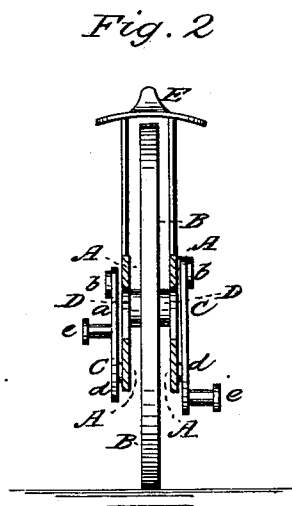
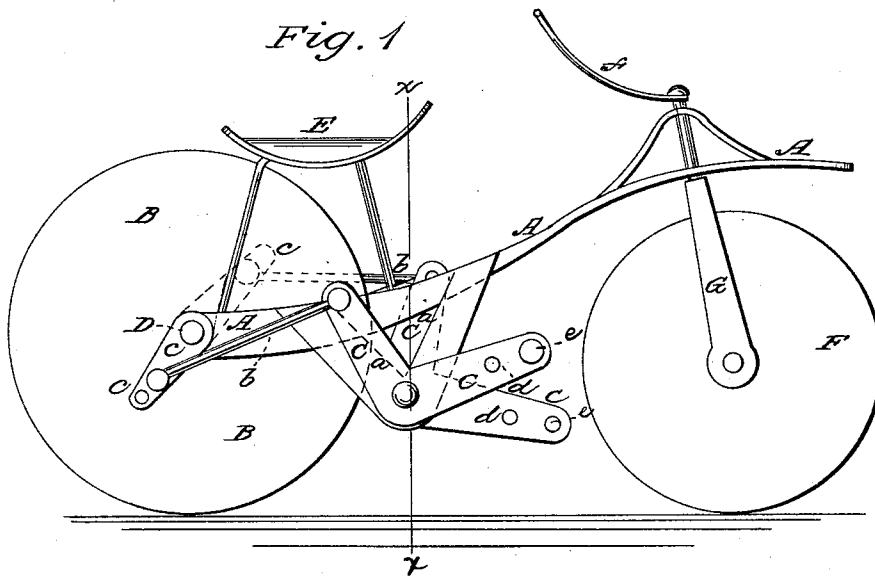


Velocipede.

Patented Oct. 26, 1869.



Witnesses:
Chas. Nida
O. Schuman

Inventor:
E Dayton
per
Munn & Co.

United States Patent Office.

CHARLES E. DAYTON, OF MERIDEN, CONNECTICUT.

Letters Patent No. 96,208, dated October 26, 1869.

IMPROVED VELOCIPED.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, CHARLES E. DAYTON, of Meriden, in the county of New Haven, and State of Connecticut, have invented a new and improved Velocipede; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side elevation of my improved velocipede.

Figure 2 is a vertical transverse section of the same, taken on the plane of the line *x x*, fig. 1.

Similar letters of reference indicate corresponding parts.

This invention relates to a new mechanism for driving a two-wheeled velocipede, of that class in which the rider straddles the seat; and has for its object, to do away with the necessity of applying power to the front steering-wheel, and to avoid the inconvenient rotary motion required for the feet when the same are to work directly upon the cranks of the driving-shaft.

With the view of overcoming these difficulties, I have pivoted to the sides of the reach *A*, where the same is forked to admit the rear wheel *B*, two bell-cranks or elbow-levers, *C C*, and have connected the upper ends of their vertical arms *a*, by means of rods *b*, with the cranks *c* of the rear axle *D*.

The front ends of their horizontal arms *d*, are pro-

vided with projecting foot-supports, *e e*, upon which the rider seated upon the saddle *E*, places his feet.

By short oscillations of the bell cranks will rotary motion be imparted to the rear axle.

The rods *b* are adjustable on the cranks *c*, and the supports *e* on the arms *d*, by having said cranks and arms slotted or perforated, so that the power and velocity may be regulated in accordance with the strength of the rider.

The front wheel *F* is hung in the steering-post *G*, which is swivelled in the front end of the reach, and provided with a suitable steering-handle, *f*.

Having thus described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The bell-crank levers *C C*, provided with the adjustable foot-rests *e e*, pivoted at their angles to the sides of the reach *A*, and at their upper ends *a* connected to the crank-axle by the rods *b*, all arranged in such a manner, that both arms, *a d*, of the bell-cranks, swing round the pivot, whereby the foot-rests are adapted to operate with an up-and-down movement, as herein described, for the purpose specified.

The above specification of my invention signed by me, this 31st day of March, 1869.

CHARLES E. DAYTON.

Witnesses:

FRANK BLOCKLEY,
E. GREENE COLLINS.