-disposed arms 7, the rear extremities of which are coiled or twisted around the suspension-bars 4, above referred to. A transversely-disposed section of wire having its extremities coiled around the suspension-bars 4 at the bases thereof constitutes the rear and remaining bar 8 of the seat-frame.

Between the longitudinal and transverse bars of the seat-frame are arranged intermeshing cords, strands, or straps 9, forming the seat-bottom. These strands or straps may of course be varied in number to suit the desire of the manufacturer and may be secured to the seat-frame bars in any convenient manner. It is also possible to use springs and wire in the construction of the seat or to use a plain board, which may be upholstered in any approved manner. The intermeshing cords, strands, or straps form the preferred construction, however, as they constitute an extremely light and well-ventilated seat-bottom.

10 designates a locking bar and brace which extends transversely between the suspension-bars 4 above the connection of the arms 7 therewith, one end of said bar or brace being coiled around and pivotally connected with one of said suspension-bars, and the other end of said locking-bar being bent to form a hook for engaging the opposite suspension-bar.

The rear transverse seat-bar 8 is formed with a central curved offset adapted to partially embrace the head of the bicycle-frame near its base, and said offset is covered by a rubber sleeve 11. This rear seat-frame bar rests against the front of the bicycle-head, while the locking bar or brace 10 is adapted to pass behind the machine-head or the handle-bar stem, as shown in Fig. 2, and said bar is

also formed with a central offset similar to but reversely disposed to the offset in the seat-bar 8 and covered with a rubber sleeve 12, which rests in contact with the rear of the machine-head or handle-bar stem. These rubber sleeves obviate any scratching or mutilation of the finish of the bicycle, and rubber sleeves 13 are also fitted over the hooked upper ends of the suspension-bars for preventing the same from rubbing against and injuring the handle-bar.

14 designates a safety-strap provided with suitable buckles and having its end portions looped around the arms 7 of the seat and adjustable so as to accommodate children of different sizes and hold the same securely and prevent their accidental falling from the seat.

In applying the device to a bicycle the seat is tilted so that the hooked ends of the suspension-bars may pass under and then over and rest upon and engage the handle-bar. The seat is now allowed to swing downward until the offset in the rear seat-frame bar comes in contact with the head of the machine, after which the locking bar or brace is swung around behind the head of the machine or the handle-bar stem, as the case may be, and its hooked end engaged with the suspension-bar. The seat is thus firmly upheld by and suspended from the handle-bar and is prevented from slipping laterally by means of the offsets in the rear seat-frame bar and the locking bar or brace.

A very simple, light, and inexpensive child's seat attachment for bicycles is thus obtained, in which provision is made for quickly applying and removing the same from the machine. The seat is preferably given a normal upward inclination or cant toward its front end, so that the weight of the child sitting therein may not press the seat-frame at its front end below the horizontal.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what is claimed as new is—

1. In a supplemental seat for bicycles, the combination with the seat-frame, of the suspension-bars extended upwardly and provided at their upper ends with hooks for engaging the handle-bar of the machine, a transverse bar interposed between and rigidly con-

necting the suspension-bars and adapted to rest against the head of the machine upon one side, and a locking-bar connected to one of the suspension-bars and passing upon the reverse side of the machine-head and adapted to be connected to and disconnected from the opposing suspension-bar, substantially as and for the purpose described.

2. A child's seat for bicycles, comprising parallel seat-frame bars, hooked suspension-bars and a depending foot-rest all formed from the same piece of material, a pair of oppositely-disposed arms formed integrally with and joined by the transversely-disposed front bar of the seat-frame and connected therewith as described, a transversely-disposed rear seat-frame bar connecting the suspension-bars at or near their bases, and a locking bar or brace extending between and connecting said suspension-bars at or near their upper ends, substantially as specified.

3. In a child's seat for bicycles, a metal blank bent at its central portion to form a foot-rest having upwardly-extending portions reaching to the seat-frame and then extended rearwardly to form substantially parallel seat-frame bars, after which the terminals of the blank are extended upwardly to form substantially parallel suspension-bars having hooked upper ends for engaging the handle-bar of the bicycle, in combination with a second metal blank forming at its central portion the front transverse seat-frame bar and having its terminals coiled around the side seat-frame bars and then extended upward and rearward to form arms which are connected at their rear extremities with the suspension-bars, a transverse bar or brace connecting said suspension-bars at or near their lower ends and provided with an offset for embracing the head of the machine, and a similarly-formed transverse bar or brace adapted to pass in rear of the head of the machine or the handle-bar stem and to have a positive engagement with the suspension-bars, all arranged substantially as and for the purpose described.

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

WILLIAM F. LOCKE.

Witnesses:

F. A. CLEVELAND,  
O. P. BROWN.