(No Model.)

P. GENDRON.

VELOCIPEDE TREADLE.

No. 298,079. Patented May 6, 1884.

Fig 1

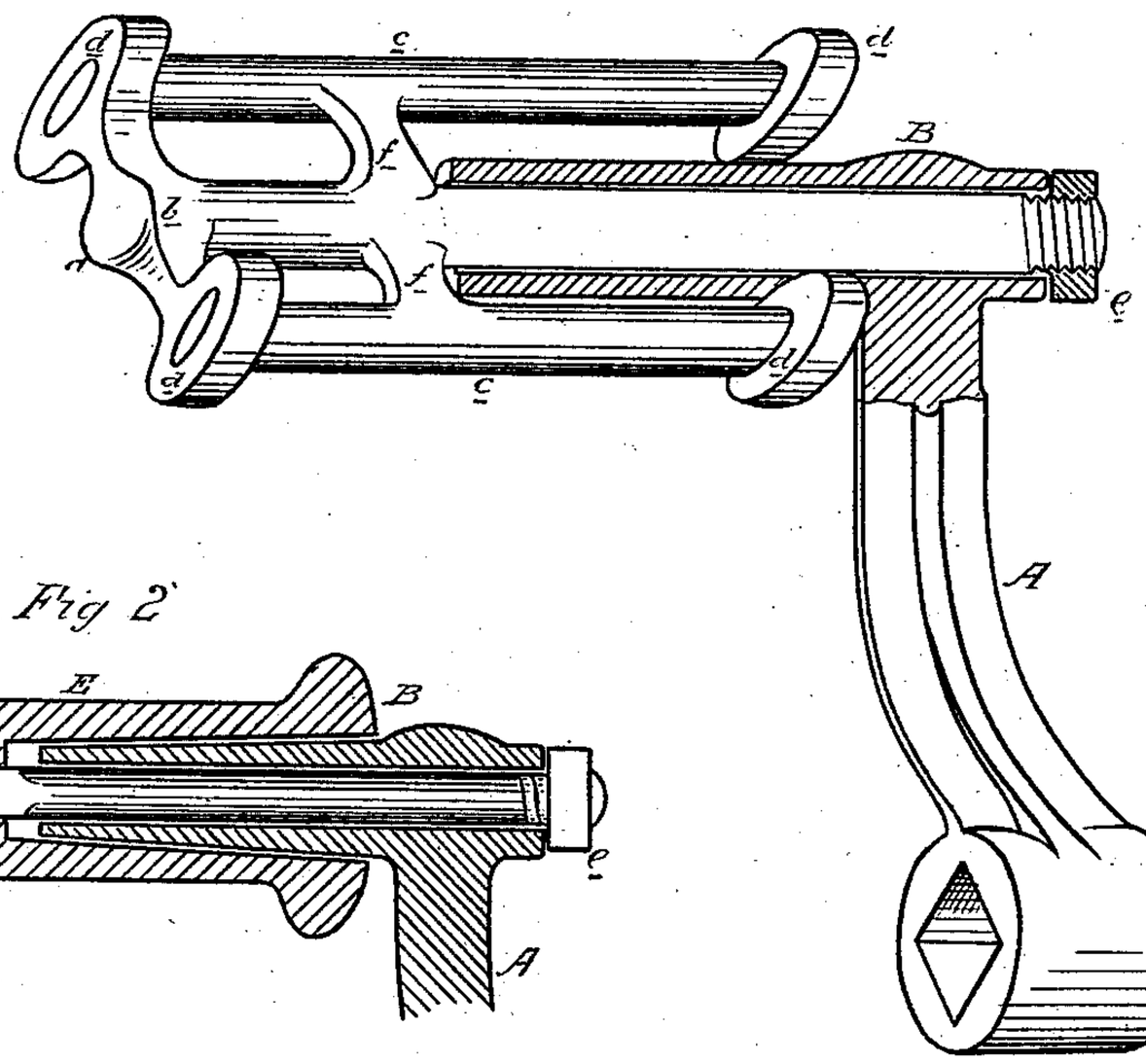

Fig 2

Attest:
Ino. H. Kent.
E. Scully.

by his Att'y

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UNITED STATES PATENT OFFICE.

PETER GENDRON, OF TOLEDO, OHIO, ASSIGNOR TO THE GENDRON IRON WHEEL COMPANY, OF SAME PLACE.

VELOCIPEDE-TREADLE.

SPECIFICATION forming part of Letters Patent No. 298,079, dated May 6, 1884.

Application filed November 3, 1883. (No model.)

To all whom it may concern:

Be it known that I, PETER GENDRON, of Toledo, in the county of Lucas and State of Ohio, have invented new and useful Improvements in Velocipede Treadles and Cranks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in the construction of treadles and cranks for velocipedes and tricycles, by means of which a durable and economical device is obtained.

The invention consists in the peculiar construction of the parts and their combination, as more fully hereinafter described.

Figure 1 is an elevation, in perspective and partially in section, of my improved crank and treadle, showing the construction when the parts are all made of metal. Fig. 2 is a vertical section showing the construction where the crank is made of metal and the treadle itself of wood.

In the accompanying drawings, which form a part of this specification, A represents the crank, provided with the internally-squared socket *a*, to engage with the end of the axle. This crank is cast solid with the thimble B, the interior bore of which is preferably slightly conical in shape, although not necessarily so, and preferably cast upon a chill.

C represents the treadle, which is composed of the head *b*, the two outside foot-bearings *c*, stops *d*, to prevent the foot from slipping off the ends of the foot-bearings, and a pintle, D, the latter being of the same size and shape as the interior bore of the thimble B, into which the pintle is inserted when the parts are all made of metal, and secured by means of a nut, *e;* or, in a cheaper variety of vehicles, the end of the pintle may be riveted. Stops *f* perform the double function of arresting the thrust of the pintle into the thimble too great a distance, and also connecting the foot-bearings *c* with such pintle, to give greater stiffness to the treadle. When a treadle, E, is employed, it is bored through the center with bores of different diameters, as shown in Fig. 2, the larger bore engaging with the outside of the thimble and the smaller bore of the diameter of the pintle, which is inserted through such treadle and the thimble, and the parts secured together by means of the nut *e* or riveting, the opposite end of such pintle being provided with the head *g*, to allow the parts to be thus secured together.

What I claim as my invention is—

1. A velocipede treadle and crank, consisting of a crank cast with a thimble, and a pintle sleeved within said thimble and supporting the treadle, substantially as described.

2. In combination with a crank cast with a thimble, a treadle composed of the foot-bearings *c*, stops *d f*, head *b*, and pintle D, the parts being constructed, arranged, and operating substantially as specified.

PETER GENDRON.

Witnesses:
E. SCULLY,
H. S. SPRAGUE.