

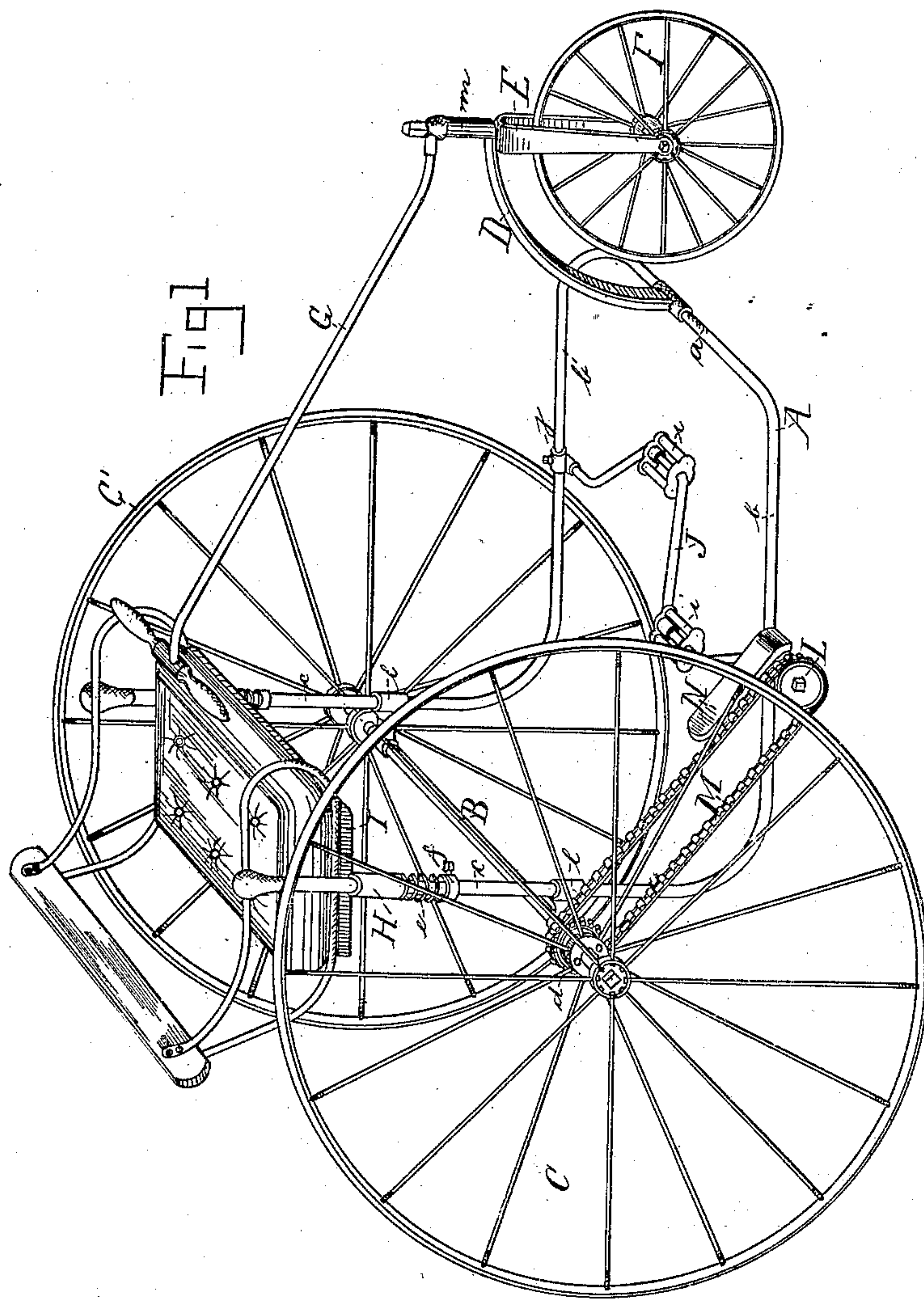
(No Model.)

2 Sheets—Sheet 1.

O. UNZICKER.
VELOCIPÈDE.

No. 257,415.

Patented May 2, 1882.



WITNESSES
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INVENTOR
Otto Unzicker
By Wm B Lotz
Attorney

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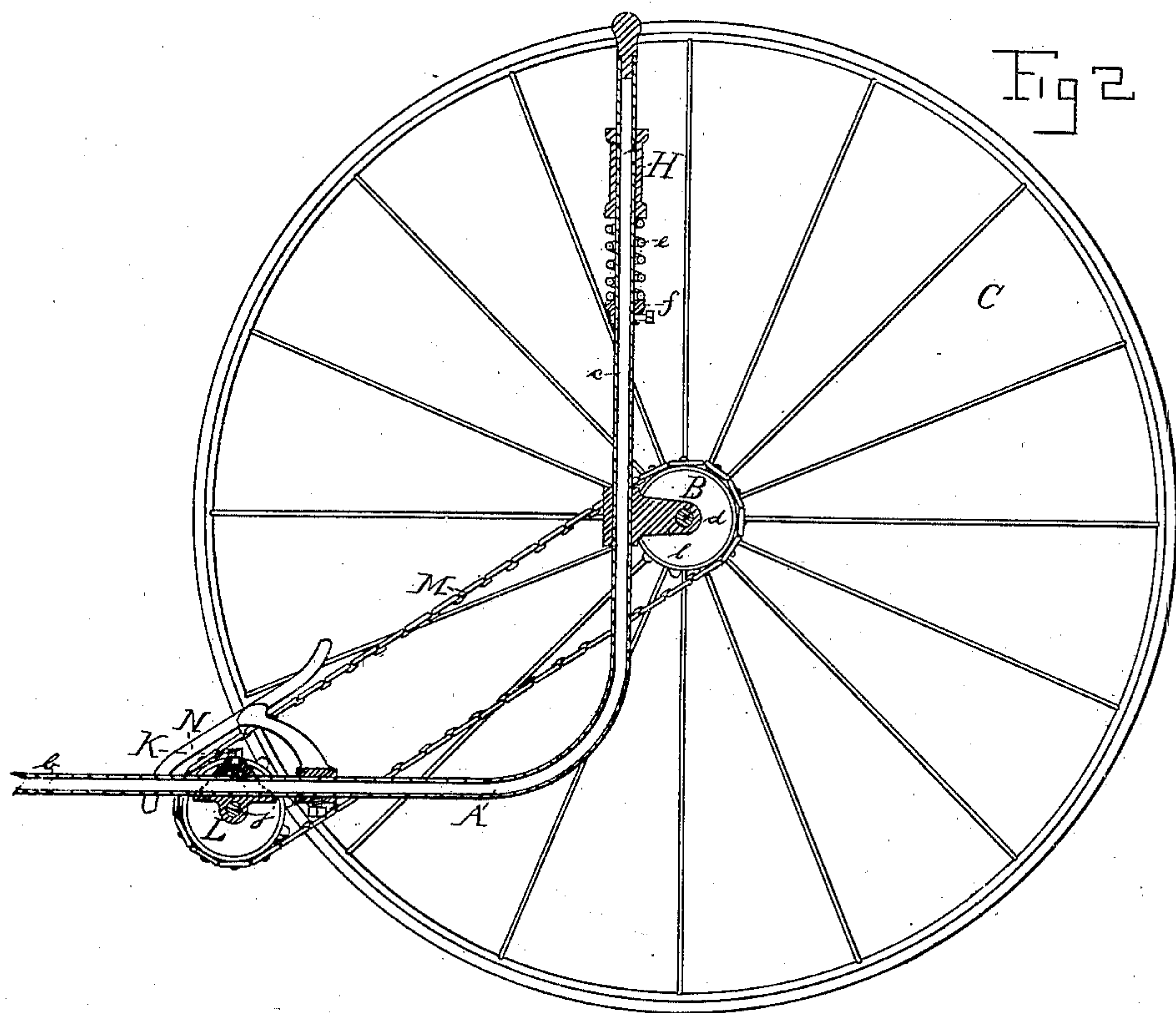


Fig 2

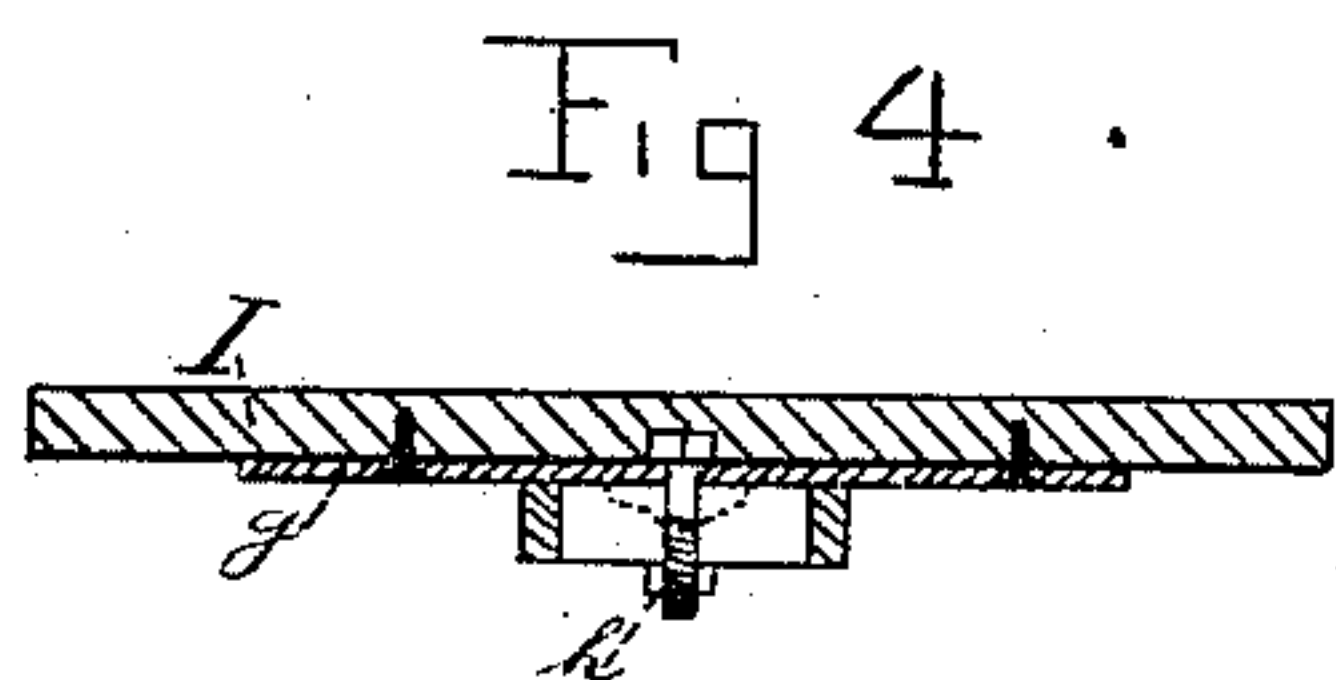


Fig 4

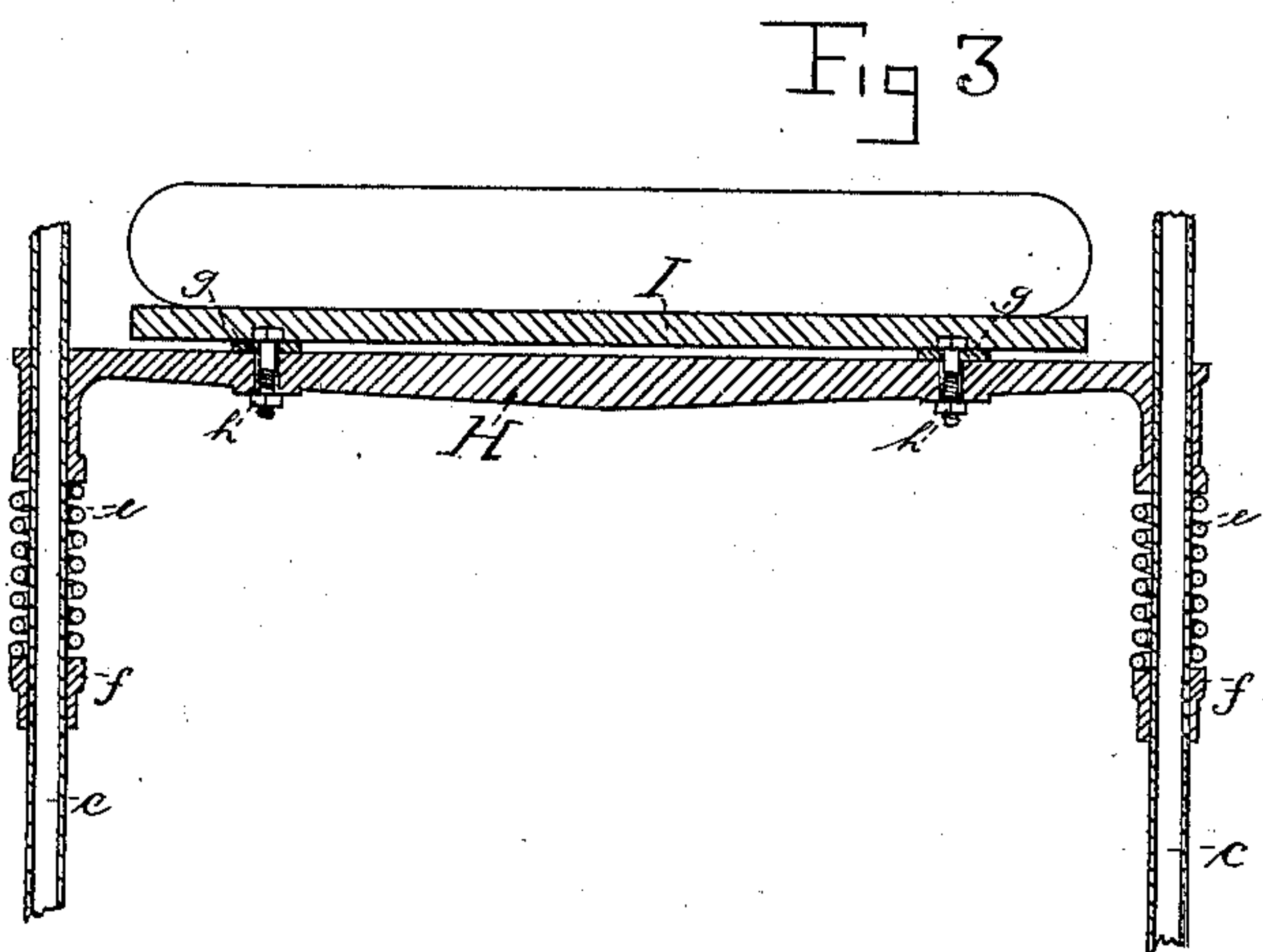


Fig 3

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UNITED STATES PATENT OFFICE.

OTTO UNZICKER, OF CHICAGO, ILLINOIS, ASSIGNOR TO ADOLPH SHOENINGER, OF SAME PLACE.

VELOCIPEDÉ.

SPECIFICATION forming part of Letters Patent No. 257,415, dated May 2, 1882.

Application filed January 18, 1882. (No model.)

To all whom it may concern:

Be it known that I, OTTO UNZICKER, of Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Velocipedes; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention relates to velocipedes of the style known as "tricycles;" and it is my object to produce such a vehicle that is propelled by the feet and steered by one hand, and can be used by males and females, and can be adjusted to be suitable for an infant or adult.

Therefore my invention consists in the devices and combination of devices hereinafter described, and pointed out by the claims.

In the accompanying drawings, Figure 1 represents a perspective view of the tricycle; Fig. 2, a longitudinal vertical section through one side of the frame; Fig. 3, a vertical cross-section through the center of the standard portions of the frame and through the seat, and Fig. 4 a cross-section of the seat-board and fastening for the same.

Like letters represent corresponding parts in all the figures.

A denotes the frame, composed of a single piece of wrought-iron pipe or tube, that is bent horizontally to the shape of the letter U, with both shanks bent again at about their middle, so as to form two parallel standards that are rectangular with the U-shaped frame. The front or connecting portion of this frame A, I have marked *a*, the horizontal portion of the two shanks *b*, and the standards *c*.

B is the axle, journaled in boxes *l*, which have each a sleeve formed to one end, that is passed over the standard *c* of frame A, and is rigidly secured in its position by a rivet passed through the sleeve and standard.

CC' are the two main wheels. The wheel C is rigidly mounted upon one end of axle B, and has a sprocket-wheel, *d*, secured upon or against the inward end of its hub, and the wheel C' is fitted loose upon the opposite end of said axle

B, so that both wheels can turn at a different velocity, or one can turn while the other one is not moving.

Upon the middle of the front portion, *a*, of frame A is sleeved and rigidly secured an arc-shaped bracket, D, having a vertical hub, *m*, formed to its forward end. Through this tube is passed the pivotal shank of the bifurcated standard E, in which the steering-wheel F is pivoted.

To the upper or projecting end of the pivotal portion of the standard E is secured the arm G, having a cross-handle, by which the direction of the wheel F can be regulated, and the vehicle can be steered to follow the intended course.

H is a cross-bar having tubular ends rectangular to said bar. These tubular ends are passed over both standards *c* of frame A, so as to slide vertically thereon, and are supported upon coiled springs *e*, also passed over the standards *c*, and resting upon collars *f*, that can be adjusted to a higher or lower position by set-screws. By the very simple arrangement of cross-bar H, springs *e*, and adjustable collar *f* it will be seen the seat has not only an elastic support, but it can be varied as to height for accommodating different size persons.

The seat-board I is secured upon the cross-bar H by two saddle-plates, *g*, and bolts *h*, and this seat-board is provided with a back-support and side rails, in the manner of a sulky-seat, and is to be provided with a cushion.

J is a double crank having pivotal pedals *i*, and being pivoted in journal-boxes *j*, that have sleeves which are passed over the portions *b* of frame A, and are adjustably secured thereon by set-screws *k*.

Upon one projecting end of the crank-shaft J is mounted a sprocket-wheel, L, so as to be in line with sprocket-wheel *d* of wheel C, and an endless chain, M, is stretched over both these sprocket-wheels L and *d*, that will transmit the motion from the crank-shaft J to wheel C.

A guard-plate or fender, N, having a sleeve or clamp formed to one end, so as to be adjustably secured upon the portion *b* of frame A,

covers the sprocket-wheel L and protects it against injury, or that the dress of a girl or lady riding upon the tricycle may not come in contact, to be soiled or to be caught between the chain and wheel.

Such a velocipede or tricycle is easy to handle without much practice, gives a comfortable seat to the person occupying it, allows ready adjustment of the seat vertically for differently-sized persons, and for keeping the chain taut, and will permit the turning of short curves.

The top ends of frame-standards *c* may be provided with ornamental knobs, and the wheels may have rubber tires to make their movements noiseless and to increase the traction of the drive-wheel.

The whole construction of the vehicle is such that with the least weight of material the greatest strength is obtained, and that its shape and appearance is light and pleasing.

Instead of making the lever G rigid with the end of the bifurcated standard E, it may be connected thereto by a universal or swivel joint, in a manner that by a torsional movement of the lever G the wheel F can be turned to follow either direction.

What I claim is—

1. A tricycle composed of frame A, consisting of a single piece of tubing horizontally bent into U shape, *a b*, and having standards *c c*, axle B, journal-boxes *l*, having a sleeve at one end to adapt the same to pass over said standards *c*, wheel C, rigidly mounted upon one end of the axle, and having sprocket-wheel *d*, wheel C', fitted loosely upon the other end of said axle, crank-shaft J, having sprocket-wheel L, and endless chain M, arc-shaped bracket D,

having vertical hub *m*, bifurcated pivotal standard E, steering-wheel F, cross-bar H, having tubular ends to adapt the same to be passed over the standards *c*, coiled springs *e*, adjustable collars *f*, and seat I, secured to said cross-bar H, substantially as and for the purpose set forth.

2. The combination of the frame A, having standards *c*, cross-bar H, having end hubs to adapt the same to be passed over said standards *c*, seat-board I, secured to said cross-bar supporting springs *e*, and adjustable collar *f*, all constructed and arranged substantially as shown and described.

3. The combination, with the frame A, having standards *c*, brackets *l*, sleeved upon said standards and forming the journal-boxes for axle B, drive-wheel C, with sprocket-wheel *d*, rigidly secured thereon, and wheel C', loosely pivoted thereon, of the double-crank shaft J, pivoted in journal-boxes *j*, also sleeved upon such frame A, and adjustably secured thereto by set-screws *k*, of a sprocket-wheel, L, mounted upon the end of such crank-shaft, and of an endless chain, M, stretched over both sprocket-wheels L and *d*, all substantially as set forth.

4. In a tricycle, the guard-plate or fender N, having a sleeve or clamp formed on one end, to adapt the same to be adjustably secured to the frame A, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

OTTO UNZICKER.

Witnesses:

F. W. KASEHAGEN,
CYRUS KEHR.