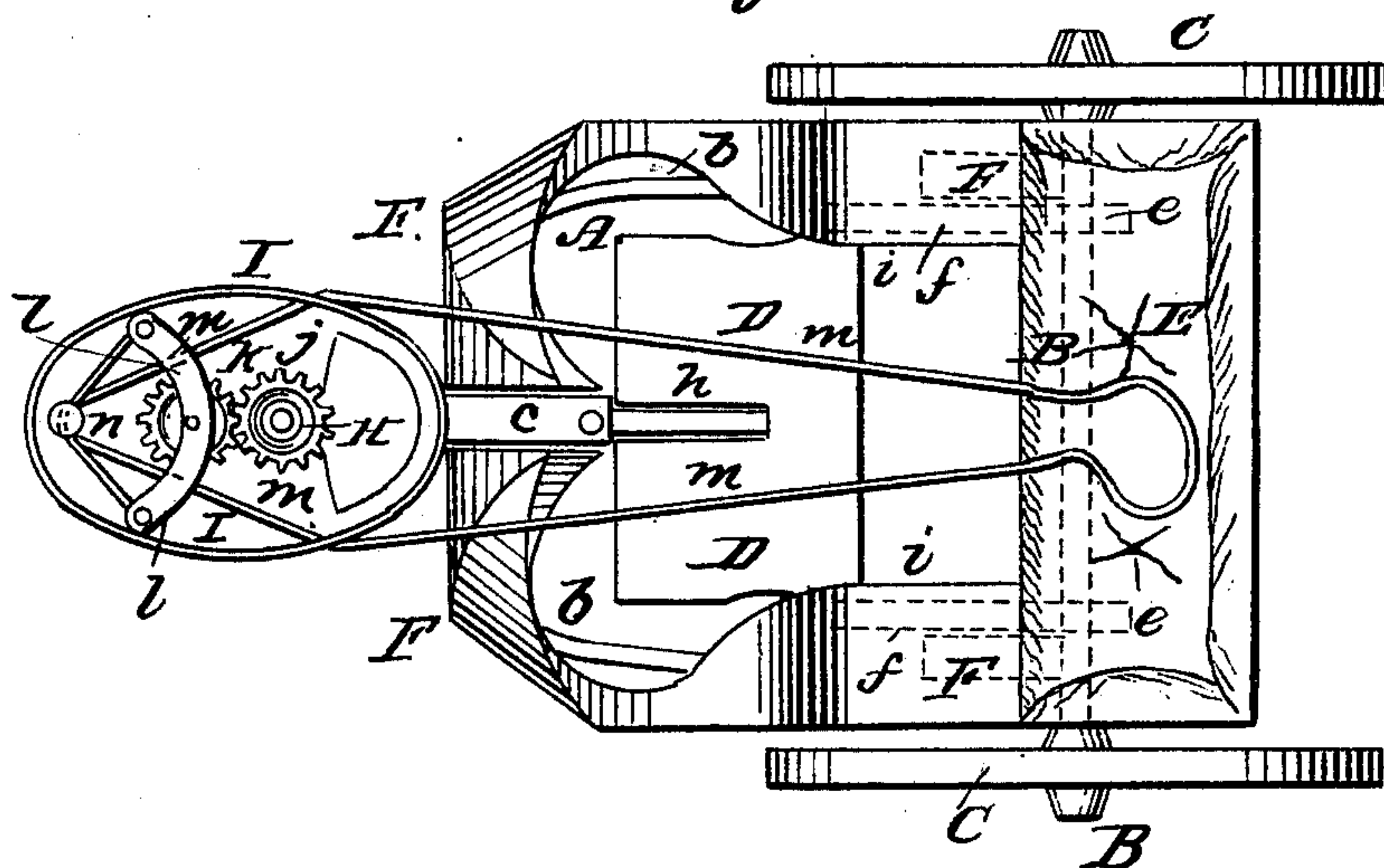
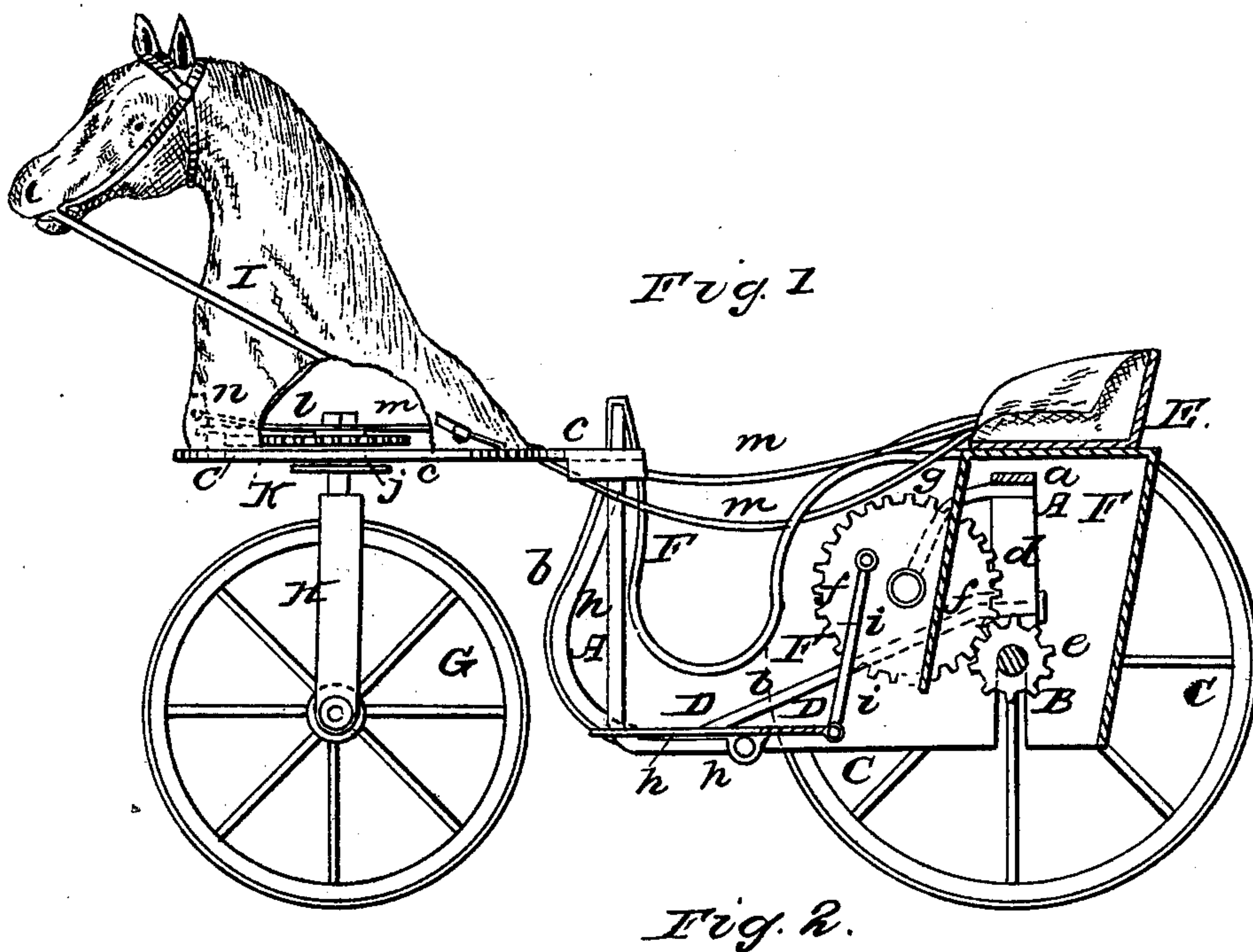


Velocipede.

Patented June 15, 1869.



witnesses
Jnoth Brooks
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PER *Mumford*

United States Patent Office.

JOHN C. WIRTZ, OF NEW YORK, N. Y.

Letters Patent No. 91,398, dated June 15, 1869.

IMPROVEMENT IN VELOCIPEDÉ.

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

To all whom it may concern:

Be it known that I, JOHN C. WIRTZ, of New York, in the county of New York, and State of New York, have invented a new and improved Velocipede; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side elevation, partly in section, of my improved velocipede.

Figure 2 is a plan or top view, partly in section, of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new three-wheeled velocipede, which is more especially adapted for ladies' use, and which is so constructed that the motion of the feet, by which the vehicle is propelled, cannot be perceived, and so that the driving-mechanism is all concealed, and protected from dust and rain.

The invention consists in the general combination of a protecting-shield, which has the appearance of a wagon-body, with the driving-mechanism, which is set in motion by an oscillating foot-board, said foot-board being concealed by the protecting-shield, so that the motion of the feet cannot be perceived.

The invention also consists in arranging a convenient steering-apparatus on the front end of the reach, and in covering the same by means of a hood, so that it will be protected from the inclemencies of the weather.

A, in the drawing, represents the frame of my improved velocipede. This frame consists chiefly of a transverse bar, *a*, in rear, to which two bars *b b* are secured, near the ends, said bars *b* converging in front, where they are attached to a horizontal longitudinal bar, *c*, that forms the front part of the frame or reach.

In pendants *d d* of the bar *a* are the bearings of the rear axle B, on which the rear wheels O O are hung.

On the axle are mounted, near both ends, pinions *e*, which mesh into toothed wheels *f*, that are hung in arms *g*, projecting from the bar *a*.

D is the foot-board. It is pivoted or hinged to the horizontal lower arm of an inverted T-shaped bar, *h*, that projects downward from the front reach *c*.

This foot-plate is, by means of rods *i i*, connected with cranks on the wheels *f*, as shown in fig. 1.

The seat E is secured upon a case, or box, F, which is made of sheet-metal or other suitable material, and which overhangs the rear of the frame, and has plates running along the sides of the same, which extend forward to the front reach C, as shown. The side-plates are flanged, to cover and protect the bars of the frame and the driving-mechanism, as aforesaid.

The side-plates are low enough to protect and conceal the foot-board, as shown.

The steering-wheel G is hung in a forked post, H, that is swivelled in the front part of the reach.

The upper end of the post H carries a toothed wheel, *j*, which meshes into the teeth of a wheel, *k*, that is secured to the reach.

A beam, *l*, is secured to the wheel *k*.

Cords, or chains *m m* extend from the seat around a wheel, or through a post, *n*, that is arranged on the front end of the reach, and have their ends secured to the ends of the beam *l*.

By pulling one or the other of these strings, the post will be turned, to steer the device in the required direction.

A hood, I, made of sheet-metal or other suitable material, formed like a horse's head or otherwise, is placed upon the enlarged front end of the reach, to cover the steering-mechanism afore described. Apertures are arranged through said hood, to allow the passage of the strings.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

1. The combination of the protecting-case, or box F with the frame, consisting of the cross-bar *a*, converging-bars *b b*, and front reach *c*, with the seat E, and with the driving-mechanism, that consists of the foot-board D, rods *i*, wheels *f*, and pinions *e*, all arranged and operating substantially as herein shown and described.

2. The combination of the hood I with the enlarged front reach and with the steering-cords *m*, beam *l*, wheel *k j*, and post H, all arranged and operating substantially as and for the purpose herein shown and described.

JOHN C. WIRTZ.

Witnesses:

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