G. Haberland,

Paddle Wheel.

No. 94,818. Patented. Sept. 14. 1869.

Fig. 1.

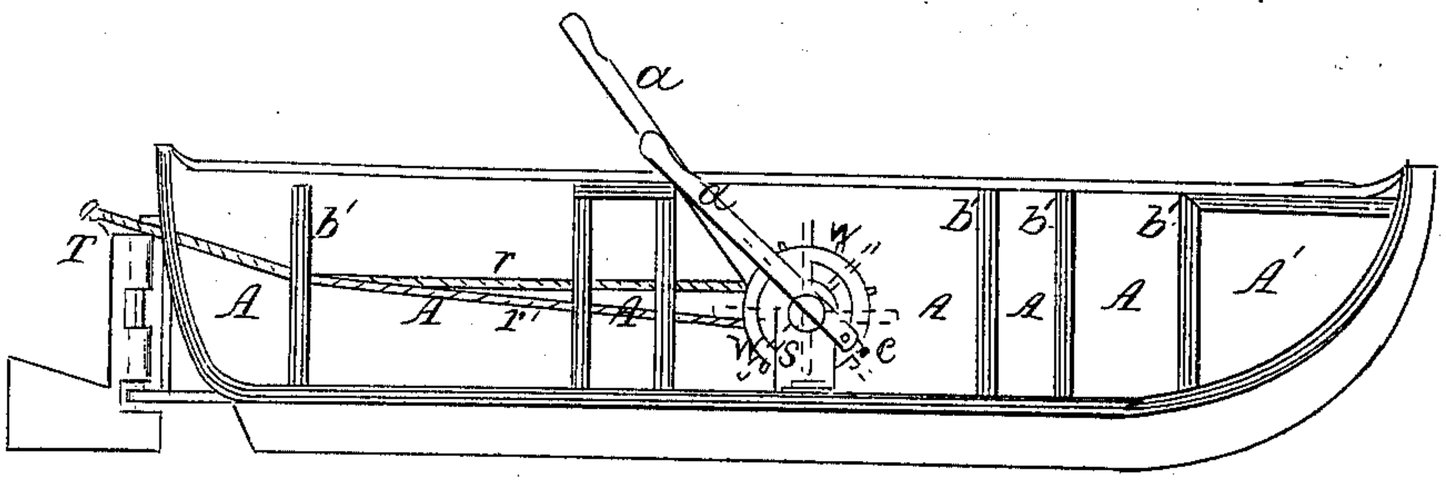
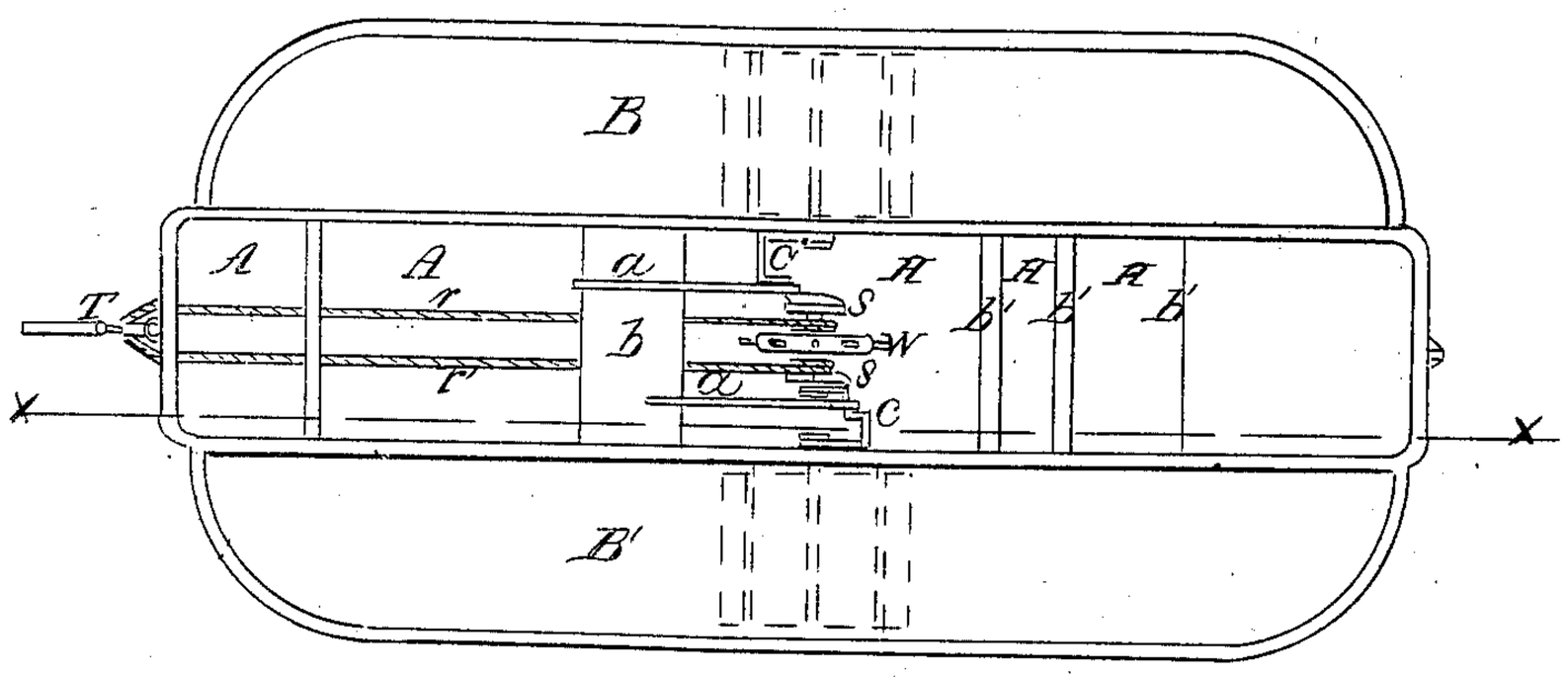


Fig. 2.



Witnesses:

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G. HABERLAND, OF PONTIAC, ILLINOIS.

Letters Patent No. 94,818, *dated September* 14, 1869.

IMPROVEMENT IN FLOATING 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, G. HABERLAND, of Pontiac, in the county of Livingston, and State of Illinois, have invented a new and improved Velocipede Boat; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a longitudinal vertical section, through line *x x* of fig. 2.

Figure 2 is a top view.

The object of this invention is to provide, for public use, a velocipede boat, so constructed and arranged that the driver can conveniently propel and steer it, while it is light, capacious, safe, and commodious.

In the drawings—

A A A represent the hold of the boat, B B′ representing two air-tight covers or guards, nearly as long as the boat, and wide enough to accommodate the propelling-wheels. These covers or guards constitute oblong air-chambers, open at their under side, which help to support the boat in the water, and furnish a comfortable seat on each side of the hold for the passengers.

Other suitable seats, *b b*, and bracing-partitions, *b′ b′*, may be provided, according to the size and form of the boat; and one or more air-chambers, A′, may be provided, for the safety of the boat in case of accident.

The wheels (seen in dotted lines in fig. 2) are arranged on a transverse shaft, provided with double cranks *c c′*, and, if preferred, with pedals, handles, or levers, *a a*, by which to turn the cranks.

The shaft is supported on each side of its centre by a standard, *s s*, and between the two standards is the steering-wheel *w*, fixed to a sleeve, which works loose on the shaft.

A rope, *r*, extends from the upper side, and another, *r′*, from the under side of the sleeve-roller, to the tiller or rudder T, so that by moving the wheel *w*, the rudder can be turned, and the boat steered in any direction, the driver sitting on the seat *b*, and not being obliged to change position in order to apply his hand either to the propelling or the steering of his bark.

The simplicity and convenience of this arrangement will hardly require further description.

Having thus described my invention,

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

The described construction and arrangement of the double crank-shaft *c c′*, standards *s s*, steering-wheel *w*, supported by a sleeve, enclosing the shaft *c c′*, ropes *r r′*, and rudder T, when combined in the manner, and for the purposes herein set forth.

G. HABERLAND.

Witnesses:

JOHN GEIGER,

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