

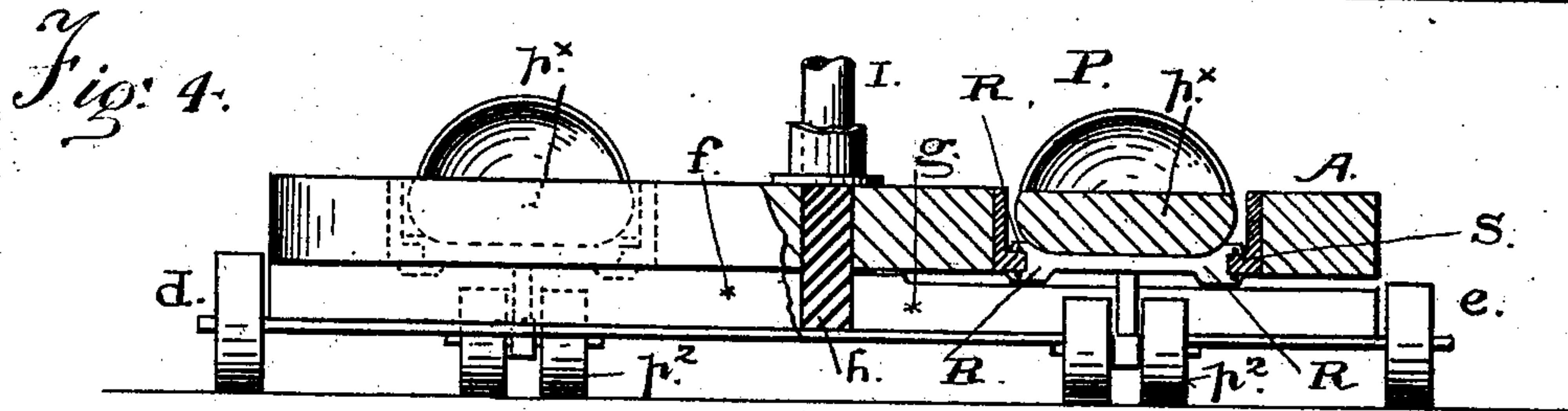
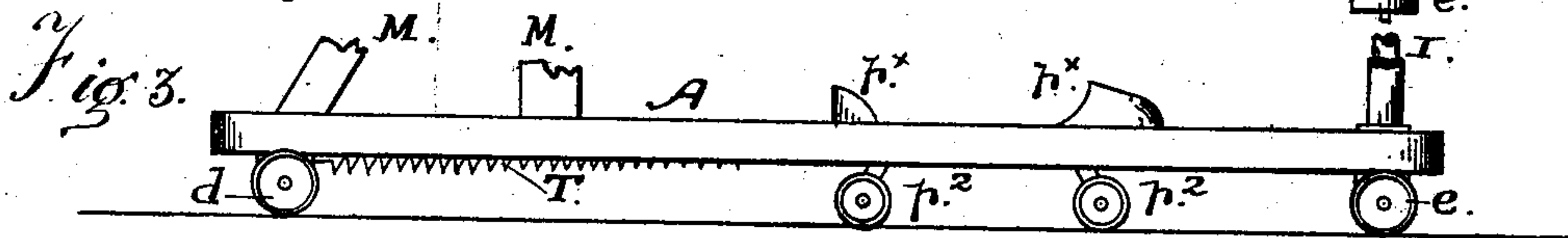
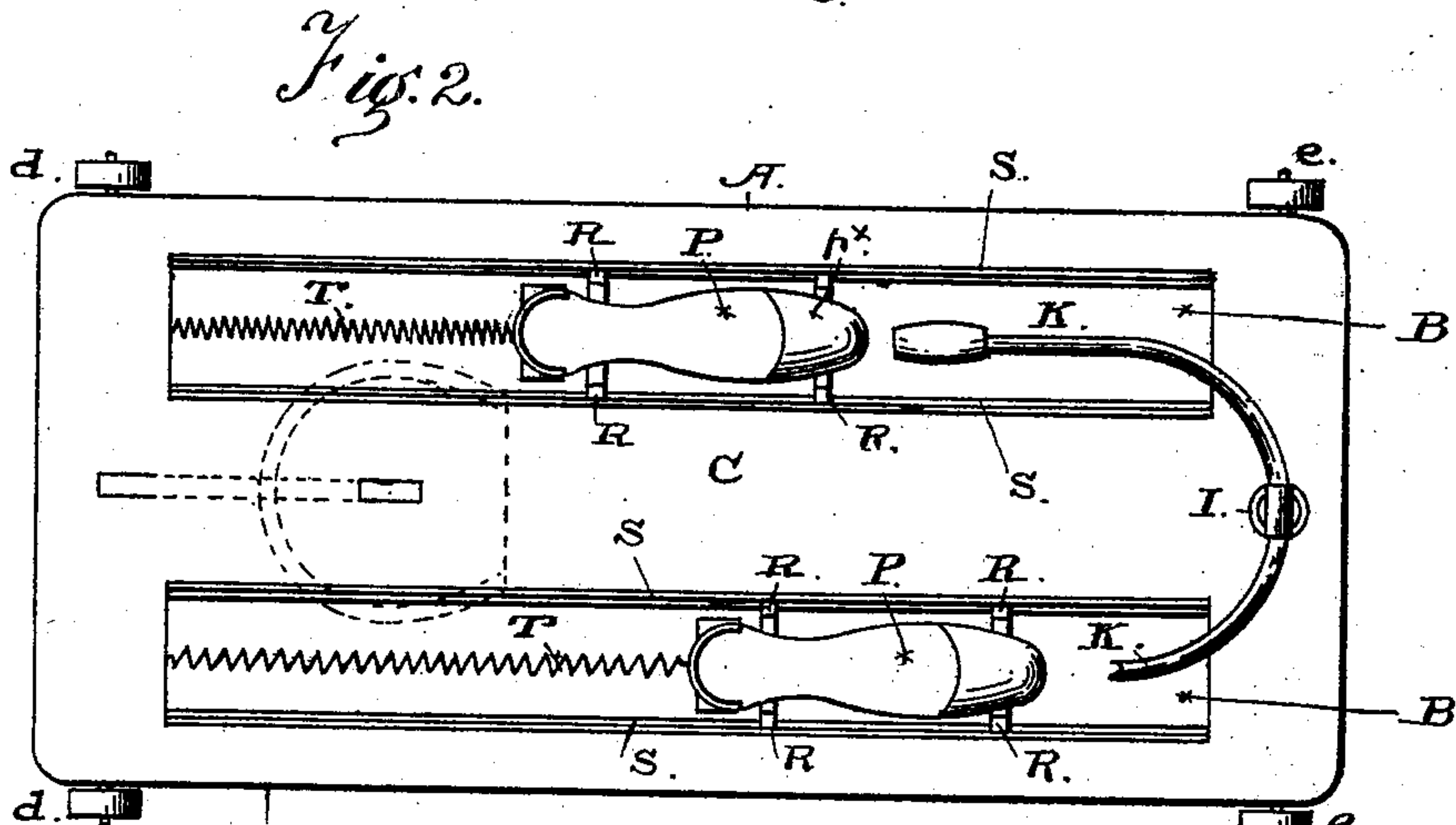
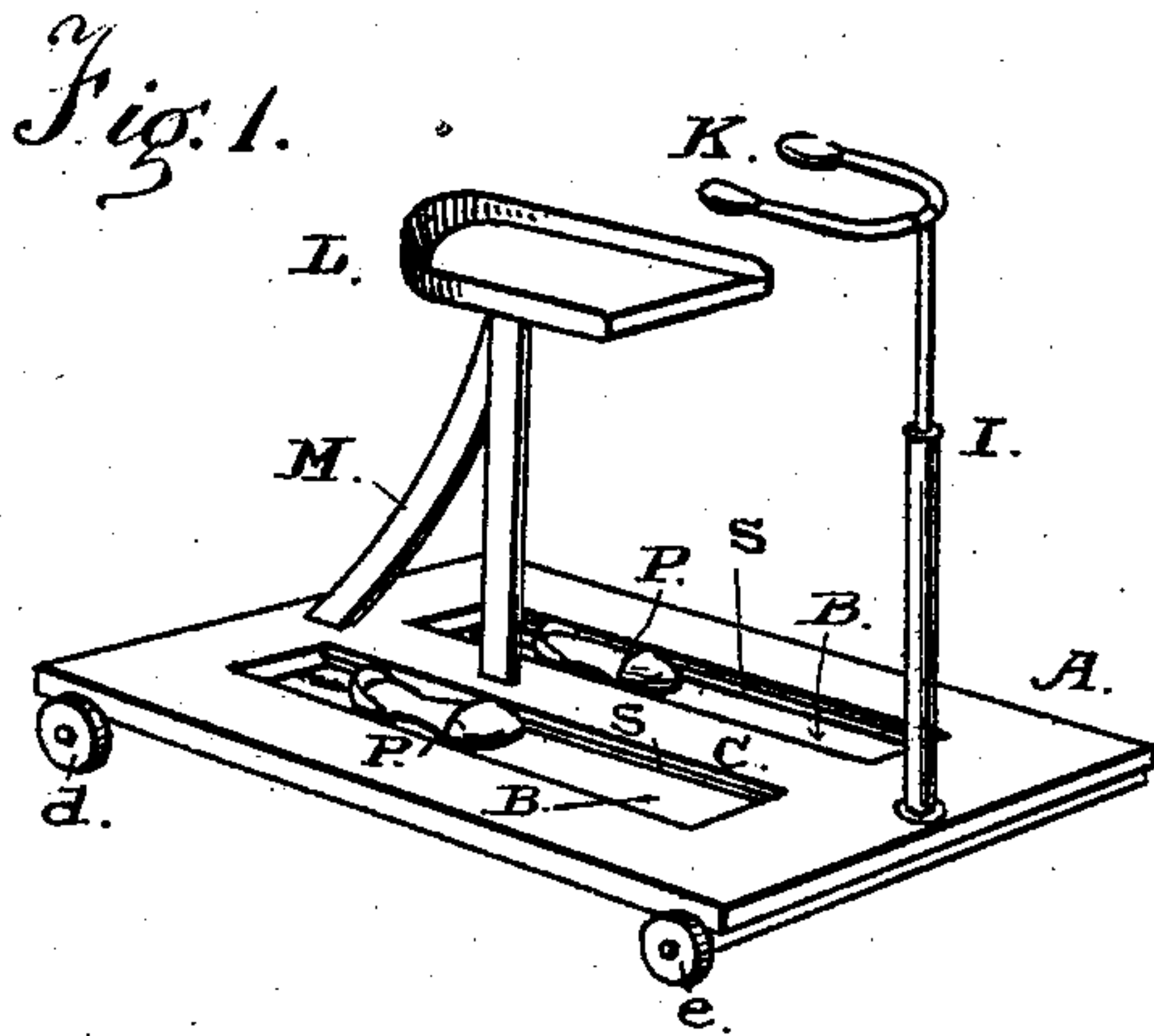
No. 689,599.

Patented Dec. 24, 1901.

W. H. SNOW.
VELOCIPEDE.

(Application filed Aug. 12, 1901.)

(No Model.)



WITNESSES:

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WILLIAM H. SNOW, OF SAN FRANCISCO, CALIFORNIA.

VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 689,599, dated December 24, 1901.

Application filed August 12, 1901. Serial No. 71,744. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. SNOW, a citizen of the United States of America, and a resident of the city and county of San Francisco, in the State of California, have invented new and useful Improvements in Velocipedes, of which the following is a specification.

This invention relates to an improvement in that class of vehicles which are propelled by the feet of the rider; and the same consists in certain novel parts and combination of parts, as hereinafter particularly described, and pointed out in the claims at the end of this specification.

The principal parts or features of my improved vehicle comprise a platform or body mounted on four wheels, the front wheels being connected to the platform by a king-bolt and furnished with a steering-handle, a saddle or seat for the rider, a pair of sandals or footpieces provided with rollers on their bottom faces, similar in construction to a roller-skate, tracks or ways on the sides of rectangular openings in the platform and extending longitudinally of the platform and parallel with each other, in which the footpieces or roller-skates are confined and at the same time are arranged to slide forward and backward under the movement of the feet of the rider, and retractable springs attached at one end to the platform and at the other end to the heel of the roller-skate in each opening.

The several features and the manner in which I proceed to construct, apply, and carry out the same in the production of my improved vehicle will be clearly understood from the following detailed description, in which the accompanying drawings, forming a part thereof, are referred to by letters.

Figure 1 of the drawings is a perspective view of a vehicle embodying my improvements. Fig. 2 is a top plan with the seat omitted. Fig. 3 is a side elevation with the seat and the steering-handle broken away. Fig. 4 is a rear elevation, on an enlarged scale, one-half of the figure on the right side of the vertical center line being shown in transverse section.

The platform A is a frame or skeleton body having two rectangular openings B, divided

by a narrow center board C, and extending longitudinally of the platform and parallel with each other.

Two wheels *d* behind and two *e* in front are attached to the platform by axles, the rear axle *f* being rigidly secured in place, but the front one *g* attached to the platform by a king-bolt *h*. Means for cramping the front axle consist of a steering-post I, provided with handles K. A saddle or seat L for the rider is supported on the platform at a convenient height by upright supports M behind the steering apparatus.

P P are roller-skates comprising sandals or footpieces *p*^x and having means for temporarily confining the feet at the toe and the heel and provided with rollers *p*². Grooved cross-bars R R, secured to each footpiece at the toe and the heel, are fitted to slide smoothly on rails or guide-strips S S, fixed along the sides of the opening B, in which the footpiece is set. These guides S are arranged at proper height from the ground to bring the rollers *p*² on the footpiece in contact with the ground. A coiled spring T, attached at the front end to the back of the footpiece, is secured to a fixed point on the platform directly behind the footpiece.

As thus constructed the vehicle is propelled by the rider placing the feet in the sandals or footpieces and moving the legs in an alternate manner forward, so as to cause the footpiece to travel forward in the opening against the retractable force of the springs. The reaction of the last-named parts, in conjunction with the movement of the roller footpieces, causes the vehicle to travel forward.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A velocipede comprising a platform on wheels, having rectangular openings extending longitudinally and parallel with each other; footpieces fitted to slide in said openings and provided with rollers which are adapted to travel on the ground; guides for the footpieces on the sides of the platform-openings; and coiled springs attached to the footpieces and to the platform.

2. In a velocipede the combination of a body mounted on wheels and having rectangular

openings extending in the general direction of the travel of the vehicle, footpieces fitted in said openings and adapted to move therein in a forward direction under the motion of the feet of the rider, and springs operating to produce movement of the footpieces in the reverse direction to that imparted by the feet.

3. In a velocipede the combination, with a skeleton platform mounted on wheels, and having rectangular openings extending longitudinally of the platform, of reciprocating footpieces fitted to work in said openings and having rollers adapted to travel in contact with the ground beneath the platform, and a coiled spring attached at one end to the foot-

piece and at the other end to the platform behind the footpiece.

4. A velocipede having a skeleton platform-body, mounted on wheels and having openings extending longitudinally of the platform, a seat mounted thereon, roller-skates confined in each platform-opening and fitted to slide therein, coiled springs connecting the roller-skates to the rear end of the platform, and means for steering the vehicle connected to the front wheels.

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Witnesses:

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