McC. YOUNG.

VELOCIPEDE.

No. 95,753. Patented Oct. 12, 1869.

Fig. 1

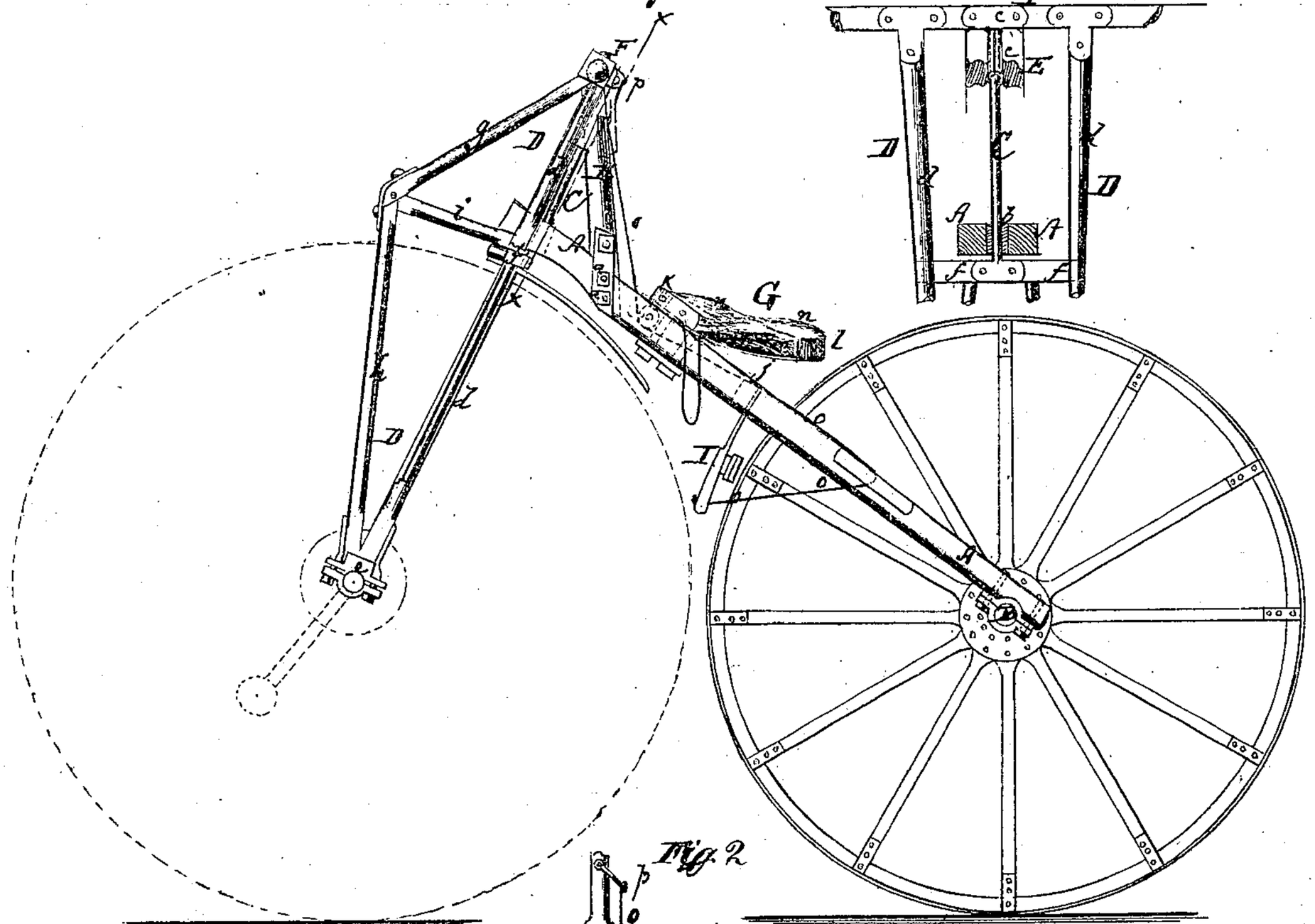


Fig. 3.

Fig. 2

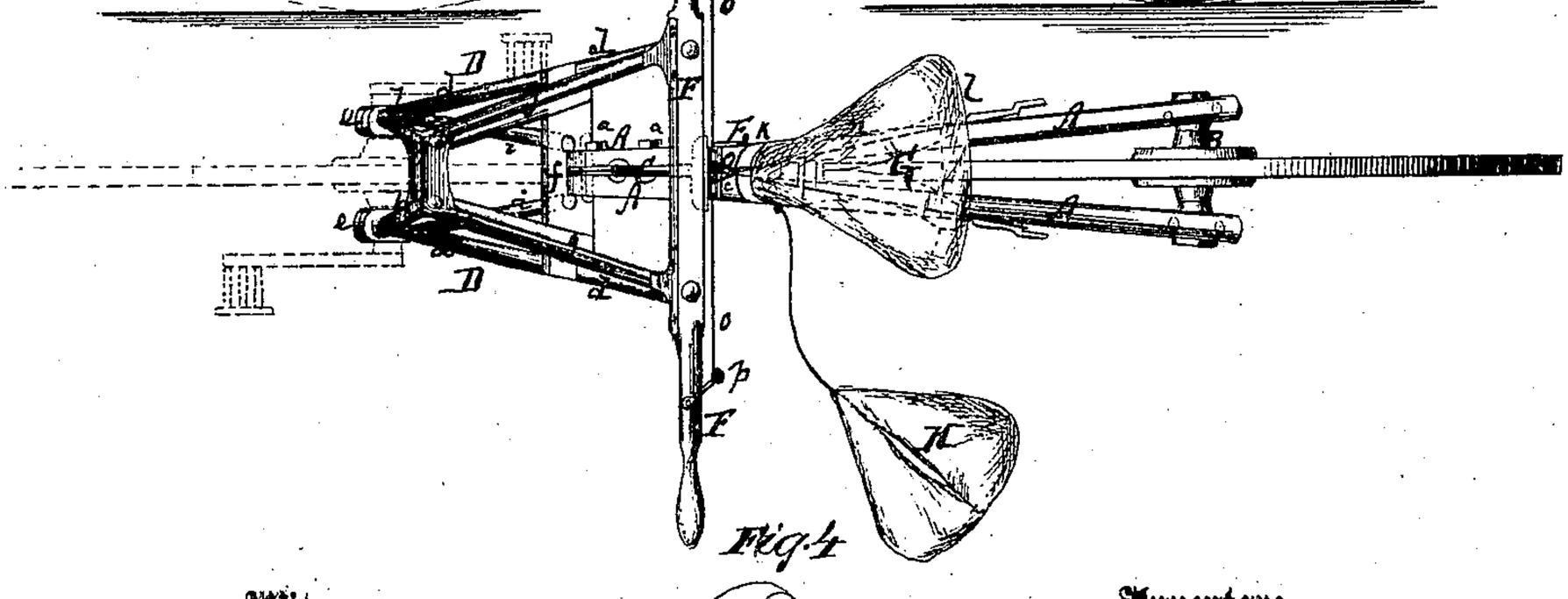
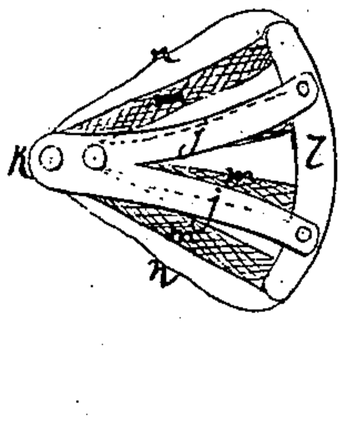


Fig. 4



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McCLINTOCK YOUNG, OF FREDERICK, MARYLAND.

Letters Patent No. 95,753, *dated October* 12, 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, McCLINTOCK YOUNG, of Frederick, in the county of Frederick, and State of Maryland, 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.

Figure 1 represents a side view of my improved velocipede.

Figure 2 is a plan or top view of the same.

Figure 3 is a detail transverse section of the same, taken on the plane of the line *x x*, fig. 1.

Figure 4 is an inverted plan view of the saddle.

Similar letters of reference indicate corresponding parts.

This invention relates to a new manner of constructing the frame or reach, the steering-frame, the saddle, and the brake of a velocipede, for the purpose of producing a light instrument, fully as strong and reliable as the heavy machines now in use.

The main parts are all made of wood, so braced as to be protected from injury by weight, strain, or shocks.

The invention consists, first, in forming the reach of two wooden bars, which are brought together in front, and held some distance apart in rear, to form a safe bearing for the hind wheel.

It consists, further, in constructing the steering-post of light bars, which are so properly braced that they have all the requisite strength, and still are light and of graceful form.

The invention consists, thirdly, in constructing the saddle in such manner that its pommel and cantel are connected by springs, and that it is adapted to receive an open removable cushion.

Finally, the invention consists in connecting the brake, by two separate cords, with independent levers, so that in case one cord breaks, the other will suffice to work the brake.

A A, in the drawing, are two wooden bars, constituting the reach of my improved velocipede.

These bars are, by bolts *a a*, locked together at their front ends, while their rear ends are held apart by suitable cross-pieces, so that they will form substantial bearings for the rear axle B, which is hung in suitable boxes fastened to said rear ends.

The pin C, by which the steering-post D is swivelled to the reach, passes through a box, *b*, which is held between the front portions of the bars A, and through another box, *c*, held in diagonal braces E, that project upward and forward from the reach, as shown.

The steering-post D is made of two main upright bars, *d d*, which sustain the boxes *e*, for the front axle, at their lower ends, and the steering-lever F, at their upper ends.

They are held the required distance apart by the handle F, and by a cross-bar, *f*, between which the pin C is also held.

From the upper end of each bar *d* project downward and forward oblique braces *g*, and from their lower ends project upward and forward longer oblique braces *h*, the four said braces meeting in front of the cross-bar, *f*, in a point, as shown.

Where they join, extend horizontal braces *i*, back to the bars *d*. The several bars and braces are connected by suitable metallic straps and fastenings.

These braces are so combined, that although they are all light, they will still strengthen the steering-post in such manner that it cannot be broken or twisted by excessive strain.

The saddle G is made of a spring or springs, *j*, which connect the pommel fixed to the reach K with the loose cantel *l*, which springs provide sufficient elasticity while going over rough ground.

Webbing *m* also connects the pommel and cantel, and is left sufficiently slack to sag somewhat, without, however, reaching the springs.

The webbing is covered with carpeting, or other fabric, *n*, which is drawn over the webbing.

To make the seat very soft, a bag, H, may be placed between the webbing and the covering, said bag being open at the top, so that it may be conveniently filled with hair, feathers, or other material. It can be easily taken out and rearranged, if necessary.

The saddle will be held in contact with the body of the rider, while the same moves his limbs to propel the velocipede, and chafing and rubbing will be prevented.

I is the brake, pivoted to the reach, and held by a spring, or by its own spring-shank, away from the hind wheel.

It is operated by means of two cords, O O, which pass over suitable rollers, connected with two separate triggers or levers, *p p*, that are pivoted near opposite ends of the steering-lever. By swinging either one or both of these levers outward, the brake will be applied.

Having thus described my invention,

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

1. The V-shaped reach, composed of two bars A A, and provided with the upward-projecting diagonal braces E E, substantially as herein shown and described.

2. The steering-post, consisting of the bars *d d*,

cross-bars F *f*, and braces *g h*, all combined substantially as herein shown and described.

3. The saddle, so constructed that its pommel and cantel are connected by springs, webbing, and covering, substantially as herein shown and described.

4. The bag H, constructed as described, when arranged between the webbing *m* and covering *n*, as specified.

5. The brake I, in combination with two independent cords O and levers *y*, all so arranged that when one cord breaks, the other will serve to operate the brake, as set forth.

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Witnesses:
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