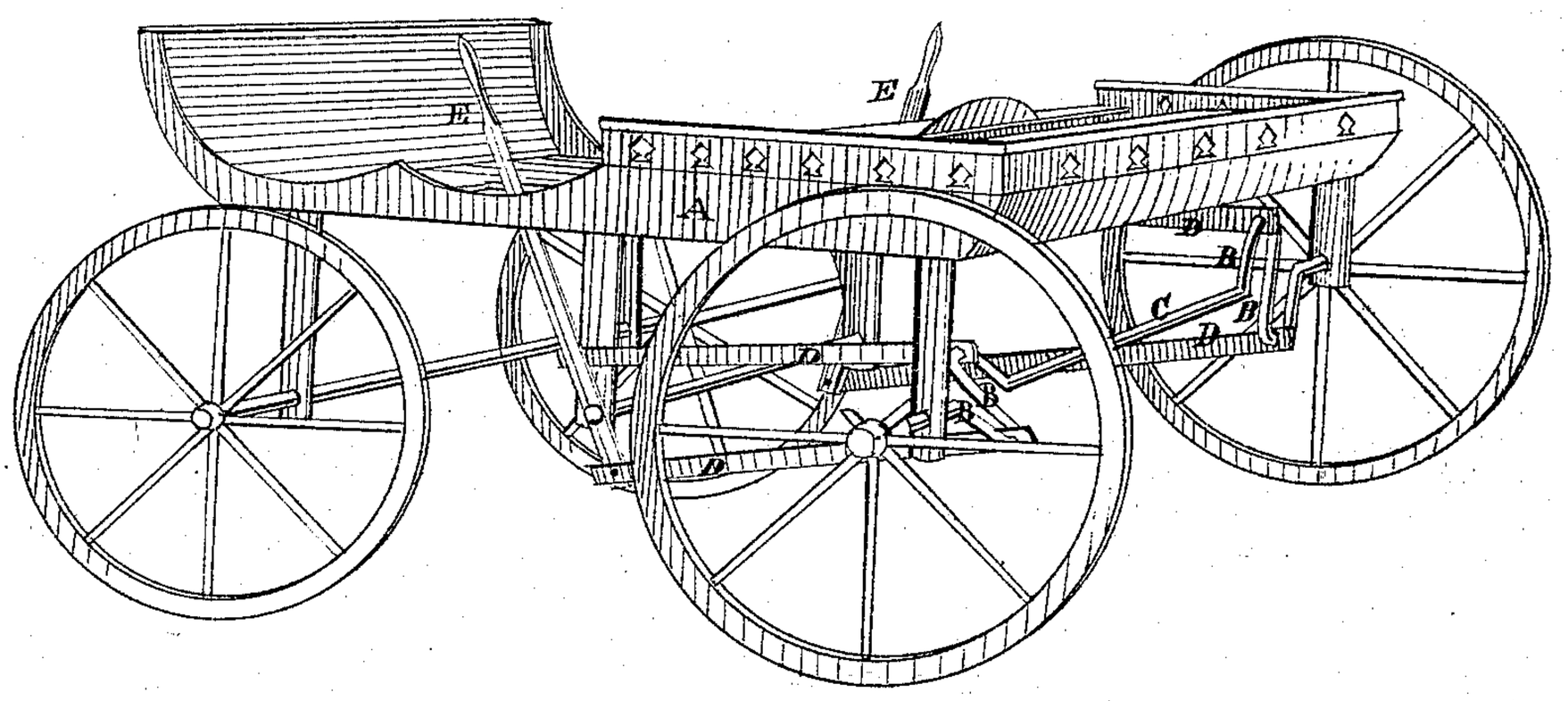
G. DISMER.

Velocipedes.

No. 138,486. Patented May 6, 1873.



WITNESSES;

P. McCann.

C. F. Huyck

INVENTOR.

George Dismer

UNITED STATES PATENT OFFICE.

GEORGE DISMER, OF MOUND CITY, ILLINOIS.

IMPROVEMENT IN VELOCIPEDES.

Specification forming part of Letters Patent No. **138,486**, dated May 6, 1873; application filed October 16, 1872.

To all whom it may concern:

Be it known that I, GEORGE DISMER, of Mound City, in the county of Alexandria and State of Illinois, have invented certain Improvements in a Lever Road-Carriage, of which the following is a specification:

This invention consists in a small carriage or car propelled by hand-power, which is transmitted to compound or double cranks on the main axle of the machine by means of levers and connecting links or pitmen attached thereto. Each set of these cranks are made to stand at right angle with each other on the axle in order to overcome all dead-points, which is further assisted by means of the compound or double cranks, which greatly reduces the amount of power required to propel the machine, from the fact that the power is applied to both of the cranks at the same side at one and the same time, and thereby greatly prevents loss of power by means of friction. The object of this my invention is to provide a neat, cheap, and simple device to be used as a child's velocipede, a band-carriage, or hand-truck on railroads, whether operated by cranks, as described, or connected with the main axle of the machine by gearing.

The drawing is a perspective view of the machine, showing the double cranks, connecting-links, and levers by which it is operated.

In the drawing, A is the body and running-gear of the machine, which may be made as described, or in any suitable form and in any kind of material, and connected with the axles, as shown in the drawing, or in any other suitable manner; and any device or fixtures that may best suit the purpose may be used for steering or guiding it when in use, as nothing of the kind is shown in the drawing. B B are the compound or double cranks. These cranks are made to stand directly opposite to each other at the same ends of the axle, but at right angles at the different ends, in order to overcome all dead-points when in operation. C is the crank-axle, all of which is made of iron and in form as shown in the drawing. D D D D are the connecting links or pitmen, all of which may be made in any suitable form, or in any manner that will answer the purpose intended, with the ends connecting with the cranks in the usual way. E E are the hand-levers, which may be made either of wood or iron, and in form as shown in the drawing. These levers are attached to the body by means of an iron rod through pieces projecting from the bottom forward of the seat, so that they will stand at a convenient point to be easily operated by the person when seated.

Having thus fully described the drawing, what I claim as new, and desire to secure by Letters Patent, is—

The combination of the double cranks B B on shaft or axle *c* with their connecting-links D D D D, levers E E, and body A, arranged and constructed to operate substantially as and for the purpose set forth.

GEORGE DISMER.

Witnesses:

P. MCCANN,

E. F. HUYCK.