

(No Model.)

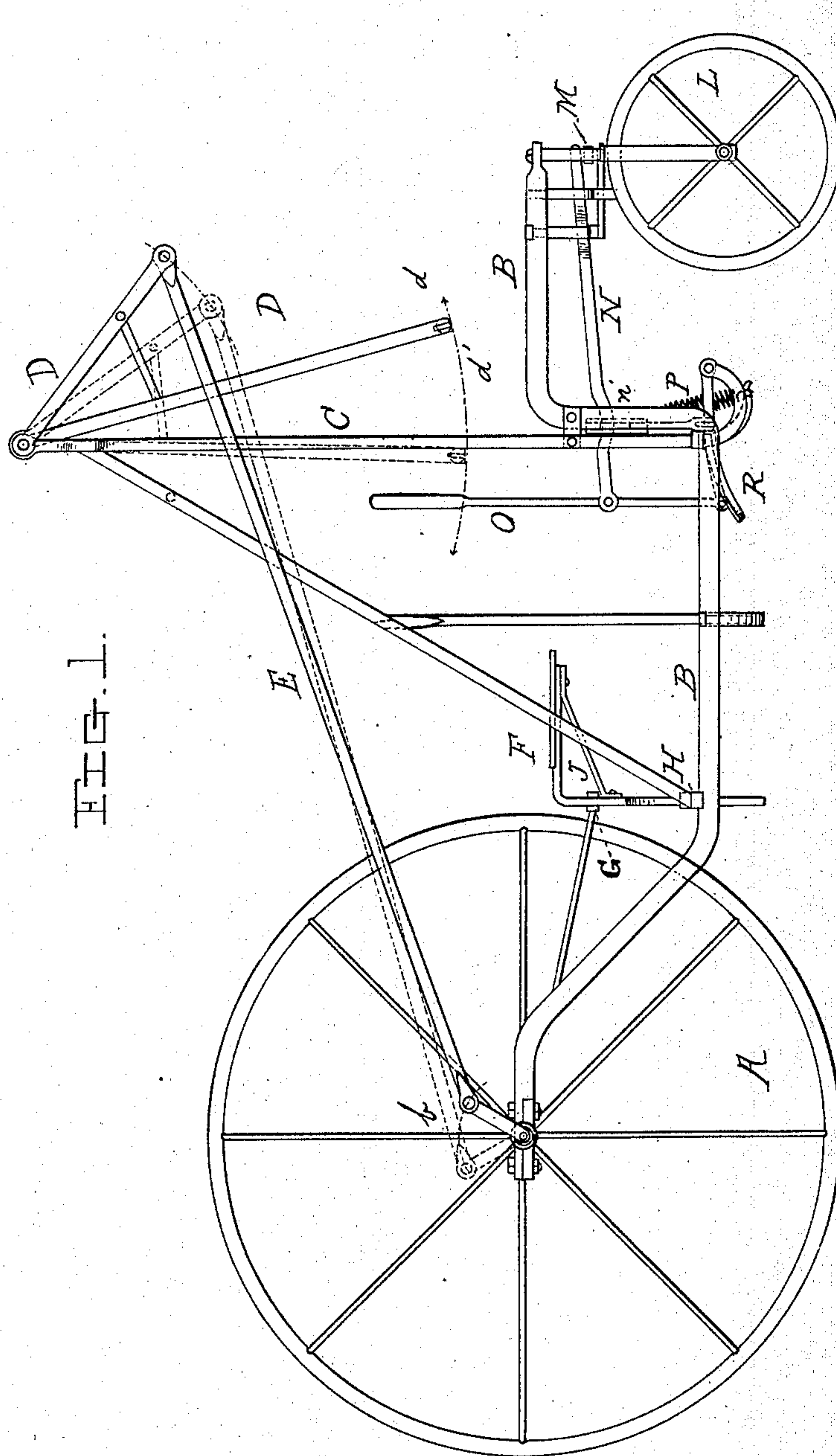
2 Sheets—Sheet 1.

D. M. BABCOCK.

TRICYCLE.

No. 322,406.

Patented July 21, 1885.



Witnesses;  
C. H. Arnold  
Helo Wamu.

Inventor;  
D. M. Babcock  
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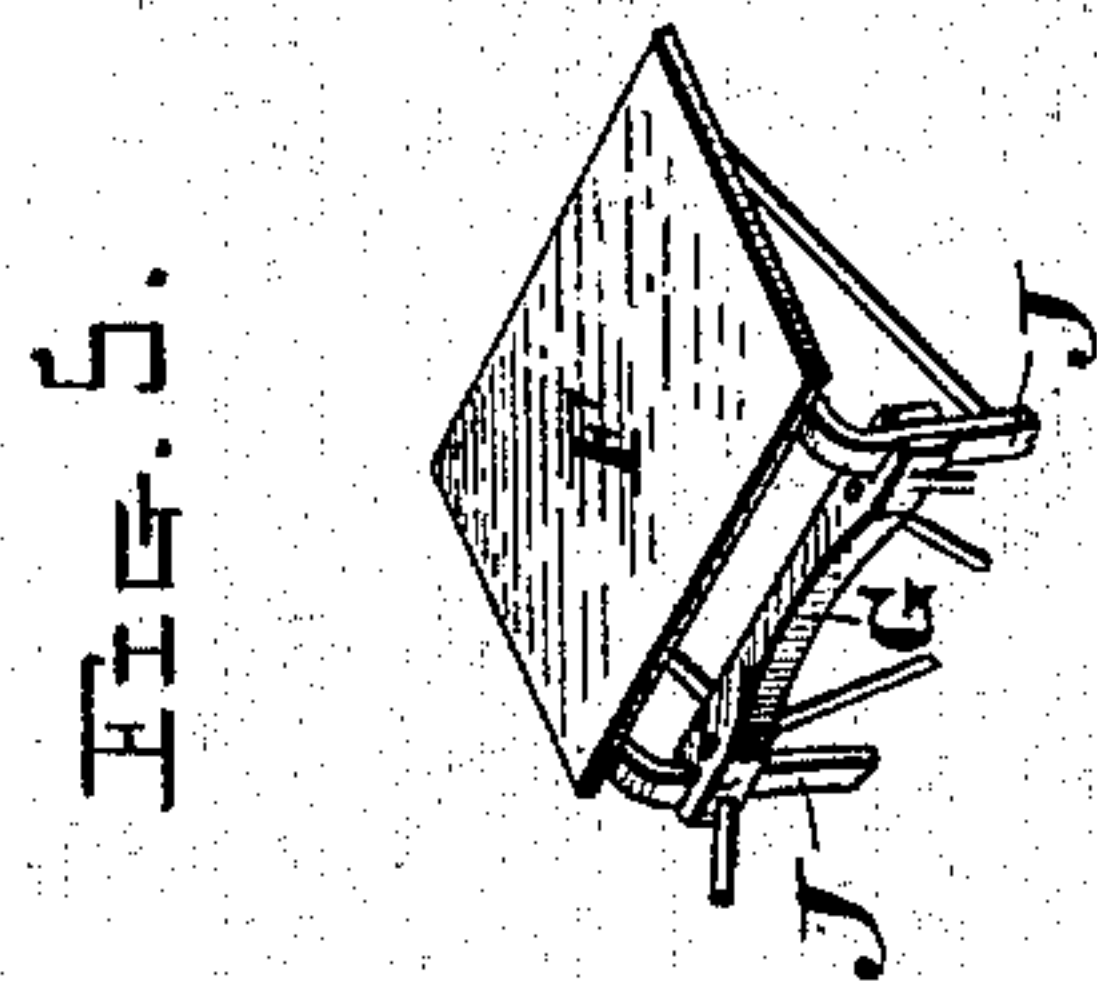
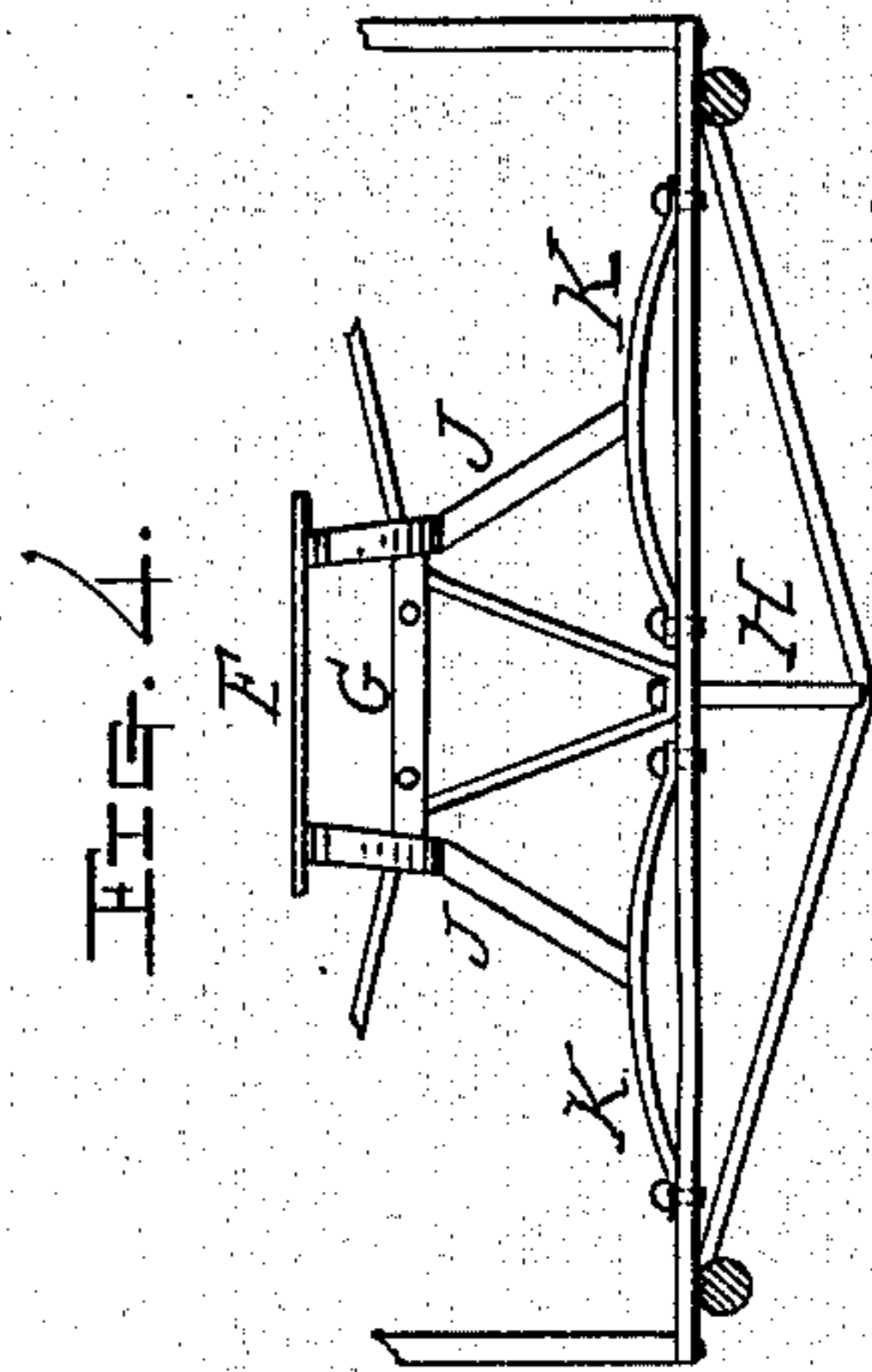
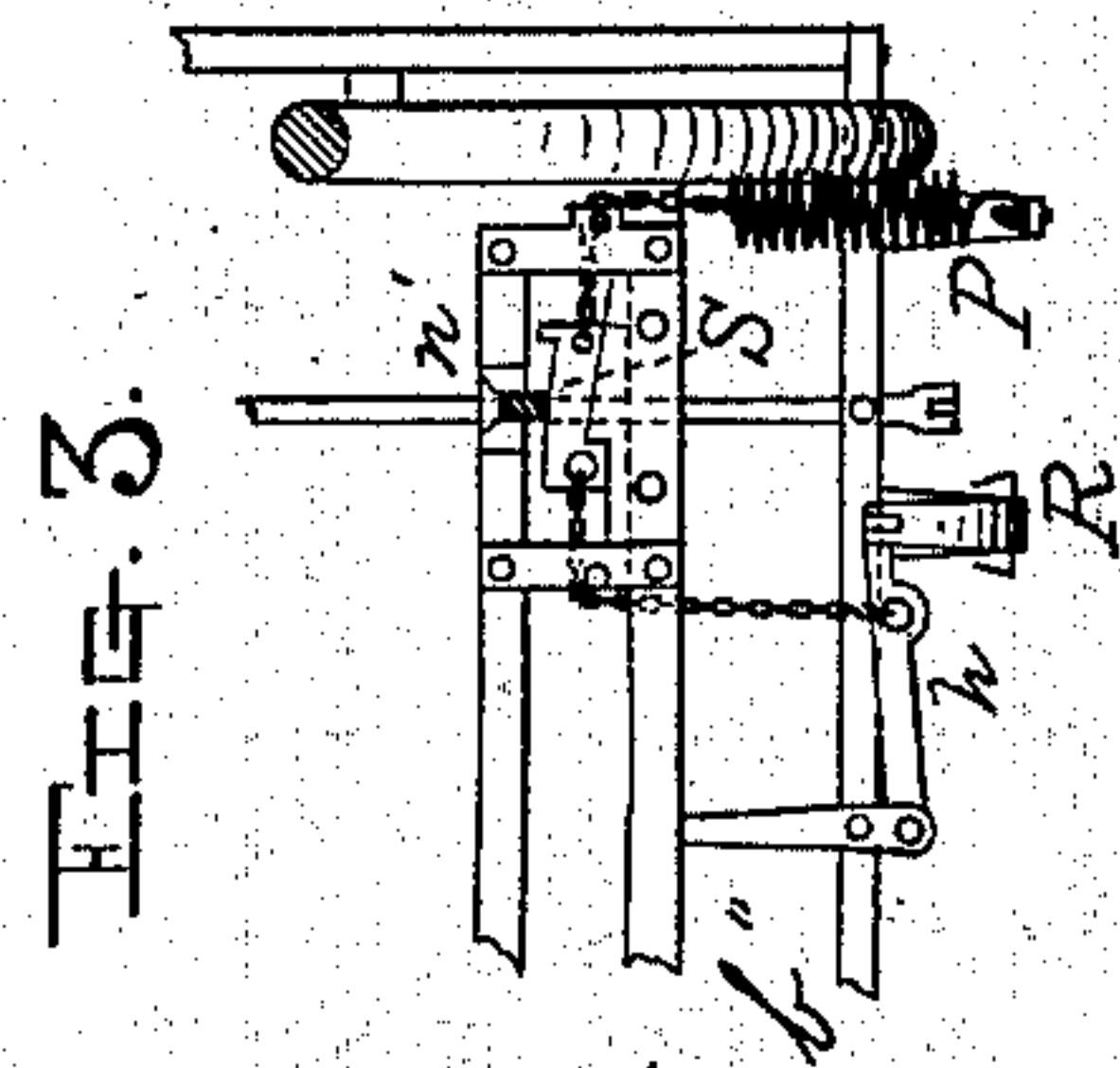
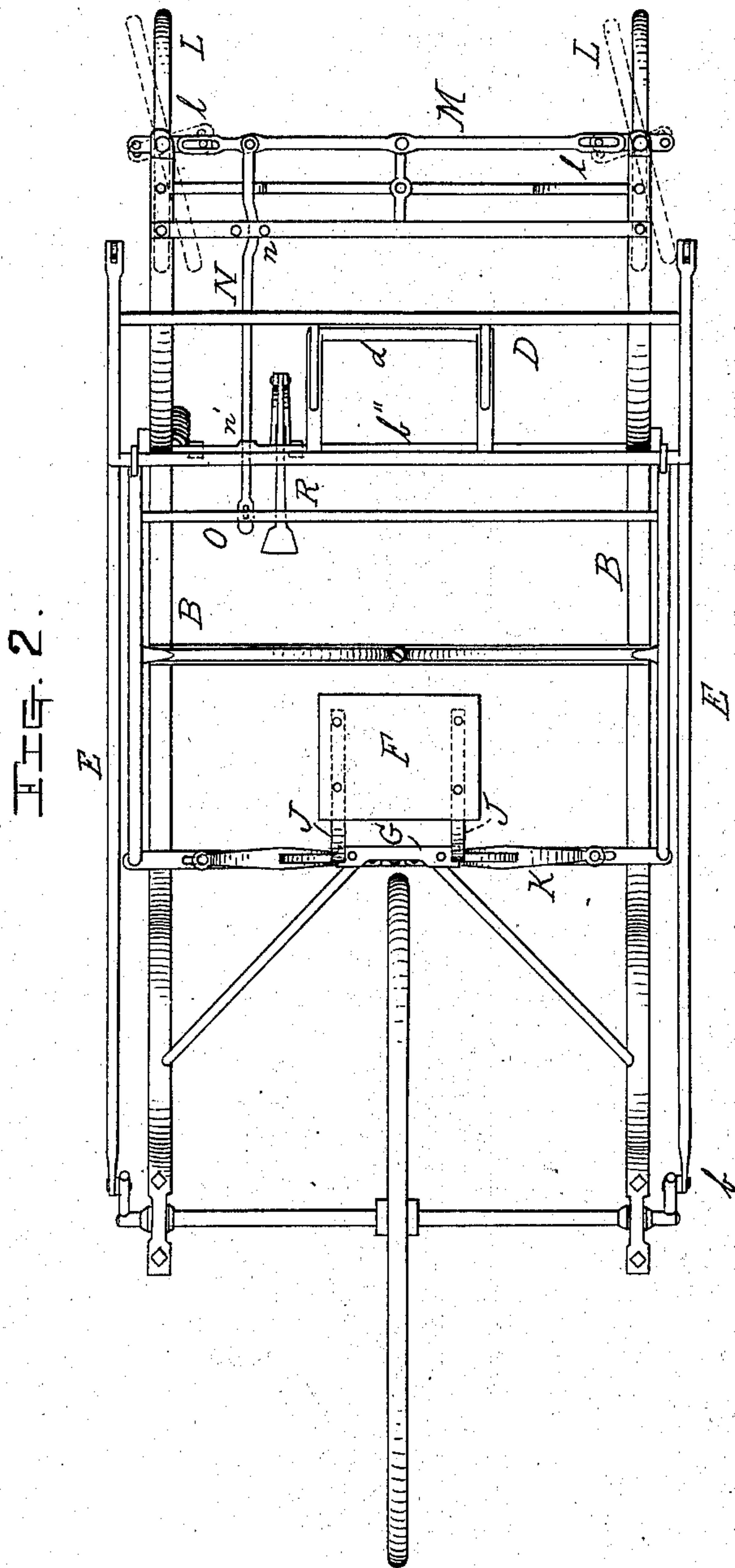
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2 Sheets—Sheet 2.

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Inventor,  
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# UNITED STATES PATENT OFFICE.

D. MARSHALL BABCOCK, OF WORCESTER, MASSACHUSETTS.

## TRICYCLE.

SPECIFICATION forming part of Letters Patent No. 322,406, dated July 21, 1885.

Application filed February 2, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, D. MARSHALL BABCOCK, a resident of the city and county of Worcester, State of Massachusetts, have invented certain new and useful Improvements in the construction of Tricycles, of which the following is a specification.

My invention relates more particularly to tricycles to be propelled by hand, though applicable more or less to velocipedes and other vehicles. Its nature is fully shown in the following description of a tricycle embodying my invention, as shown in the accompanying drawings.

In said drawings, Figure 1 is a side view. Fig. 2 is a plan, as seen from above. Figs. 3 and 4 are vertical cross-sections of certain parts as seen from the right of Figs. 1 and 2, as hereinafter more particularly described. Fig. 5 is a perspective view of the seat, its brackets, and slide-bar G.

The same letters indicate the same parts wherever they occur.

A is the driving-wheel, supporting by its shaft or axle the frame B, and having a crank, *b*, at each end. The frame B has two stationary well-braced uprights, C C, supporting the swinging frame D from their upper ends, the frame D having connecting ends E E to the cranks *b b*, and a lower bar, *d*, adapted to be grasped by the hands by which it is swung, as shown by the broken lines *d'*. At F is a spring-seat, a view of which, as seen from the right of Figs. 1 and 2, is shown in Fig. 4; G, a rigid supporting-bar slotted at each end and supported from the trussed bar H, which also supports the ends of the springs K K, arranged to slide thereon. The brackets J J, under the seat, slide in the slotted ends of the bar G, and their lower ends rest on the middle of the springs K K, giving the required ease of motion. At L L are the two steering-wheels, pivoted to the fore part of the frame B, and each having a crank, *l*, with a pin fitting in the slotted end of the pivoted bar M, which has a connecting-rod, N, to the steering-lever O, the end sliding in suitable notches in the frame B, and having compensating curves where it slides to compensate for the swing of the attached levers at each end, as shown at *n n'*. At *n'* is an automatic holder consisting of a wedge, S, sliding in suitable ways on the bar below the rod N, as shown in Fig. 3, one end of it being connected by chains over a pulley to the spring P, by which

the wedge is drawn under the rod N, locking it in place. The other end of the wedge has a chain connecting over a pulley to the lever *p*, which is connected to the foot-lever R, the action of the spring automatically locking the rod N wherever it may be, and by pressing the foot-lever R the wedge is drawn back, allowing the rod to be moved by the steering-lever O. The bar M is pivoted at its center to a stationary support on the front of the frame B.

The construction of the wheels, frame, braces, &c., not particularly specified, may be of most any of the common forms in use adapted to the design and purpose of a tricycle.

The operation is evident. The rider sitting on the seat, with the feet resting on the cross-bar *b''* of the frame, has most of the weight thrown on to the driving-wheel A, and is braced in the best position to exert all strength of muscle in moving the frame D and propelling the vehicle, while the steering is readily controlled by hand and foot.

Having thus fully described my invention, what I claim therein as new, and desire to patent, is—

1. In a tricycle, the combination of the frame, the driving-wheel, the two steering-wheels operated by cranks whose pins are acted on by a pivoted slotted bar simultaneously in opposite directions, and the means, substantially as described, for operating and holding the bar and wheels in position, as set forth.

2. The pivoted slotted bar arranged to move the two steering-wheels simultaneously by moving the cranks in opposite directions, in combination with the connecting-rod and steering-lever, substantially as specified.

3. The double-curved connecting bar or rod, as and for the purposes set forth.

4. The automatically-locking holder consisting of the spring-operated wedge S, with the slide and frame embracing the rod N, in combination with the steering mechanism, as above set forth.

5. The spring-seat resting on brackets sliding in a bar of the frame and supported on springs, in the manner and for the purposes above set forth and described.

D. MARSHALL BABCOCK.

Witnesses:

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