

(No Model.)

C. F. STILLMAN.

VELOCIPEDE.

No. 377,869.

Patented Feb. 14, 1888.

Fig. 1.

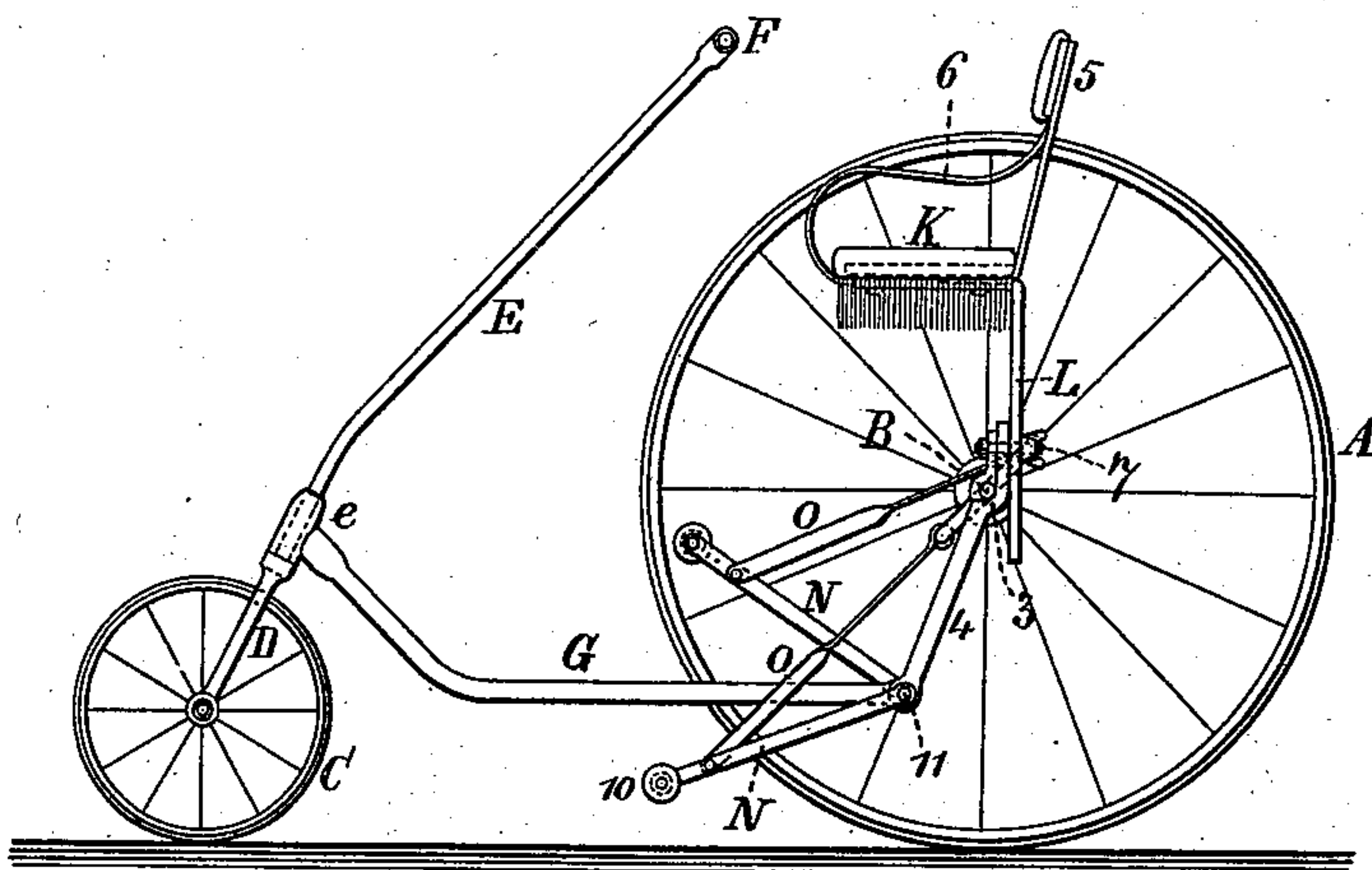
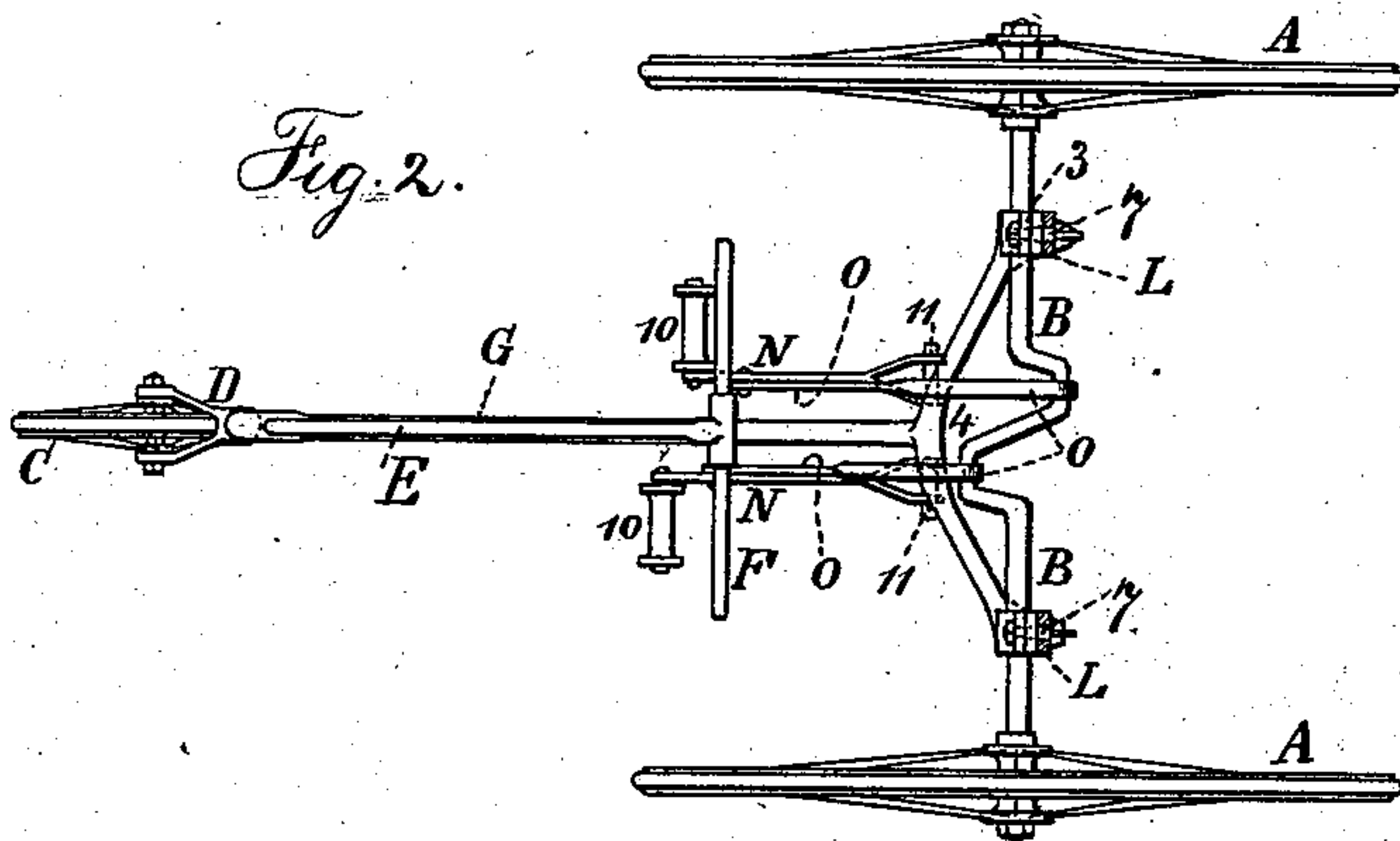


Fig. 2.



Witnesses:
J. Staib
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Inventor:
Charles F. Stillman,
per Lemuel W. Perrell, atty.

UNITED STATES PATENT OFFICE.

CHARLES F. STILLMAN, OF NEW YORK, N. Y.

VELOCIPED.

SPECIFICATION forming part of Letters Patent No. 377,869, dated February 14, 1888.

Application filed October 21, 1887. Serial No. 252,976. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. STILLMAN, of the city and State of New York, have invented an Improvement in Velocipedes, of which the following is a specification:

In Letters Patent No. 324,605, granted to me August 18, 1885, a velocipede is represented in which the seat is formed by an imitation horse, with treadles and cranks for driving the main wheels, and a front steering-wheel; but in velocipedes for children, especially girls, the figure of a horse is not convenient as a seat.

My present invention is a modification of and improvement upon the aforesaid Letters Patent, and relates to the combination, with the driving-wheels and cranks, of a frame extending to the steering-wheel, a seat above the cranks and supported at the back part thereof, so as to give ample room below the seat for the clothing and for the movement of the feet and limbs; and I make use of treadles pivoted at the back end, as in Fig. 4 of my aforesaid patent, but the links extend at an inclination rearward to the cranks, so that the treadles are well adapted to the convenience of the rider.

In the drawings, Figure 1 is an elevation with the near wheel removed, and Fig. 2 is a plan view with the seat removed.

The driving-wheels A A are connected by the crank-shaft B, and the steering-wheel C is in a fork, D, having a handle-bar, E, and handle F, and the main frame G of the machine extends downwardly and backwardly from the socket, through which the handle-bar E passes to the bearings 3 for the crank-shaft B, and this frame G is forked at 4, so as to give room for the movement of the cranks and connecting-rods. The main portion of this frame G being a single tube, and the fork 4 extending upwardly at the back end, causes said frame to be entirely out of the way of the feet, legs, and clothing of the rider, and the seat K is supported by the vertical standards L, that are bolted to the back parts of the frame behind the bearings 3 and crank-shaft B. The upper ends of the standards L are preferably extended horizontally beneath the seat K, so as to firmly support the same, and there is usually a back, 5, and arms 6 to the seat. The screws 7 pass through slots in the standards L, and are provided with clamping-nuts, so as to allow for

raising or lowering said seat K; but there may be holes through the standards L in place of slots.

The treadles N have spools or foot-pieces 10 at the front ends, and at the back ends they are supported upon a pivot-bolt, 11, passing through the frame G near the fork 4, and the connecting-rods O are pivoted at their front ends to the treadles N, and their back ends surround the cranks upon the shaft B. These cranks may be at right angles, but usually they are opposite to each other. It will now be understood that the seat K is in front of the shaft B, as well as above it, so that there is no risk of the velocipede falling over backwardly; but the space below the seat is ample for the free movements of the feet and legs of the rider, and the clothing or skirts of the girl are not liable to injury by contact with any parts of the machine, because there is ample space for the same below the seat, and the seat can be raised or lowered to suit the convenience of the rider, and the handle-bar is easily grasped for steering the vehicle.

I claim as my invention—

1. The combination, in a velocipede, with the driving and steering wheels and the cranked axle and driving-gear, of a single tube or frame, G, extending downwardly and backwardly from the fork-head of the steering-wheel, a fork, 4, connected at its lower central portion to the back end of the frame G, and extending backwardly and upwardly, and having at its upper ends bearings for the cranked axle, substantially as specified.

2. The combination, in a velocipede, with the driving and steering wheels and the cranked axle and driving-gear, of a single tube or frame, G, extending downwardly and backwardly from the fork-head of the steering-wheel, a fork, 4, connected at its lower central portion to the back end of the frame G, and extending backwardly and upwardly, and having at its upper ends bearings for the cranked axle, the seat K, and the standards L, attached to the same and extending vertically below the back edge thereof, and screws for connecting the standards to the bearings for the axle, substantially as specified.

3. The combination, in a velocipede, with the driving and steering wheels and the cranked

axle, of a single tube or frame, G, extending
downwardly and backwardly from the fork-
head of the steering-wheel, a fork, 4, connected
at its lower central portion to the back end of
5 the frame G, and extending backwardly and up-
wardly and having at its upper ends bearings
for the cranked axle, the treadles N, and con-
necting-rods O, and the pivots 11, at the back
ends of the treadles and at or near the junc-
10 tion of the said fork and frame and below and

behind the forward edge of the seat, whereby
the treadles are in a position to receive a nearly
vertical thrust, substantially as specified.

Signed by me this 17th day of October, A.
D. 1887.

CHAS. F. STILLMAN.

Witnesses:

GEO. T. PINCKNEY,
WILLIAM G. MOTT.