

(No Model.)

T. V. HANDLOSER.
TRICYCLE.

No. 553,615.

Patented Jan. 28, 1896.

Fig. 1.

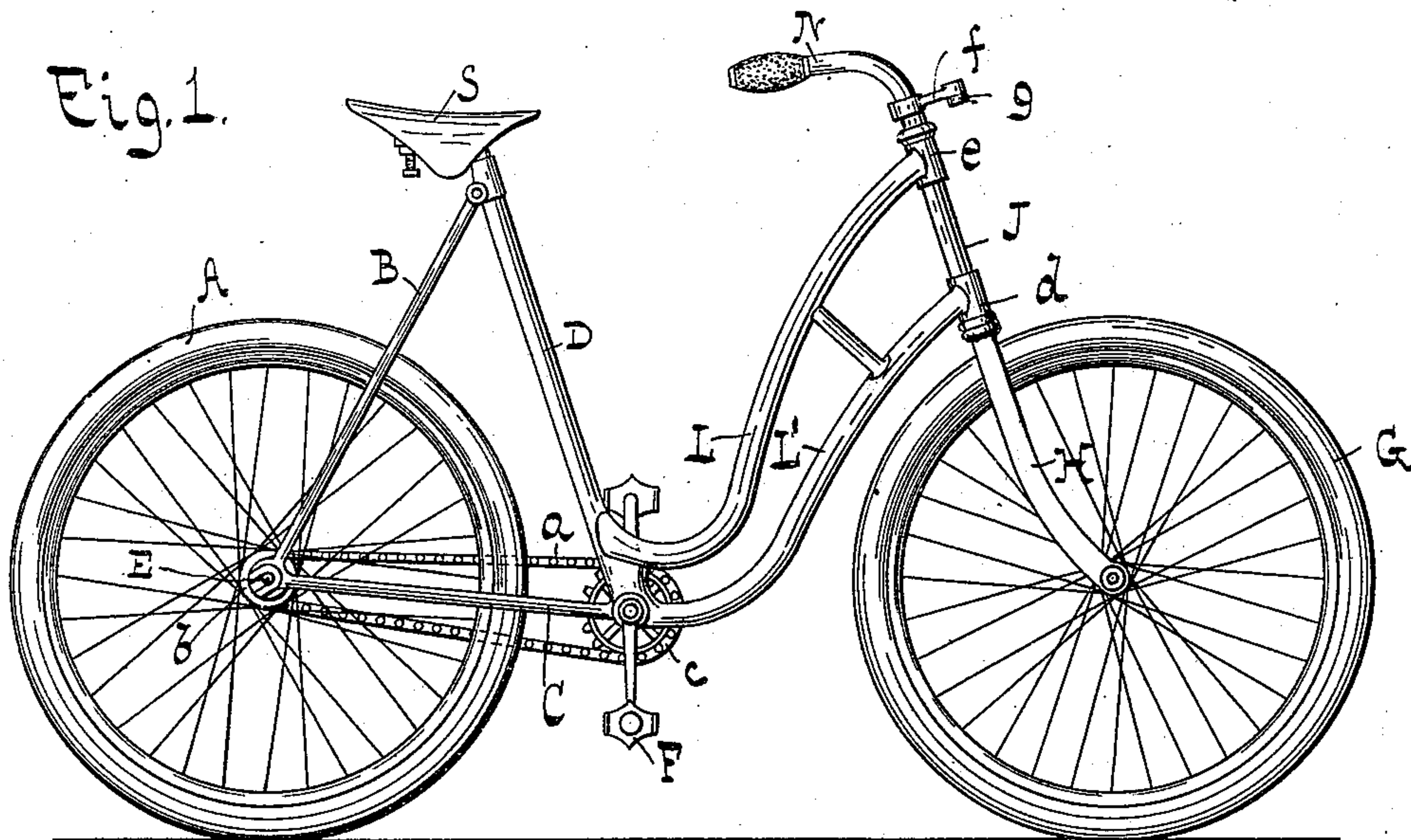


Fig. 2.

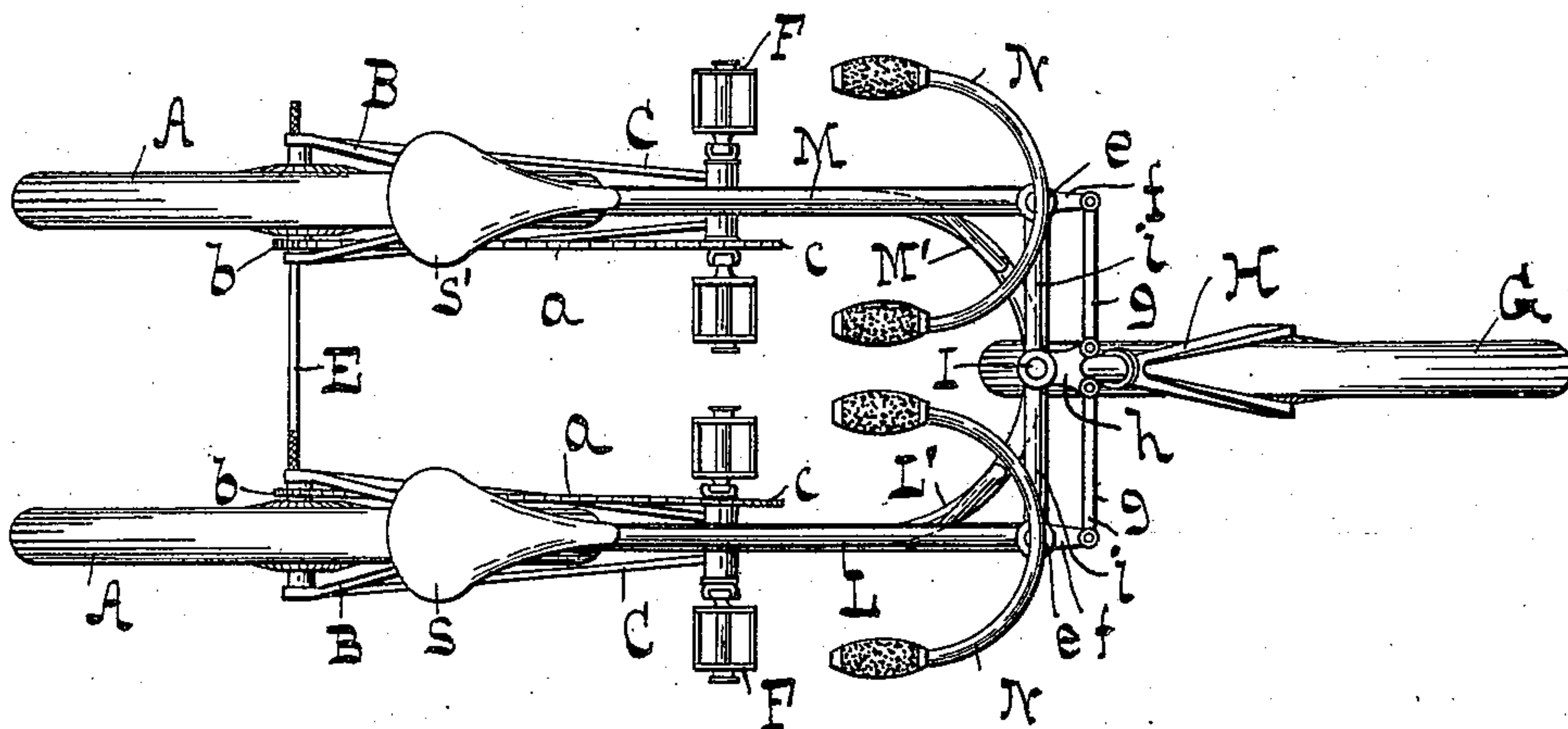
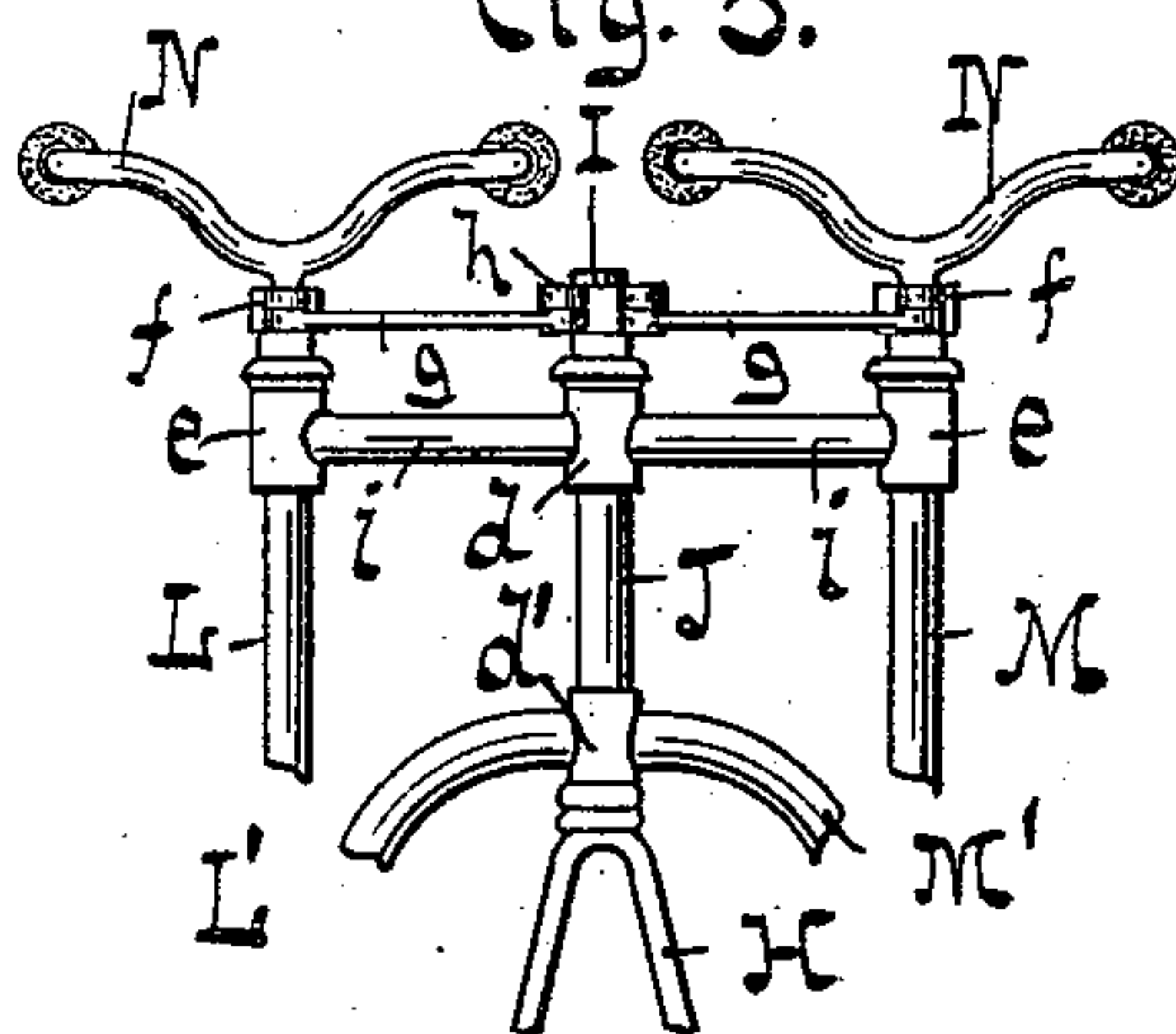


Fig. 3.



WITNESSES:

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THOMAS V. HANDLOSER, OF NEW YORK, N. Y.

TRICYCLE.

SPECIFICATION forming part of Letters Patent No. 553,615, dated January 28, 1896.

Application filed September 26, 1894. Serial No. 524,135. (No model.)

To all whom it may concern:

Be it known that I, THOMAS V. HANDLOSER, a citizen of the United States of America, and a resident of New York, in the county and State of New York, have invented certain new and useful Improvements in Tricycles, of which the following is a specification.

My invention has reference to improvements in velocipedes, and especially to a tricycle adapted to accommodate two riders seated side by side.

It has for its objects to provide a light and strong construction for tricycles of this character and to prevent confusion in steering. To this end I construct the bicycle with a peculiarly-formed frame and provide the same with two handle-bars connected with the steering-wheel in such a manner that the latter can be turned by either rider and the motion is transmitted from one handle-bar to the other.

The nature of my said invention will best be understood when described in connection with the accompanying drawings, in which—

Figure 1 represents a side elevation of a tricycle constructed according to my invention. Fig. 2 is a plan or top view thereof. Fig. 3 is a front elevation, part being broken away.

Similar letters of reference designate corresponding parts throughout the several views of the drawings.

Referring to the drawings, the letters A A designate the two rear driving-wheels mounted on an axle E supported at opposite ends by the two rear forks B B and the bars C C. The forks and bars are connected to the respective saddle-supports D D.

S S' are the two saddles secured in a usual manner to said supports D D to accommodate two riders.

The wheels A A are driven, as usual, by sprocket-wheels *b c* and chains *a* from the pedals F. The steering-wheel G is supported in the steering-fork H, which latter terminates upwardly in a steering-post I mounted to turn in a steering-head J. The steering-head is connected with the saddle-supports D by means of two sets of connecting-bars L L' and M M'. The lower bars, L' M', are brought

forward from the respective saddle-supports, curved inwardly and secured to the steering-head J at *d'*. The upper bars, L M, are brought straight forward and then connected to the steering-head J at *d* by short cross-bars *i i*. At their ends the bars L M have formed therein sockets or heads *e e* arranged on opposite sides of the steering-head and about on a level with the top of the same and adapted to receive the posts of the handle-bars M N. Each handle-bar is provided with a short crank-arm *f* connected by a link *g* with a crank-arm *h* projecting from the steering-post I. It is now evident that on turning either handle-bar the steering-wheel is turned, by the intermediate connections, to correspond, and that the motion is transmitted to the second handle-bar, thereby communicating to the second rider the direction to be taken, and in this manner preventing confusion.

By the construction of the frame as herein specified the tricycle is rendered light and strong, and considerable speed can be attained. While I have herein shown a tricycle adapted both for men and women it is evident that one or both sides of the frame may be constructed according to the "diamond" pattern.

What I claim as new is—

A tricycle adapted for two riders, comprising in its structure two driving-wheels, a front steering-wheel, two handle-bar-heads, a steering-head located between the same, two saddle-supports, longitudinal curved bars L' M' connecting the saddle-supports with the steering-head, bars L M connecting the saddle-supports with the handle-bar-heads, cross-bars *i i* connecting the latter with the steering-head, crank-arms on the handle-bars, a crank-arm on the steering-post, and links connecting the crank-arms, substantially as described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 21st day of September, 1894.

THOS. V. HANDLOSER.

Witnesses:

JOSEPH LOESCH,
L. BAUM.