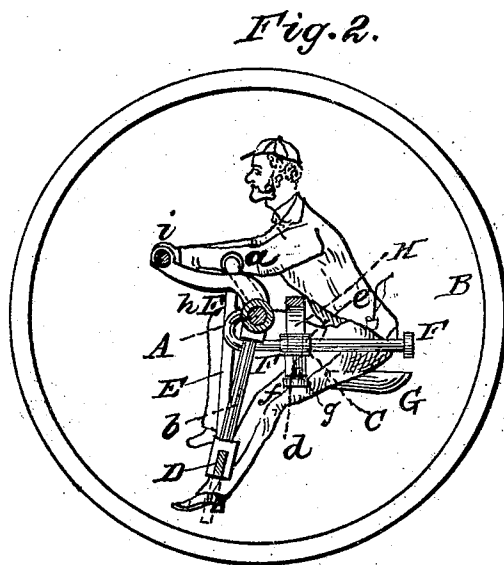
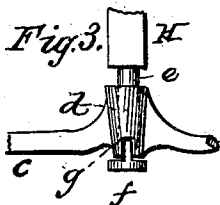
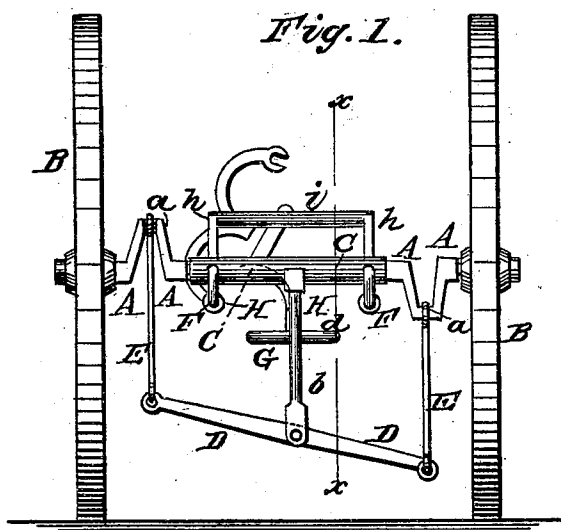


T. H. MOTT.

Velocipede.

No. 88,894.

Patented April 13, 1869.



Witnesses:
Gustav Dietrich
John A. Brooks

Inventor:
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 per. *Wm. C. Atty*

United States Patent Office.

THOMAS H. MOTT, OF NEW YORK, N. Y.

Letters Patent No. 88,894, dated April 13, 1869.

IMPROVEMENT IN VELOCIPEDE.

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, THOMAS H. MOTT, of the city of New York, in the county and State of New York, have invented a new and improved Two-Wheeled 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 drawing, forming part of this specification, in which—

Figure 1 represents a front 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.

Figure 3 is a detail side view, on an enlarged scale, of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new velocipede, of that class in which two wheels are mounted at the ends of a crank-shaft that connects them.

The present invention consists in a novel manner of attaching and arranging the seat, to make the same adjustable; also, in a new driving-mechanism, all the supporting and propelling-devices being suspended from a tube, which is fitted loosely around the axle or driving-shaft, as hereinafter more fully described.

A, in the drawing, represents the crank-axle of my improved velocipede, carrying at each end a wheel, B, of suitable size.

The cranks *a a* are formed on the axle, between the wheels and near the same, as shown.

The straight middle portion of the axle A, between the cranks *a a*, is fitted loosely through a tube, C.

From the tube projects downward a bar, *b*, to which the middle of a treadle-lever D is pivoted, the ends of said lever being, by pitmen E E, connected with the cranks *a* respectively, as shown.

The treadle lever is thus below and parallel with the axle A.

From the tube C project backward, at suitable distances apart, two spring-rods F F, which form the seat-support.

The seat G, which is a plate of suitable form, has a projecting shank, *c*, on the end of which a tube, *d*, is formed.

Through this tube is fitted a vertical pin, *e*, that projects downward from a transverse bar, H, the lower end of the tube *d* resting upon a shoulder, *f*, of the pin *e*, as in fig. 3.

The shoulder *f* has one or more projecting ears, *g*, fitting into corresponding notches of the tube *d*, to prevent said tube from turning on the pin.

The seat can, however, be swung forward of the pin, as shown by black lines in fig. 3, and locked by the ears *g*; or it can be swung backward of the same, as in fig. 2, and locked in the same manner.

The seat is reversed by raising the tube *d* on the pin *e*, to clear it from the lugs *g*, and by then again lowering and locking it in the desired position.

The cross-bar H has, on one end, a tube that fits around one of the spring-rods F, while the other end has only a hook, to fit over and rest on the other spring-rod.

The said cross-bar is thus supported on the spring-rods, and can be adjusted backward and forward on the same.

From the tube C project also, toward the front, short rods *h h*, that carry a transverse bar, *i*, which is intended for an arm-support.

When the device is to be used by gentlemen, the seat is swung back, as in fig. 2, and the rider straddles the tube *d*, as shown, placing his feet upon the ends of the lever D, while his hands take hold of the bar *i*.

By oscillating the lever D, the axle A will be revolved.

The seat can, with the cross-bar H, be adjusted forward or backward, to properly balance the rider, and to be in convenient position, in accordance with the length of his lower extremities.

For ladies' use, the seat is swung forward of the pin *e*, so that they need not straddle the tube *d*.

The axle revolves in the tube C without turning the same.

The spring-rods form an elastic support for the rider.

A third wheel may, if desired, be arranged on this device, to give greater steadiness and security to its motion.

Having thus described my invention,

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

1. The tube C, fitted loosely around the crank-axle A of a velocipede, to support the seat and the driving mechanism of the same, substantially as herein shown and described.

2. The oscillating propelling-lever D, pivoted to a pendent rod *b*, of the tube C, and connected by the pitmen E E, with the cranks of the axle, upon which the tube C is placed, substantially as herein shown and described.

3. The spring-rods F F, projecting from the tube C, that is, fitted loosely upon the axle A, substantially as herein shown and described.

4. The cross-bar H, connected by a tubular socket with one of the supporting-rods F, and resting with a hook-shaped end upon the other rod F, it being longitudinally adjustable on said rods, substantially as herein shown and described.

5. The seat G, when provided with a shank that carries a tube *d*, and pivoted to a pin, *e*, of the cross-bar H, so that it can be locked by ears *g*, as described, to be reversible, as specified.

6. The arm-support *i*, connected, by rods *h h*, with the tube C, which is fitted loose upon the axle A, substantially as herein shown and described.

7. A velocipede, consisting of the crank-axle A, wheels B B, tube C, rod *b*, lever D, pitmen E E, spring-rods F F, reversible seat G, sliding cross-bar H, and arm-support *i*, all combined and operating substantially as herein shown and described.

THOS. H. MOTT.

Witnesses:

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