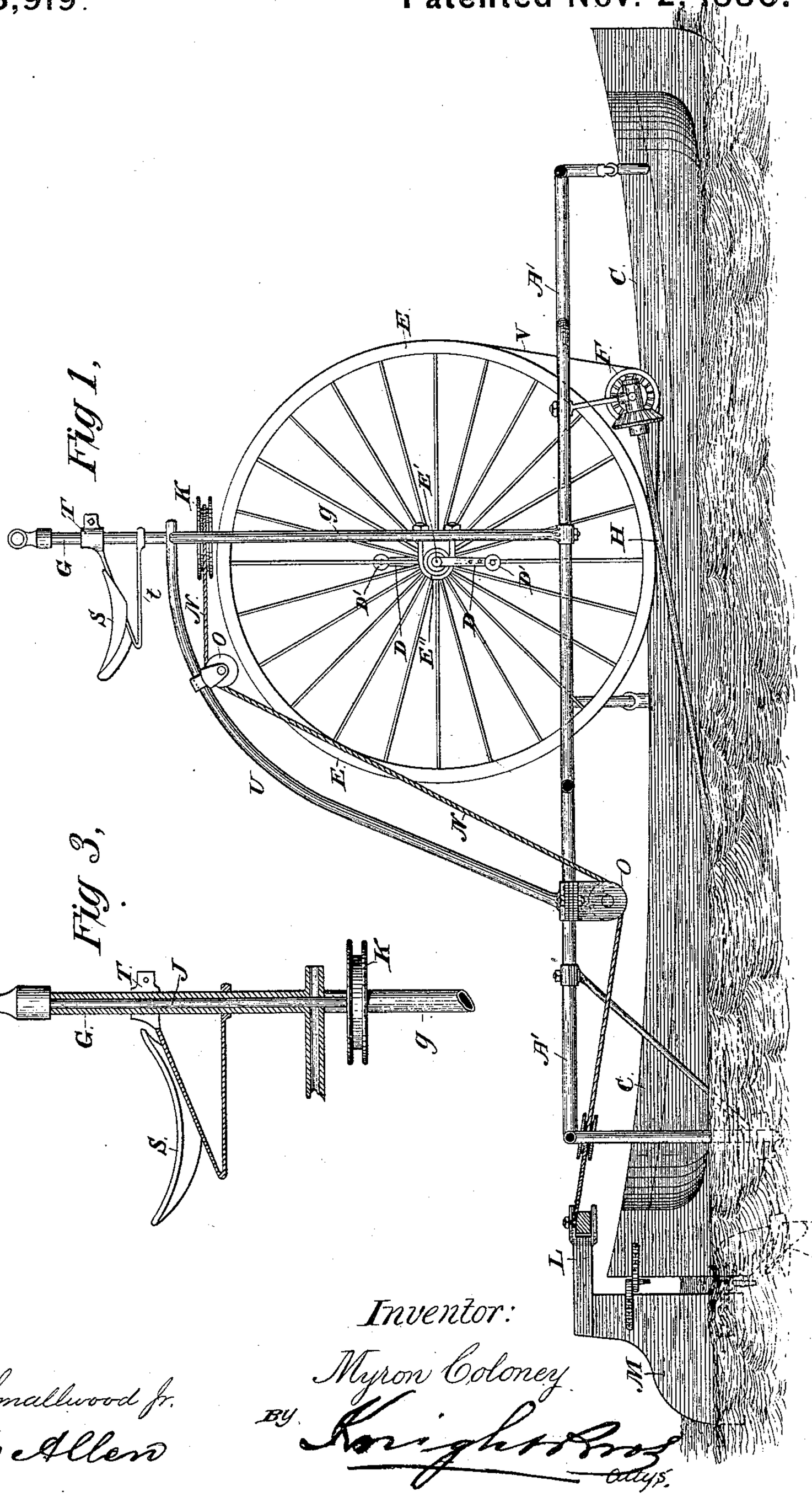
(No Model.) 3 Sheets—Sheet 1.

M. COLONEY.

Marine Velocipede.

No. 233,919. Patented Nov. 2, 1880.



Attest:

Geo. T. Smallwood Jr.

Walter Allen

Inventor:

Myron Coloney

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Attys.

(No Model.) 3 Sheets—Sheet 2.

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Fig 2.

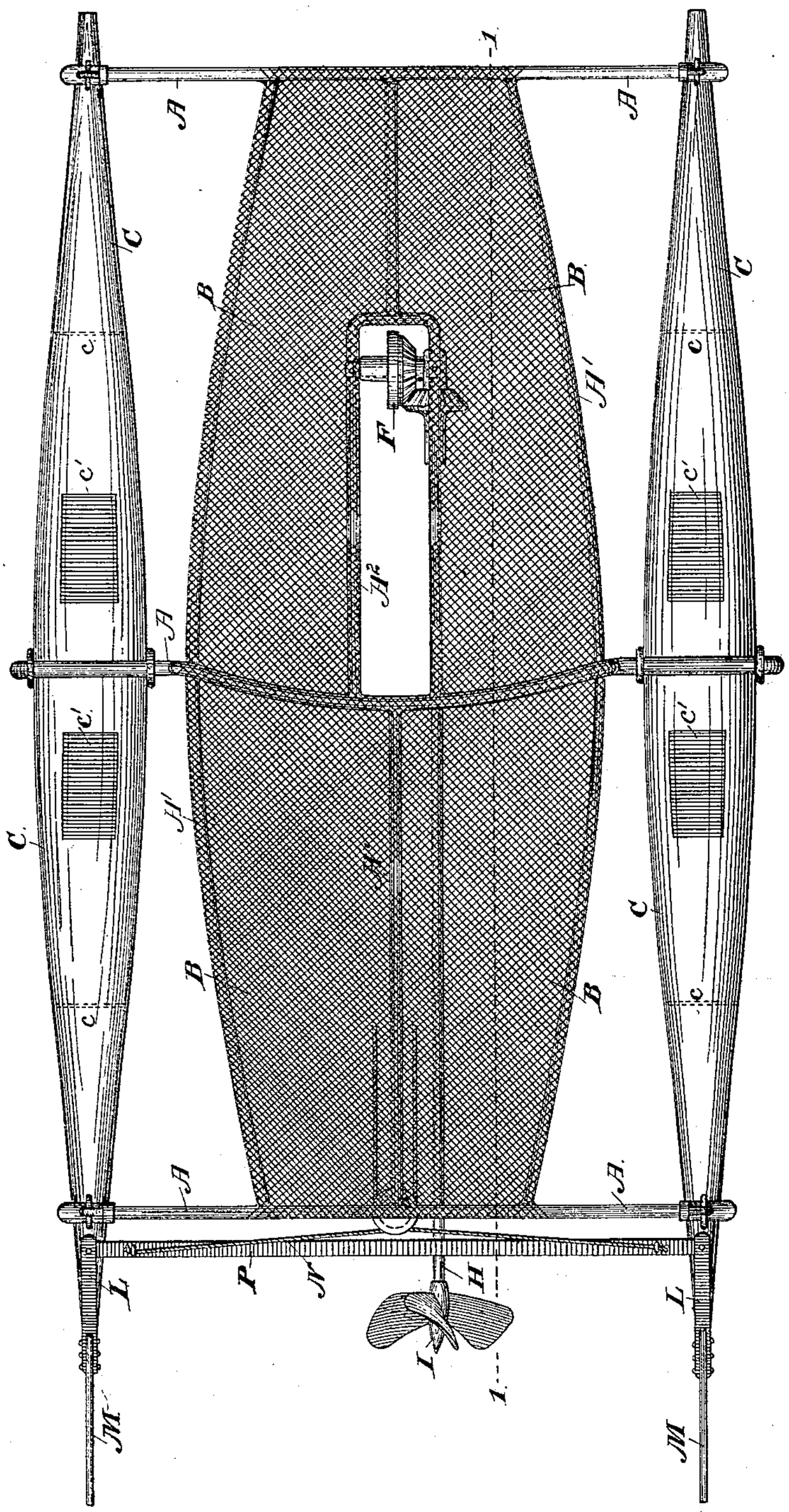

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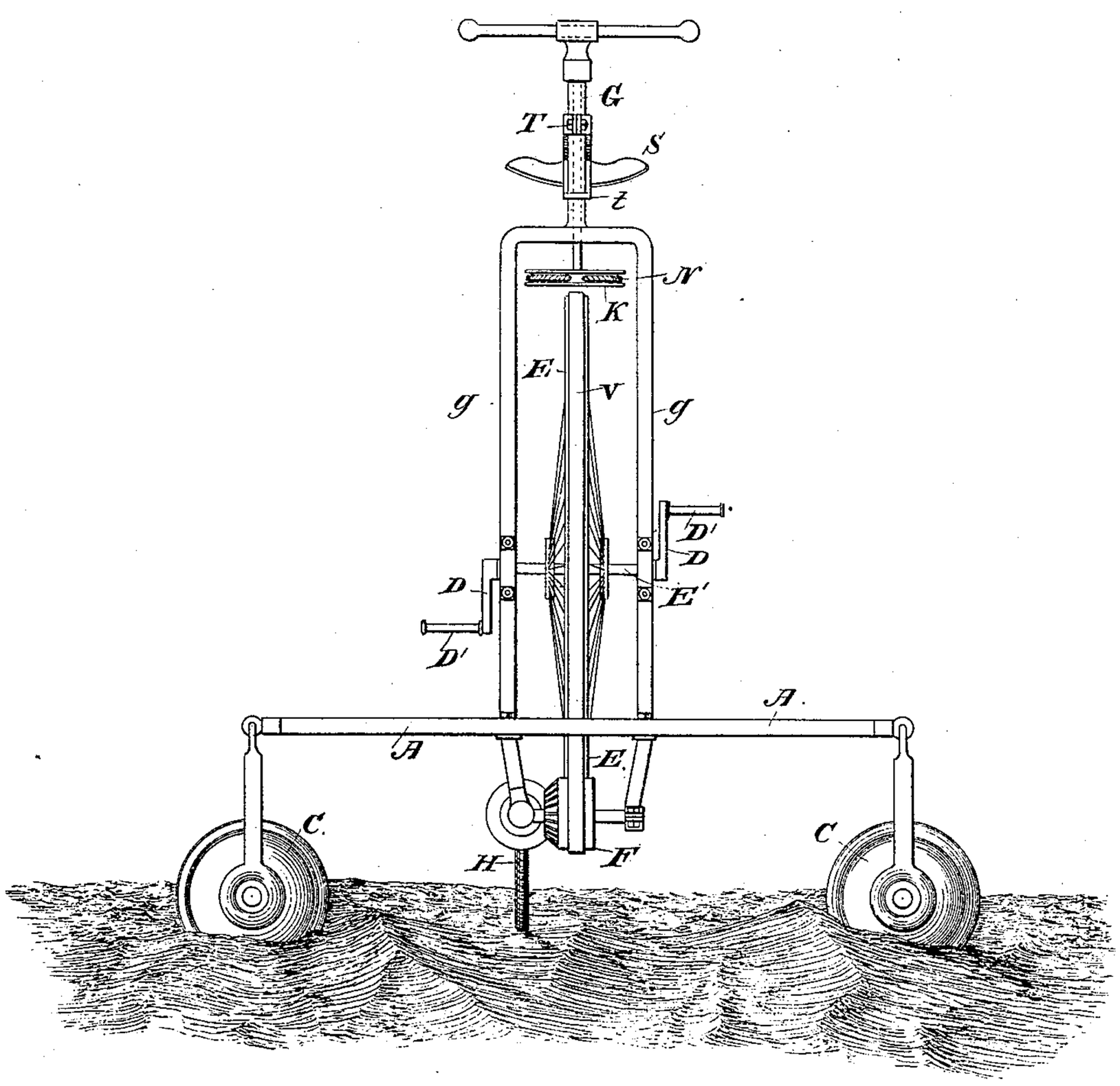
Fig 4,



Attest:
Geo. T. Smallwood Jr.
Walter Allen

Inventor:
Myron Coloney
By Knight Bros
Attys.

UNITED STATES PATENT OFFICE.

MYRON COLONEY, OF NEW HAVEN, CONN., ASSIGNOR OF ONE-HALF TO ELIZABETH THOMPSON, OF NEW YORK, N. Y.

MARINE VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 233,919, dated November 2, 1880.

Application filed September 17, 1880. (No model.)

To all whom it may concern:

Be it known that I, MYRON COLONEY, of the city and county of New Haven, in the State of Connecticut, have invented new and useful Improvements in Marine Velocipedes, of which the following is a specification.

My improved velocipede is constructed with a pair of cigar-shaped floats, connected by a tubular wrought-iron frame, consisting of transverse and longitudinal bars, over which is spread and firmly secured a deck constructed of net-work, so as not to retain water. The floats are formed in any desirable number of water-tight compartments, some or all of which are provided with sliding doors to form lockers for the reception of provisions and other articles. The propelling apparatus is contained within a well formed in the frame, and consists of a wheel driven by treadles or cranks, and driving a screw-propeller shaft through the medium of belts or gearing. The steering-wheel is fixed on a vertical shaft mounted in a tubular standard. The seat is clamped to this tubular standard, so as to be adjustable in height. The wrists of the treadle-cranks are adjustable radially, so as to regulate the length of stroke and the velocity of the wheel.

In order that my invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure 1 is a vertical longitudinal section on the line 1 1, Fig. 2, showing the float constructed as a boat with keel. Fig. 2 is a plan view, omitting the driving-wheel and seat and showing the preferred cigar-shaped floats. Fig. 3 is a side view, partly in section, of the upper portion of the hollow standard and its appurtenances. Fig. 4 is a front view of the machine.

A A A represent the transverse bars, and A′ A′ A′ the longitudinal bars, of a tubular iron frame-work, which connects the floats C C. A portion of the central longitudinal bar is removed so as to insert a well frame, A″. The floats C C are made of sheet-iron, preferably cigar-shaped, and are divided transversely by water-tight bulk-head, *c*, into any desirable number of compartments, thus preserving flotation in the event of injury to any part of the shell.

B represents a net-work of wire or other material stretched tightly over the horizontal frame-work A, so as to form a deck extending from end to end of the frame, through which spray or waves may pass freely without downward pressure, which would obstruct the speed of the boat.

Any desirable number of the compartments of the floats C C are provided with water-tight sliding doors or hatchways, *c′*, so that they will constitute lockers for the reception of clothing, rods, guns, tools, provisions, dishes, or other articles.

A tubular standard, G, bifurcated at its lower end, forming branches *g g*, is rigidly secured to the frame-work A, and affords attachment for the seat S, which is secured thereto by means of clamps T and brace-rod *t*, so as to be adjustable up and down to suit the height of the operator. The velocipede-wheel E works within the branches of the tubular standard G, being mounted on a horizontal shaft, E′, turning in bearings E″ E″ fixed to the two parts of the said standard, as illustrated in Figs. 1 and 4. This wheel is connected, as shown, either by belts V or gearing, with beveled pinions F, driving an inclined longitudinal propeller-shaft, H, to the rear end of which a propeller, I, is fixed.

A steering-bar, J, is fitted to turn in the upper end of the tubular standard G, and has keyed to its lower end a horizontal wheel, K, connected with the tillers L of the rudders M by means of cords or chains N, working over pulleys O on the brace U and frame, and attached to coupling-bar P, as represented.

The wheel E is driven by crank-arms D, provided with wrists or treadles D′, which are radially adjustable, so as to regulate the length of stroke and velocity of the wheel.

Having thus described my invention, the following is what I claim as new therein, and desire to secure by Letters Patent:

1. A marine velocipede consisting of a frame, A A′, floats C C′, wheel E mounted thereon, cranks D D′, seat S, and belt V, in combination with bevel-pinions F F, shaft H, and propeller I, as set forth.

2. The combination of the vertically-adjustable seat S, clamp T, and brace *t* with the standard G, wheel E, and adjustable cranks D D′, as set forth.

MYRON COLONEY.

Witnesses:
W. SCRANTON,
FRANK L. NICHOLS.