

G. E. WHITMORE.
Velocipede.

No. 226,578.

Patented April 13, 1880.

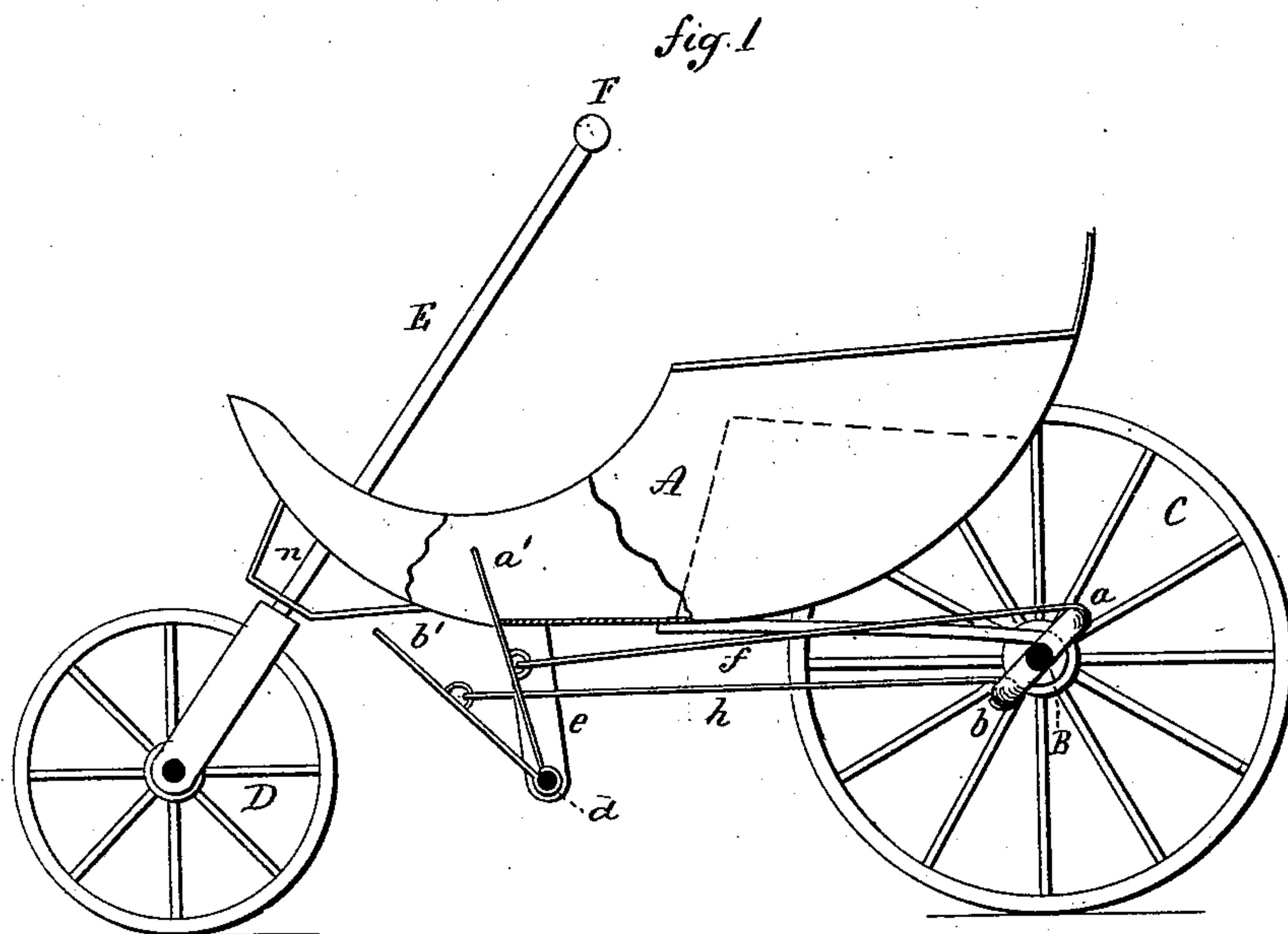
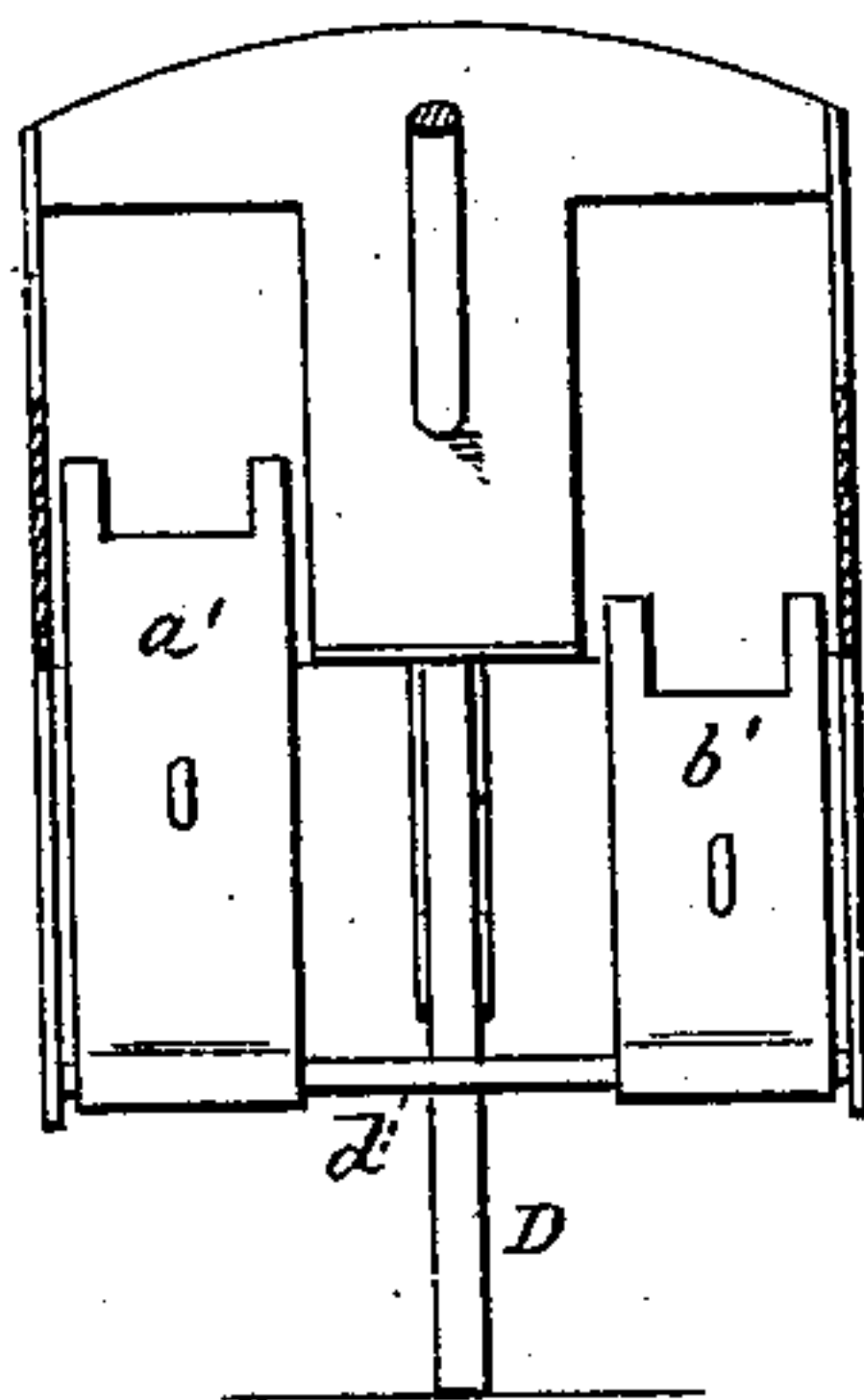


fig. 2



Witnessed.

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UNITED STATES PATENT OFFICE.

GEORGE E. WHITMORE, OF NEW HAVEN, CONNECTICUT.

VELOCIPEDÉ.

SPECIFICATION forming part of Letters Patent No. 226,578, dated April 13, 1880.

Application filed February 14, 1880.

To all whom it may concern:

Be it known that I, GEO. E. WHITMORE, of New Haven, in the county of New Haven and State of Connecticut, have invented a new Improvement in Tricycles; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, which said drawings constitute part of this specification, and represent, in—

Figure 1, a sectional side view; Fig. 2, a transverse section in rear of pedals, looking forward.

This invention relates to an improvement in a tricycle designed especially for the use of girls; and it consists in the construction, as hereinafter described, and particularly recited in the claim.

A represents the body of the vehicle, which may be of any desirable shape, provided with a seat, so that the occupant may sit thereon, as in common carriages. At the rear an axle, B, is arranged transversely across, and provided with a pair of wheels, C. This axle is constructed to form two cranks, *a* and *b*. Beneath the body is a transverse shaft, *d*, supported by suitable hangers *e*, on which are hung two pedals, *a'* *b'*, extending up so as to work through a slot in the bottom of the body, one near each side. From the pedal *a'* a connecting-rod, *f*, extends to the crank *a*, and from the pedal *b'* a connecting-rod, *h*, extends

to the crank *b*, the connecting-rods hung to the pedals above the hinge-point or shaft *d* and below the foot-rest or bearings on the pedals, and so that the girl, sitting on the seat of the carriage, may conveniently rest a foot on the upper end of each of the pedals, and by simply pressing forward impart the force to the respective cranks necessary to propel the carriage.

At the front the pilot-wheel D is arranged in the lower end of a forked diagonal rod, E. This rod is supported in bearings, as at *n*, and inclined so that its upper end comes into a convenient position in front of the occupant, and provided with a transverse handle, F, by which to turn the rod E and the pilot-wheel D.

I claim—

The combination of the body A, provided with a seat, a double-crank axle, with two wheels at the rear, the pedals *a'* *b'*, hung below the body and extending upward through an opening therein to receive the foot, with connecting-rod hinged to each of said pedals above their pivot or hinge, and below the foot-bearing, and to the cranks, respectively, and a pilot-wheel in front, substantially as described.

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Witnesses:

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