(No Model.) 2 Sheets—Sheet 1.

# P. GENDRON.

## VELOCIPEDE.

No. 466,824. Patented Jan. 12, 1892.

Fig. 1.

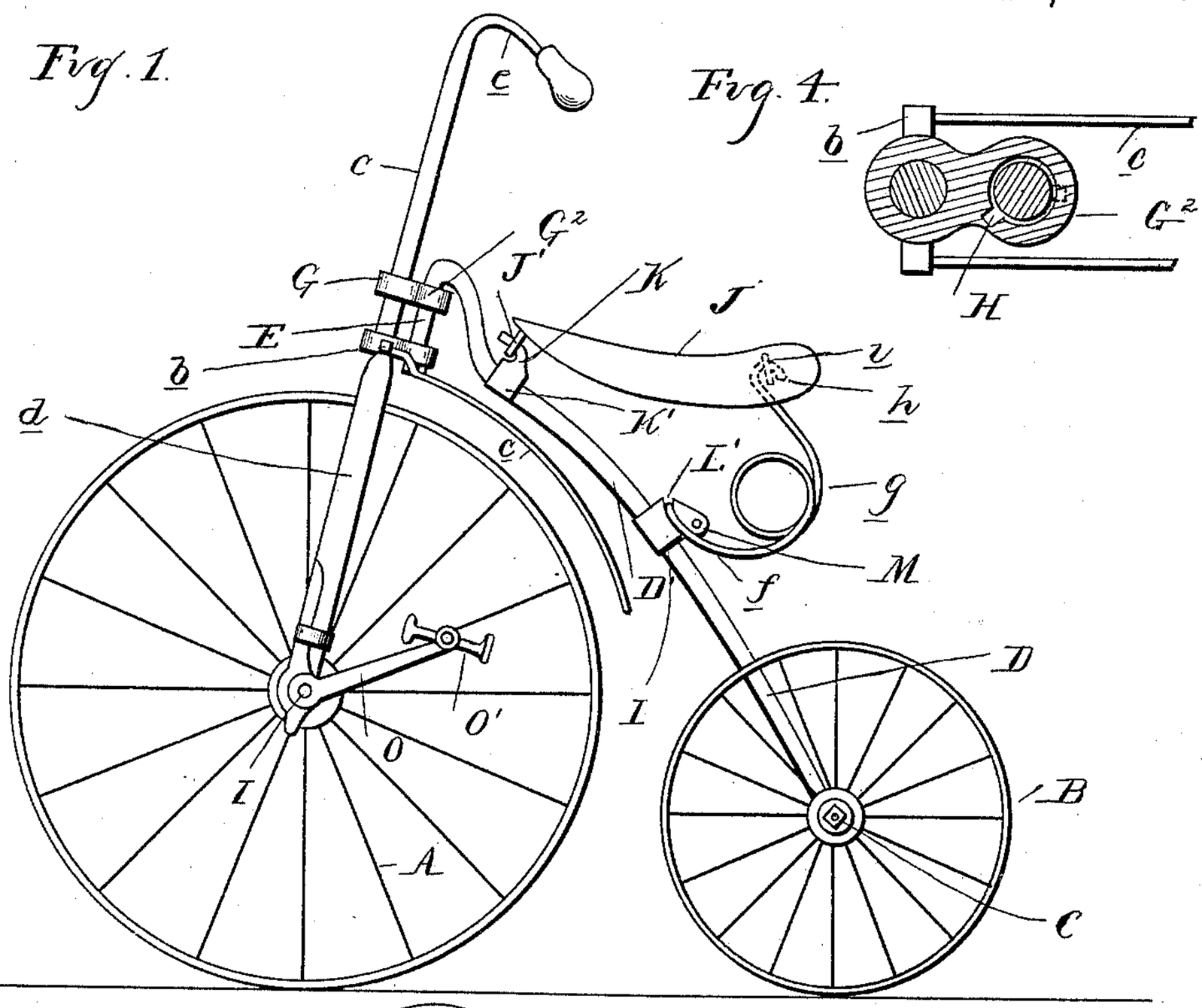



Fig. 4.




Fig. 2.

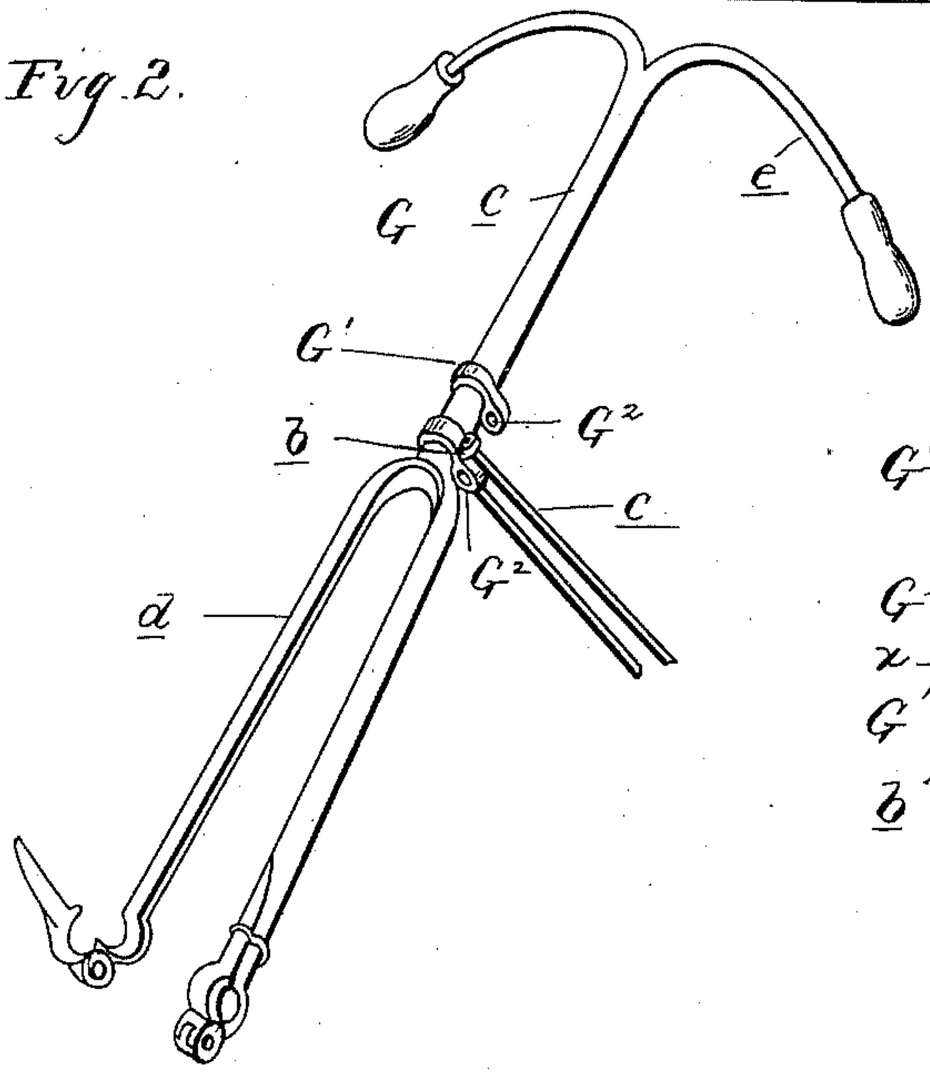
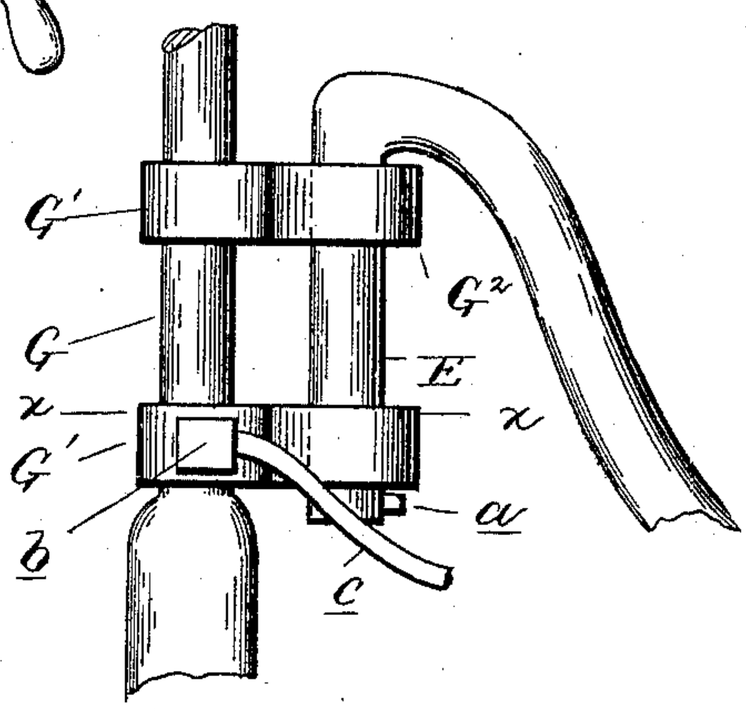



Fig. 3.




Witnesses
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(No Model.)

2 Sheets—Sheet 2.

# P. GENDRON.

## VELOCIPEDE.

No. 466,824. Patented Jan. 12, 1892.

Fig. 5.

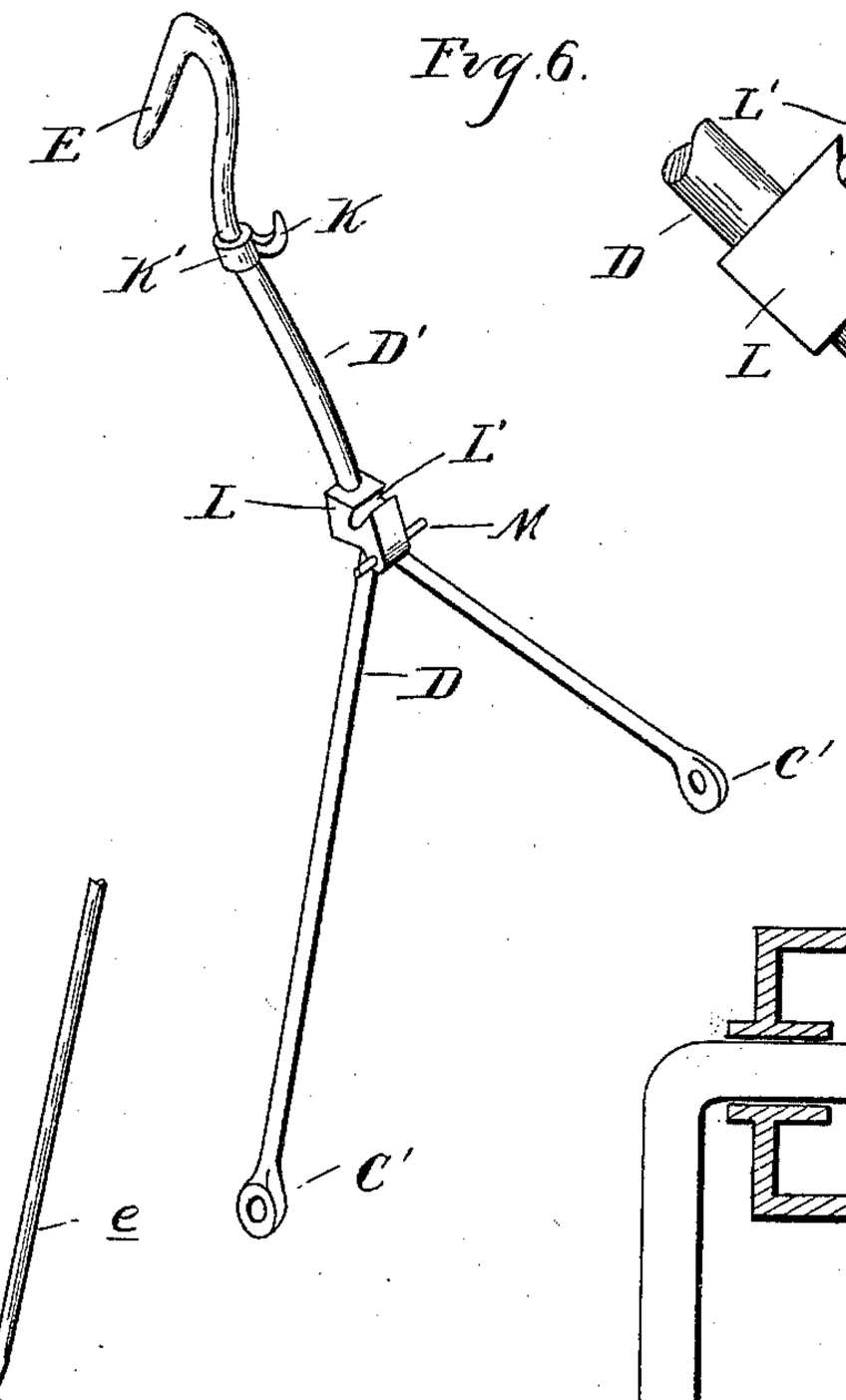



Fig. 6.

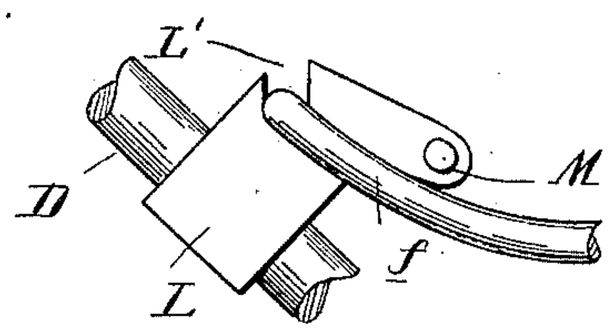



Fig. 8.

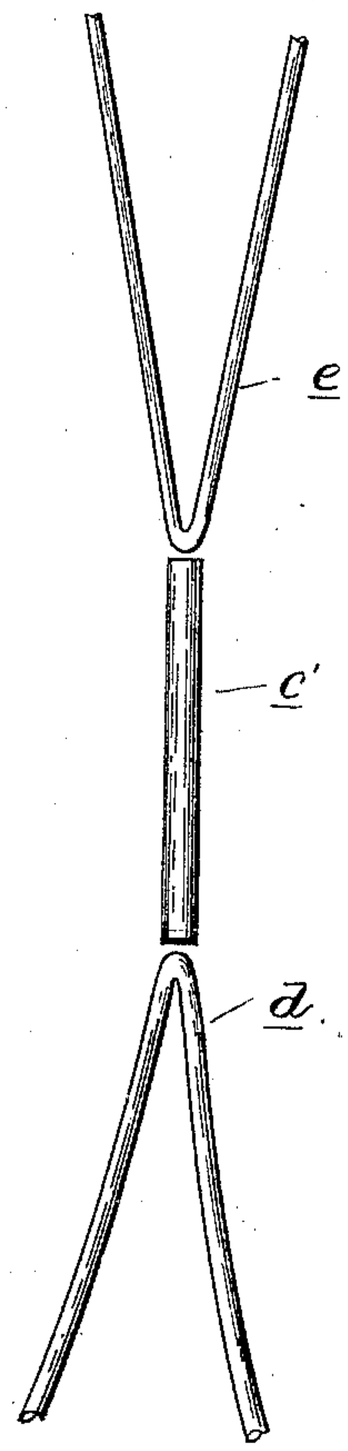
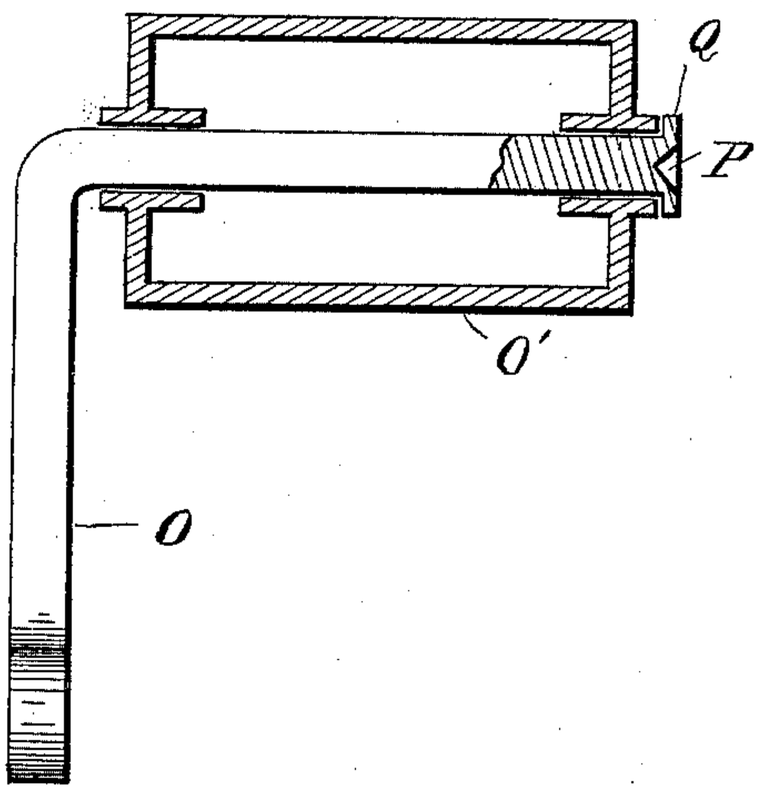



Fig. 7




Witnesses
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# UNITED STATES PATENT OFFICE.

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

## VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 466,824, dated January 12, 1892.

Application filed June 17, 1891. Serial No. 396,541. (No model.)

*To all whom it may concern:*

Be it known that I, PETER GENDRON, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Velocipedes, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in velocipedes; and the invention relates to the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter described.

In the drawings, Figure 1 is a side elevation of a velocipede embodying my invention. Fig. 2 is a detached perspective view of the front standard. Fig. 3 is an enlarged side elevation of the connection between the backbone and standard. Fig. 4 is a cross-section thereof on line $x\,x$. Fig. 5 is a detached perspective view of the backbone. Fig. 6 is an enlarged elevation of the spring supporting-block on the backbone. Fig. 7 is a section through one of the pedals. Fig. 8 is a diagram elevation showing the manner of putting the parts together in constructing the standard.

A is the front wheel, and B are the back wheels, the latter being journaled upon the axle C, which passes through suitable bearings C′, formed in the lower end of the bifurcated portion D of the backbone D′. The backbone is provided at its upper end with the pin E, formed integral with the backbone and having an offset or lug *a*, formed upon the inner face of the lower end.

G is the front standard, upon which is shrunk or cold-pressed a collar G′, having the apertured bearing G″ extending rearwardly from the standard. The apertures in this bearing are provided with the notch H, with which the lug *a* is adapted to engage in securing the parts together, this notch being so arranged that the lug will enter it only when the front and rear wheels are brought at substantially right angles with each other, and in any other position this lug *a* bears against the imperforate portion of the lower bearing G′ and locks the backbone and standard together. Upon each side of a collar G′, I form the ears *b*, having a lateral aperture, in which is secured the fender *c*, formed of wire, and extending over the front wheel, as plainly shown in Fig. 2.

The standard consists of the main portion *c*′, the bifurcated portion *d*, and the handle portion *e*. The bifurcated portion is provided with any suitable bearing for the drive-axle I. To construct this standard I preferably proceed as follows: The portion *c*′ consists of a single round rod cut to the proper length. The bifurcated portion *d* is formed by taking a piece of semi-oval or other properly-shaped metal and bending it into inverted-V shape, as plainly shown in Fig. 8, while a round rod to form the handle portion *e* is bent into corresponding V-shaped section. The apices of these V-shaped sections are then brought to abut against the upper and lower end, respectively, of the main portion *c*′ and welded thereto in any suitable manner, preferably by electricity. The bifurcated portion and the handle may then be shaped to any desired configuration. I have found that this construction gives me the greatest possible strength with the least expense of manufacture.

J is the seat, having any suitable framework to support the ordinary leather, and carrying at its front end a staple or eye J′, adapted to engage with the forwardly-extending hook K, secured upon the block K′, which is attached to the upper end of the backbone. A block L, attached midway of the backbone, having the notch L′ formed on its upper edge and the cross-bar M extending through its lower edge. The spring supporting the rear end of the seat consists of a looped portion *f*, adapted to engage in the notch L′ and beneath the cross-bar M, the coil *g*, formed between the block and the seat, and the hook *h*, engaging into a suitable lug *i* on the under side of the seat for securing the upper end of the spring thereto. The cross-bar M prevents the spring from becoming disengaged from the block in ordinary use, but by first disengaging the hook *i* it is evident that it may be readily removed. By turning the backbone to the proper angle of the standard the backbone and standard can be separated, and thus the entire velocipede put in knockdown condition for shipment.

O is a crank secured to the drive-axle I

upon which the pedal O′ is pivoted. This pedal is secured in position by forming the countersink P at the end, and after the pedal is slipped on reaming or turning over the edge Q thereof, forming a locking-flange at the outer end, as plainly shown in Fig. 7.

What I claim as my invention is—

1. In a velocipede, a front standard consisting of the portions *c′*, *d*, and *e*, welded together and shaped substantially as described.

2. In a velocipede, the combination, with the standard, of two blocks secured to the standard one above the other and formed with apertures in their outer end and radial grooves extending from the apertures toward the front, a backbone having a hooked end extending above and through the apertures in the blocks, and a locking-lug on the side of the lower end of said hook, substantially as described.

3. In a velocipede, the combination, with a backbone of a seat, a pivotal connection between the forward end of the seat and the backbone, a U-spring supporting the rear of the seat and formed with a central coil and a looped lower end, a block secured to the backbone, formed with a transverse groove in which the spring is seated, and pins on the block extending above and across the spring, substantially as described.

4. In a velocipede, the combination of the backbone, the block K′, hook K, eye J′, seat J, block L, notch L′, cross-bar M, the spring having a loop engaging in said notch and beneath the cross-bar, the coil *g*, and hook *h*, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

PETER GENDRON.

Witnesses:

JAMES WHITTEMORE,

M. B. O'DOGHERTY.