

(No Model.)

H. K. SHANCK.
RAILWAY TRICYCLE.

No. 287,732.

Patented Oct. 30, 1883.

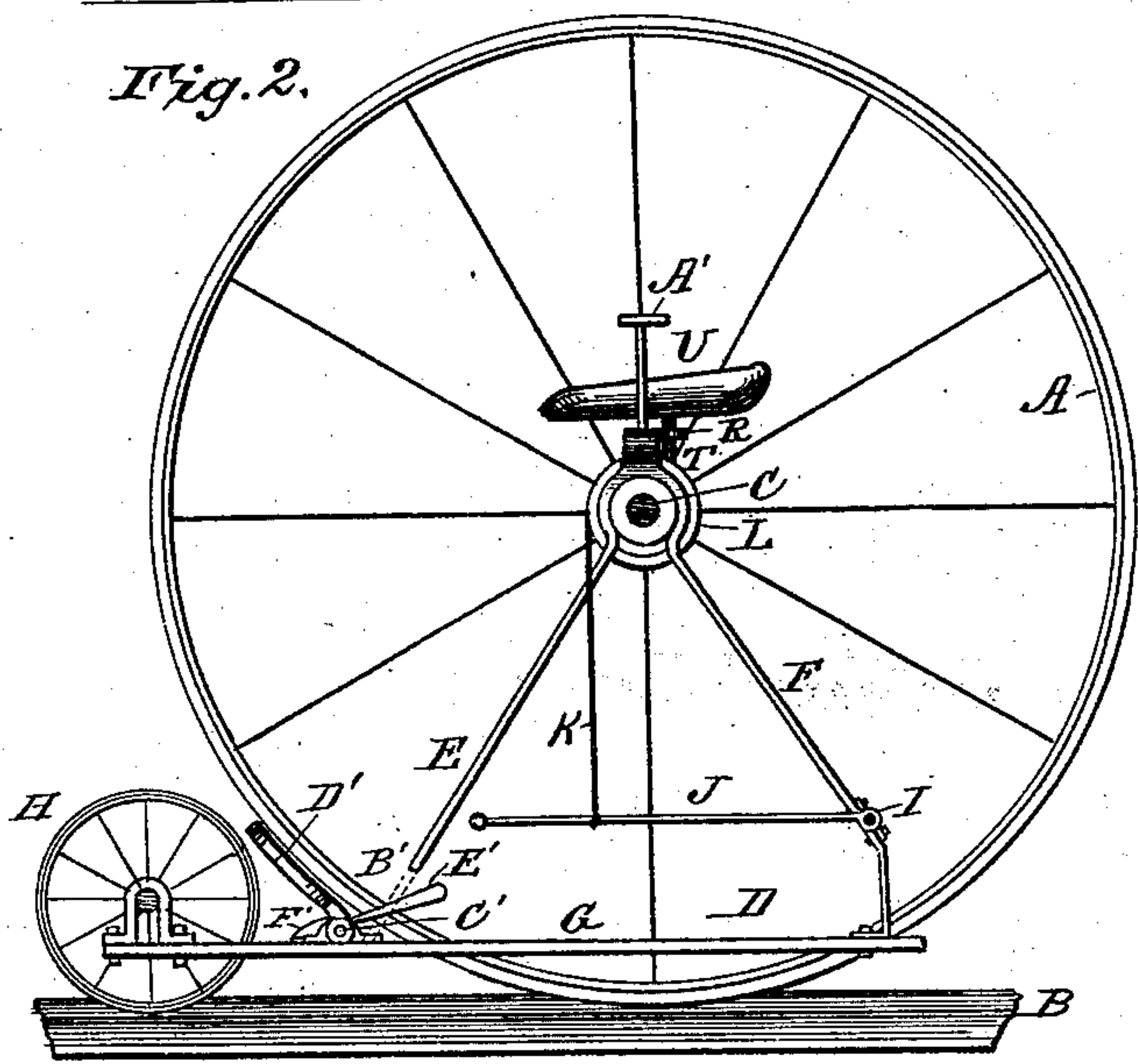
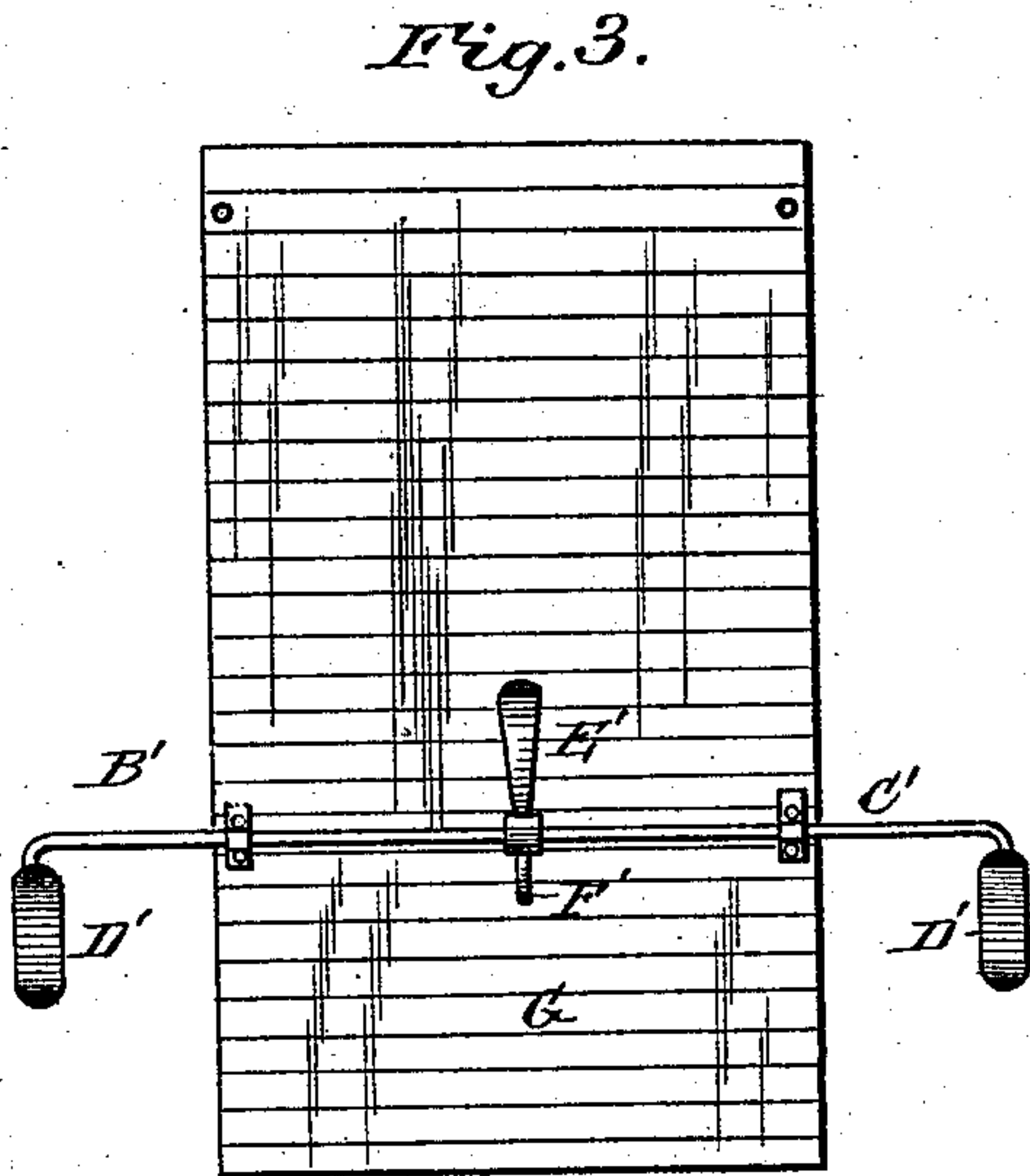
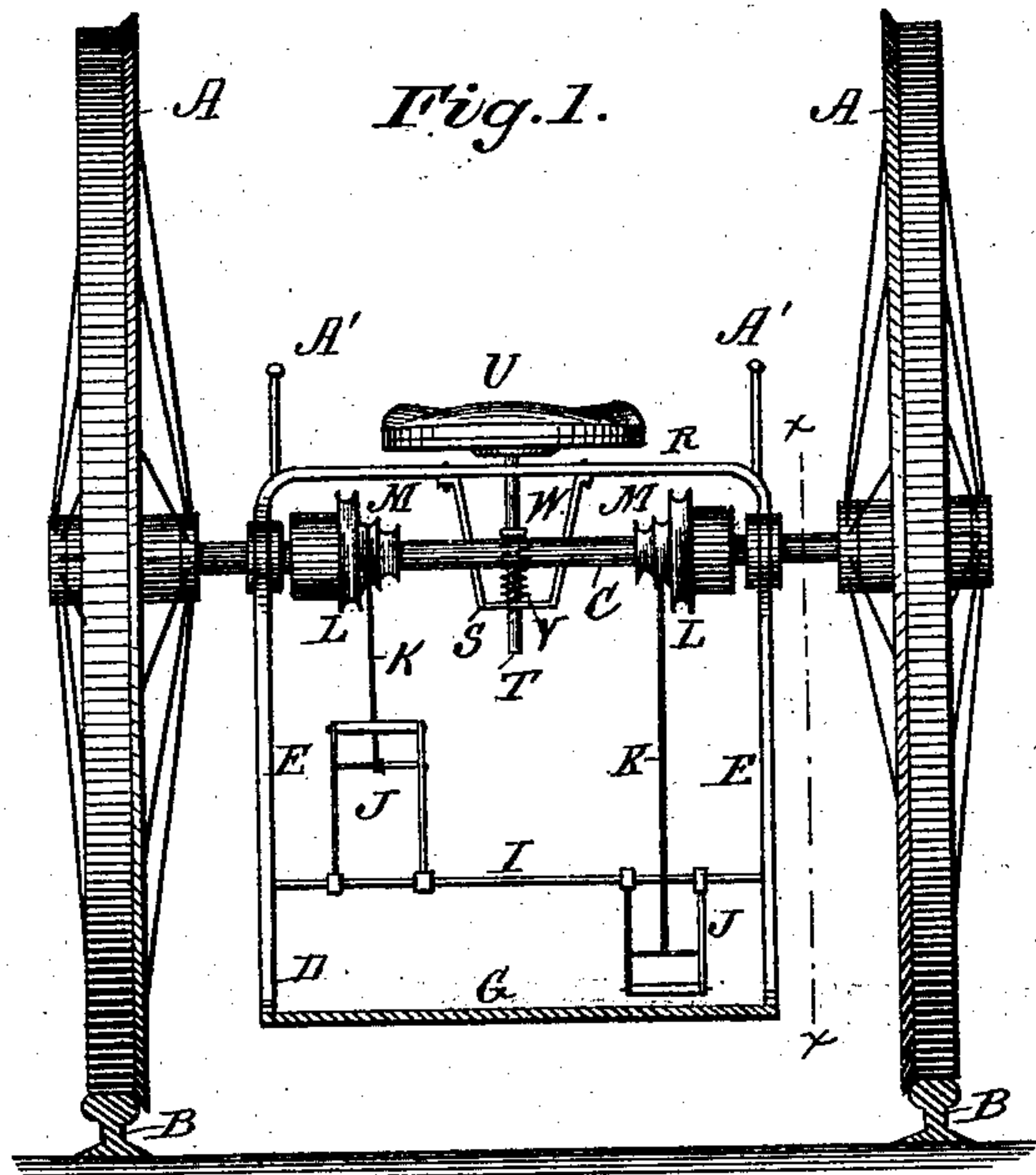
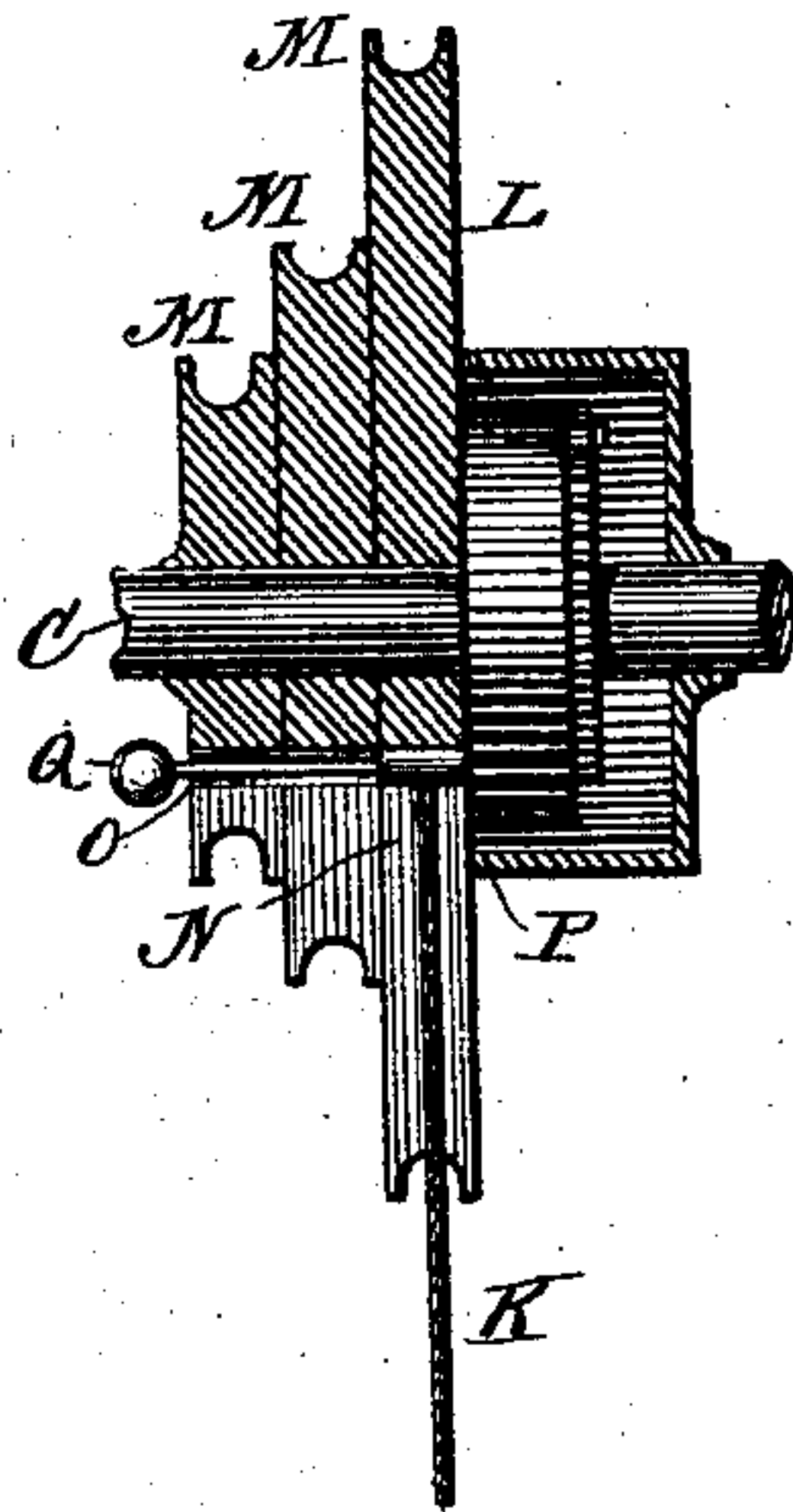


Fig. 4.



WITNESSES:

Fred. G. Duterich
A. G. Syne.

INVENTOR:

H. K. Shank
BY *Wm. L.*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

HENRY K. SHANCK, OF DAYTON, OHIO, ASSIGNOR OF ONE-FOURTH TO
JAMES A. SNELL, OF SAME PLACE.

RAILWAY-TRICYCLE.

SPECIFICATION forming part of Letters Patent No. 287,732, dated October 30, 1883.

Application filed March 31, 1883. (No model.)

To all whom it may concern:

Be it known that I, HENRY K. SHANCK, of Dayton, in the county of Montgomery and State of Ohio, have invented a new and useful
5 Improvement in Tricycles, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part of this specification.

This invention relates to railway-tricycles;
10 and it consists of the novel construction hereinafter described and claimed.

In the drawings, Figure 1 is a front elevation of my railway-tricycle, showing the front wheel and a part of the platform cut away.
15 Fig. 2 is a section on line *x x* of Fig. 1. Fig. 3 is a plan view of the platform and brake, and Fig. 4 is a section of the cord-winding pulleys.

A indicates a pair of flanged wheels, suitable for use on a railway-track, B, which are secured to an axle, C. On the axle is supported a frame, D, consisting of the forward and downward projecting bars E, and the rearward and downward projecting bars F,
25 and the platform G, secured to the lower ends of said bars. To the forward end of the platform G is secured a bearing for the axle of the small front wheel, H. If desired, two front wheels may be employed, both mounted on
30 the same shaft.

In the rearward-projecting bars F is journaled a shaft, I, to which are connected the pedal-levers J, which are attached to the straps K, adapted to be wound on the spring-
35 actuated drums L, which are connected to the axle by means of ratchets, in the usual manner. Each drum L is formed of a series of pulleys, M, of different diameters, which are provided with a slot, N, for the strap K, and a recess
40 or chamber, O, communicating with the slot, for accommodating a ball or button, P, to which the end of the strap is secured. A threaded pin, Q, is screwed into the ball as a means of moving the ball and strap along in

the recess and slot, respectively, when it is desired to adjust the strap from one pulley to another to vary the leverage on the axle.

The upper part of the frame D consists of a cross-rod, R, having a central vertical perforation which registers with a perforation
5 in a bent or curved bar, S, which is bolted to the under side of the rod R. In the said perforations is placed the pintle T of the seat U, which is supported on a coil-spring, V, resting on the bar S, and compressed by an adjustable collar, W, on the pintle. At the sides
of the frame D are hand-rests A'.

The brake B' consists of the cross-rod C', supported in bearings at the forward part of the platform, and provided with shoes D' and
6 a foot-lever, E'. The rod is provided with a prop, F', resting on the platform, which serves to hold the shoes near the wheels.

What I claim is—

1. A railway-tricycle having the frame D, 6 projecting downward to the front and rear, and supported on flanged wheels A, and in combination therewith a front wheel, H, arranged in line with one of the wheels A, and connected to the frame D by means of a plat-
7 form, substantially as shown and described.

2. The combination of the seat having a pintle, T, provided with an adjustable collar, a coil-spring, V, arranged around the pintle, and the supporting-frame having the bar S,
7 substantially as shown and described.

3. The combination, with the pedal-levers and straps connected thereto, of the series of pulleys having slots and recesses for the straps, and balls connected to the straps, and means
8 for adjusting the straps and balls, to place the straps in any desired pulley, substantially as shown and described.

HENRY K. SHANCK.

Witnesses:

E. E. EWING,
THOMAS O. LOWE.

Correction in Letters Patent No. 287,732.

It is hereby certified that Letters Patent No. 287,732, granted October 30, 1883, upon the application of Henry K. Shanck, of Dayton, Ohio, for an improvement in "Railway-Tricycles," was erroneously issued to "Henry K. Shanck and James A. Snell," assignee of one-fourth interest in the said invention; that said Letters Patent should have been issued to the said *Henry K. Shanck* as owner of the entire interest; and that the proper correction has been made in the files and records pertaining to the case in the Patent Office, and should be read in the patent to make it conform thereto.

Signed, countersigned, and sealed this 27th day of November, A. D. 1883.

[SEAL.]

Countersigned:

BENJ. BUTTERWORTH,
Commissioner of Patents.

M. L. JOSLYN,
Acting Secretary of the Interior.