

L. F. HODGE.

Velocipede.

No. 91,937.

Patented June 29, 1869.

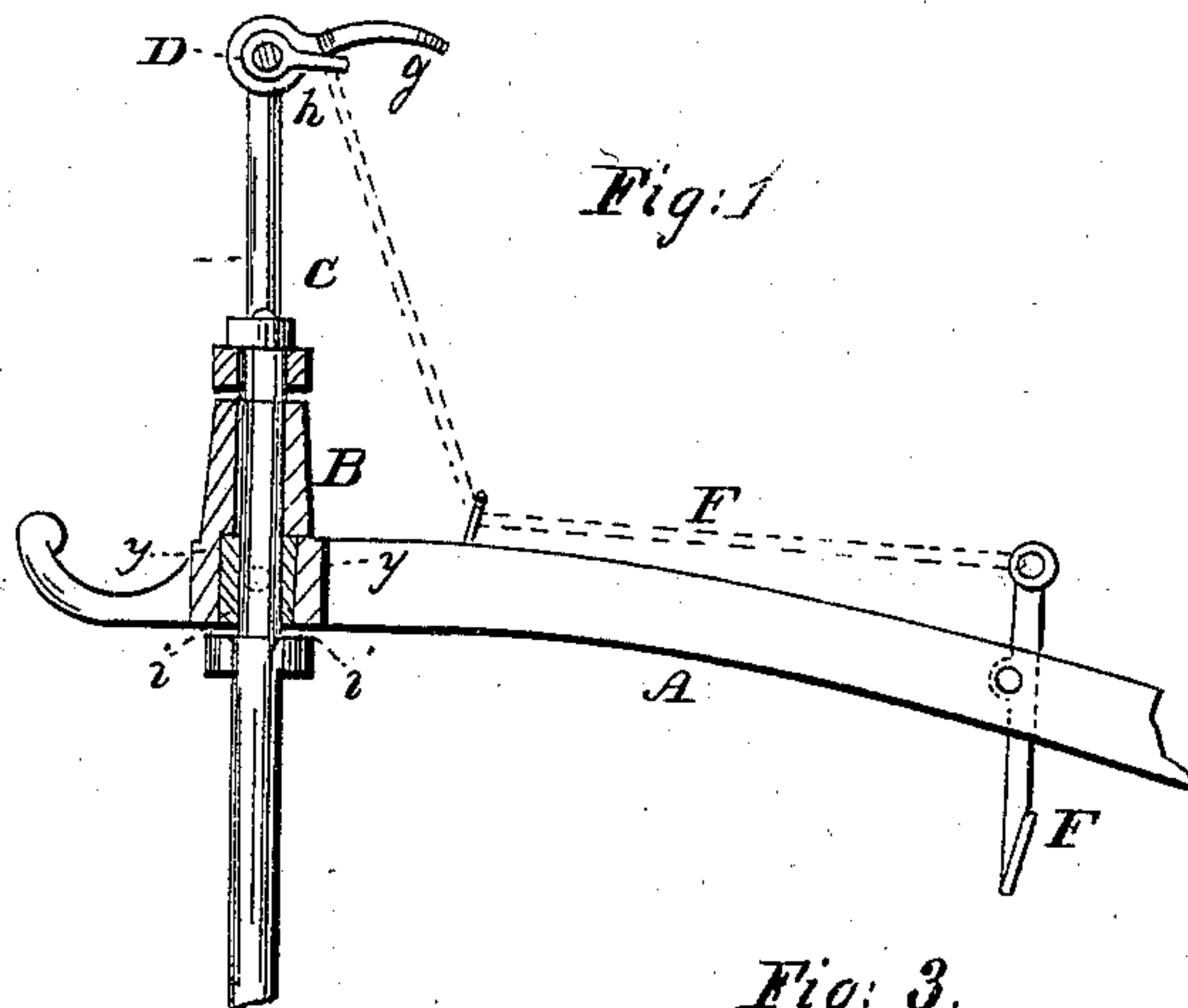


Fig. 1.

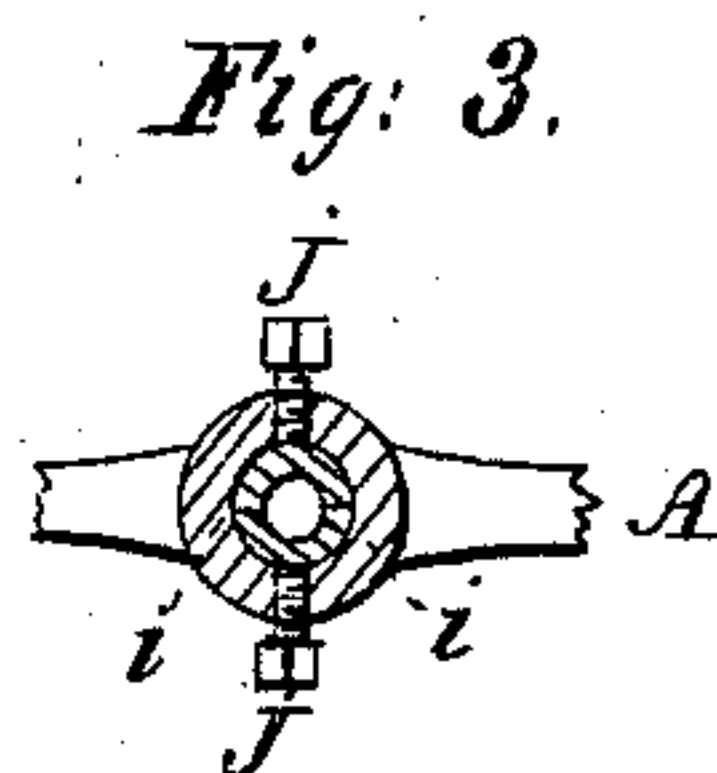


Fig. 3.

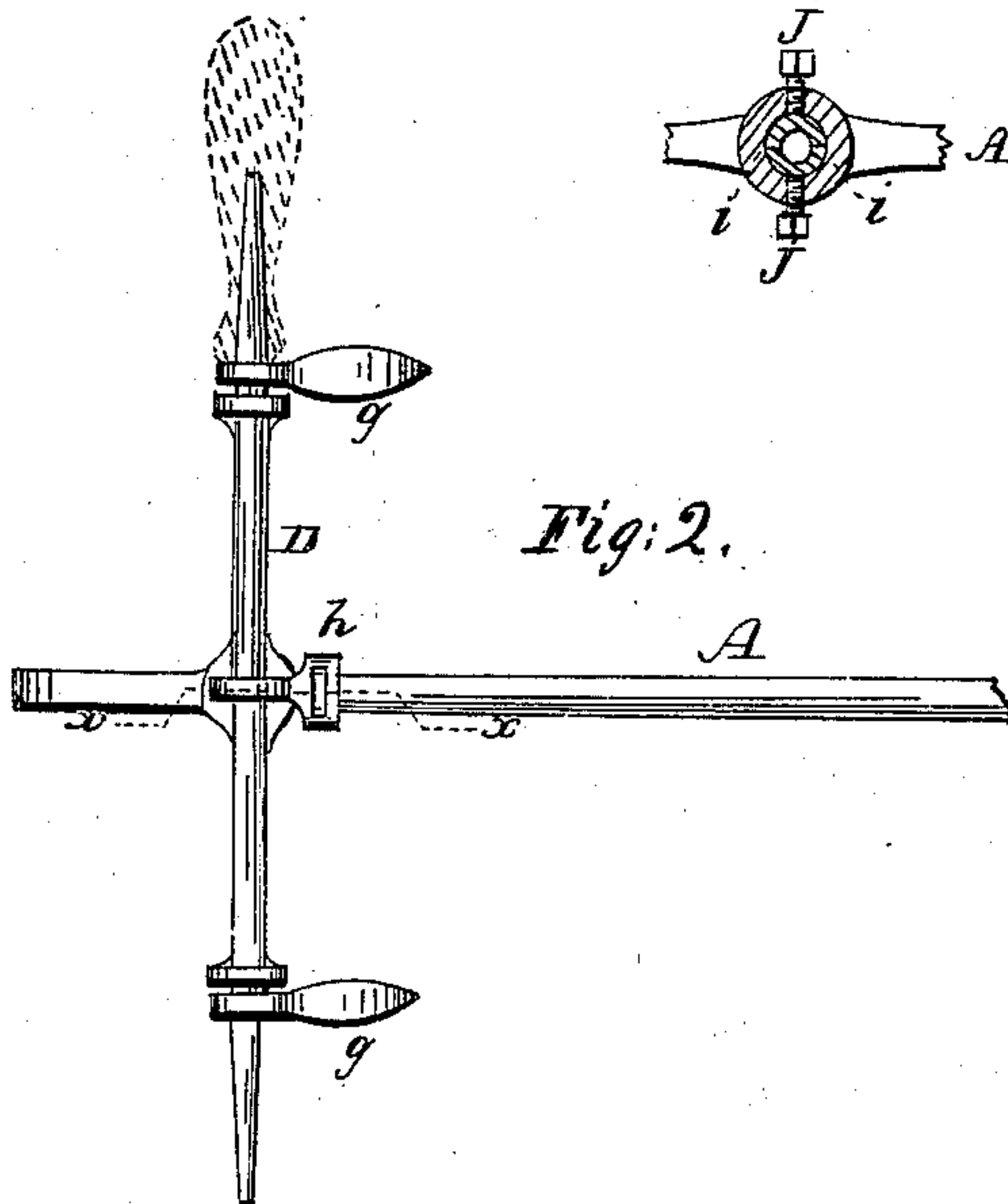


Fig. 2.

Witnesses  
O. Finchman  
Geo. W. Mabe

Inventor.  
L. F. Hodge  
per. W. M. Mabe  
Attorneys.

# United States Patent Office.

LYMAN F. HODGE, OF POUGHKEEPSIE, NEW YORK.

*Letters Patent No. 91,937, dated June 29, 1869.*

## IMPROVEMENT IN VELOCIPEDES.

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, LYMAN F. HODGE, of Poughkeepsie, in the county of Dutchess, and State of New York, have invented a new and useful Improvement in Velocipedes; 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.

This invention relates to new and useful improvements in velocipedes, having particular reference to the steering-gear, and the method of operating the brake, and consists in the construction, arrangement, and combination of parts, as hereinafter more fully described.

In the accompanying sheet of drawings—

Figure 1 represents a vertical side section of the steering-apparatus, embracing a portion of the reach, together with the brake, the section being through the line *x x* of fig. 2.

Figure 2 is a top view of the same.

Figure 3 is a cross-section of fig. 1, through the line *y y*, showing the method of keeping the steering-post tight in its socket.

Similar letters of reference indicate corresponding parts.

A represents the reach.

B is the socket of the steering-post.

C is the steering-post, the lower portion of which is bisected, with the legs passing down on each side of the steering-wheel to the axle. Above the socket it is also bisected, with the arms spread for supporting the steering-bar.

This construction of the steering-post does not differ materially from that of ordinary velocipedes.

D is the steering-bar, with handles upon either end, as indicated in red color.

In ordinary velocipedes, the brake-strap E is wound around the bar, by revolving the bar by means of the handles.

This action is necessarily slow, and the purchase obtained by grasping the handles is, of course, small.

To render the operation of the brake F more sudden and effectual on the wheel, I attach short thumb-levers, *g g*, to the bar, which rest between the thumbs and fore-fingers of the hands, and give a lever-purchase on the bar.

To render this action quick, I attach a short lever, *h*, with a loop for the brake-strap E.

By this arrangement the action of the brake is rendered instantaneously effective with a slight exertion of force.

The socket B is a solid tubular piece, and forms part of the reach.

At its lower end it is chambered out for an adjustable box, as seen at *i*, which box is in two parts, each part being provided with a set-screw, *j*, for tightening up the boxes on the steering-post, and producing the friction necessary to keep the post steady and prevent the constant vibration of the bar, so tiresome to the arms of the rider, especially when the parts become loose from wear. This arrangement is seen in fig. 3.

By these improvements the management of the velocipede is rendered easy and agreeable.

Having thus described my invention,

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

1. The thumb-levers *g g*, in combination with the steering-bar of a velocipede, substantially as and for the purposes described.

2. An adjustable box or bush in the socket of the steering-post of a velocipede, substantially as and for the purposes described.

3. In combination with the bar D, the loop-lever *h*, for the brake-strap E, substantially as described.

The above specification of my invention signed by me, this 10th day of May, 1869.

LYMAN F. HODGE.

Witnesses:

FRANK BLOCKLEY,  
O. L. TOPLIFF.