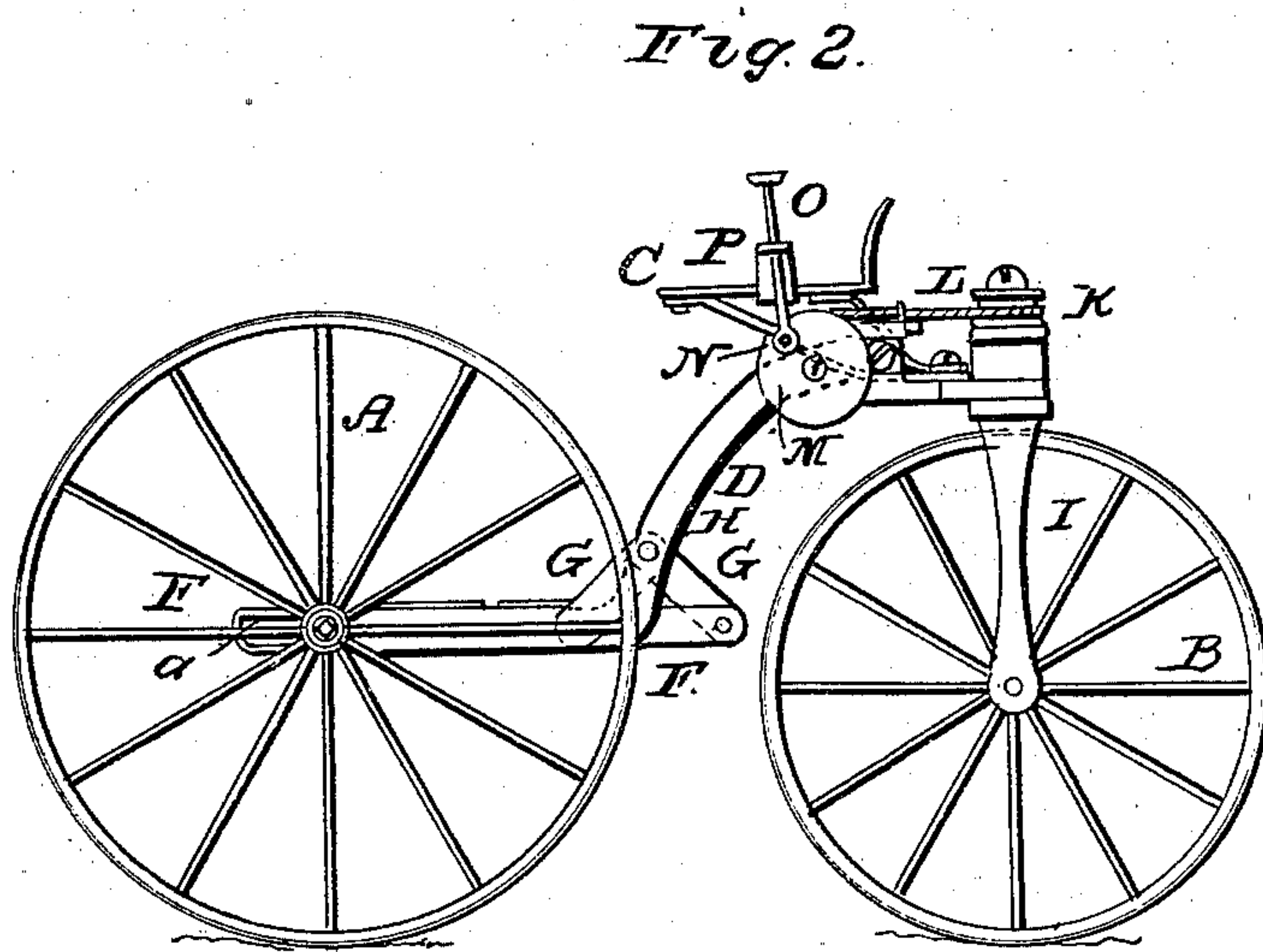
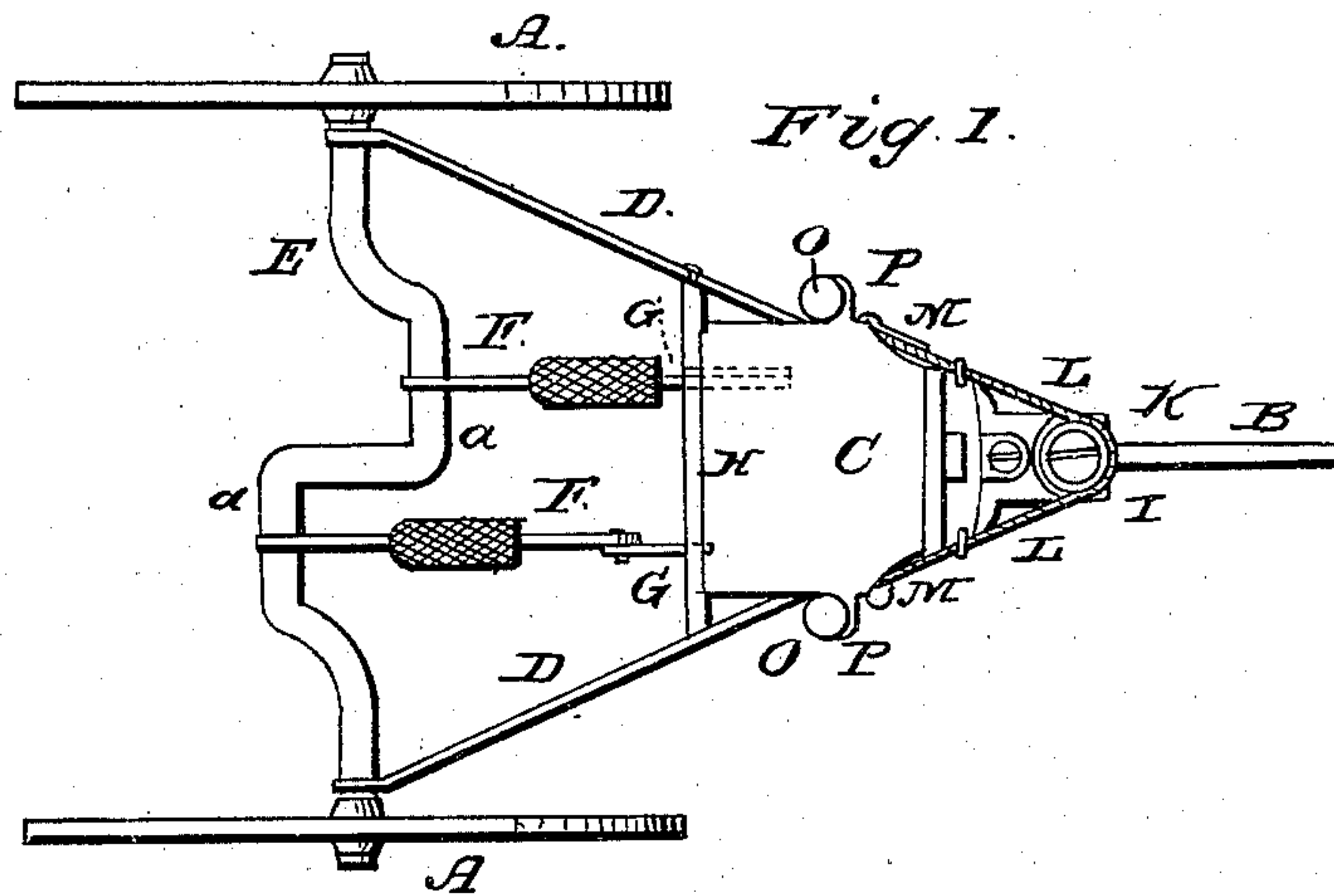


A. FARRAR.  
Velocipede.

No. 88,286.

Patented March 30, 1869.



Witnesses  
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# United States Patent Office.

ALONZO FARRAR, OF BOSTON, MASSACHUSETTS.

Letters Patent No. 88,286, dated March 30, 1869.

## IMPROVED VELOCIPEDE.

The Schedule referred to in these Letters Patent and making part of the same.

To all persons to whom these presents may come:

Be it known that I, ALONZO FARRAR, of Boston, in the county of Suffolk, and State of Massachusetts, have invented a new and useful Improvement in the Tricycle-Velocipede; and do hereby declare the same to be fully described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is a top view, and

Figure 2, a side elevation of a velocipede, provided with my invention.

The nature of the said invention consists in the combination and arrangement of arm-rests, or pitmen, and cranks or crank-pins, with the seat, and the steering-wheel band and pulleys, applied to the perch, and the steering-wheel carrier; also, in a peculiar arrangement of the seat, the two driving-wheels, the steering-wheel, and the driving and steering-mechanisms, the same bringing the single steering-wheel not only between and in rear of the driving-wheels, but in rear of the seat, arranged so that the sitter, while thereon, shall face the driving-wheels, with his feet in contact with or on their driving-mechanism, or cranks, or the pedals of such cranks.

In the drawings—

A A denote the driving-wheels;

B, the steering-wheel;

C, the seat; and

D, the perch, the latter being formed in manner as represented.

The shaft E, of the driving-wheels, has two bell-cranks, *a a*, from which two pedals, F F, project backward, and, at their inner ends, are pivoted to pendulous links, or hangers, G G, suspended from a transverse bar, H, which constitutes part of the perch.

The steering-wheel is supported in and by a rotary furcated carrier, I, which is pivoted to the perch, so as to revolve horizontally, or thereabout, therein, and, at its upper part, has a grooved wheel, K, applied to it. By turning the wheel K, the steering-wheel may be brought into an oblique position with the driving-wheels, so as to effect, in a manner well known, the steering of the velocipede while it may be in motion.

There is wound around the said wheel K, a rope, or band, L. This rope also extends to and partially around the grooved peripheries of two other wheels, M M, pivoted to opposite sides of the perch, and arranged below, or underneath the seat, and adjacent to its opposite sides. Each end of the said rope is fastened to one of the wheels M M.

Furthermore, there is pivoted to a crank-pin, N, projecting from each of the wheels M, a pitman, or arm-rest, O, arranged so as to be capable of sliding up or down in an arm, or guide, P, projecting from one side of the seat.

There is a round head to the top of each of the rests

O, the arms, or elbows of the rider being braced on these heads, while he may be sitting on the seat. By pressing either of the said rests downward with his arm, or elbow, the rider can turn the wheel connected with it, so as to cause the steering-wheel carrier to revolve and turn the steering-wheel more or less obliquely with respect to either of the driving-wheels.

In ordinary tricycle-velocipedes, the seat is arranged directly or immediately over the axle of the driving-wheels, and in rear of the steering-wheel, so that the sitter, while on the seat, may face the steering-wheel, and that be in advance of him. I make no claim to this arrangement of parts. In my arrangement, the seat is disposed so that the sitter shall face the driving-wheels, and the steering-wheel shall be in rear of the seat, and the feet of the sitter may rest on the driving-mechanism of the wheels, whether such be the cranks alone, or be composed of such cranks and pedals with their pendulous back-supports.

Furthermore, it will be seen that the arms of the chair, or seat, or those parts on which the fore-arms, or elbows of the sitter rest, are used to effect, or aid in effecting, by means of the said parts of the sitter, the requisite oblique movements of the steering-wheel.

I am aware that in bicycle-velocipedes, or those having but two wheels, the seat has been arranged between the wheels, or somewhat over the back wheel, and so that the sitter shall face the forward wheel, which is both a steering and a driving-wheel, all of which differs from my invention, which has particular reference to the three-wheel, or tricycle-velocipedes.

With my improved mechanism for steering, the rider has only to lean laterally, so as to throw the weight of his body on either arm-rest, in order to effect an oblique movement of the steering-wheel. Thus, he will have his hands free to hold a book, or an umbrella, or other article.

What, therefore, I claim in the tricycle-velocipede is as follows; that is to say—

I claim the combination and arrangement of the arm-rests, or pitmen O O, and the cranks, or crank-pins N N, with the seat, and the steering-wheel band and wheels, applied to the perch and the steering-wheel carrier, substantially as set forth.

I also claim, in the tricycle-velocipede, the arrangement of the two pedals F F, and their hangers G G, the driving-shaft E, its cranks *a a*, and wheels A A, the perch D, the seat C, and the steering-wheel B, provided with mechanism as set forth, such arrangement being as represented in the accompanying drawings, and as heretofore described.

ALONZO FARRAR.

Witnesses:

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