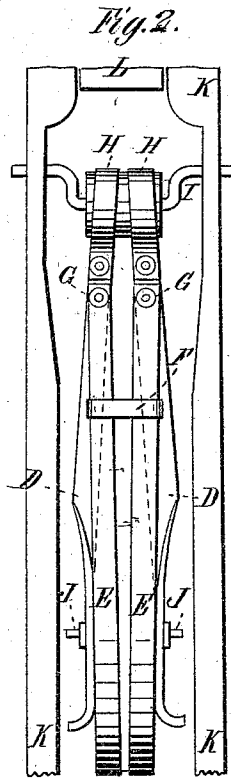
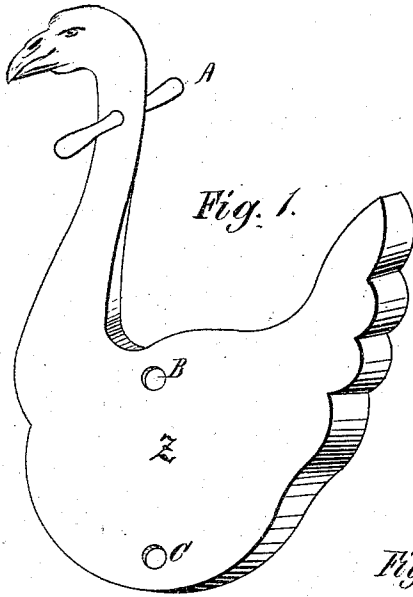


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Velocipedes.

No. 152,681.

Patented June 30, 1874.



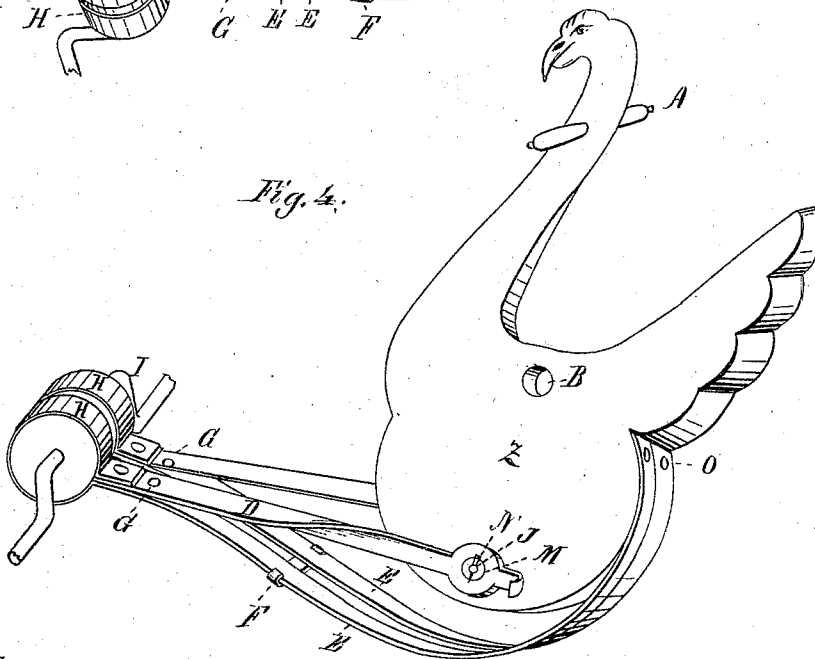
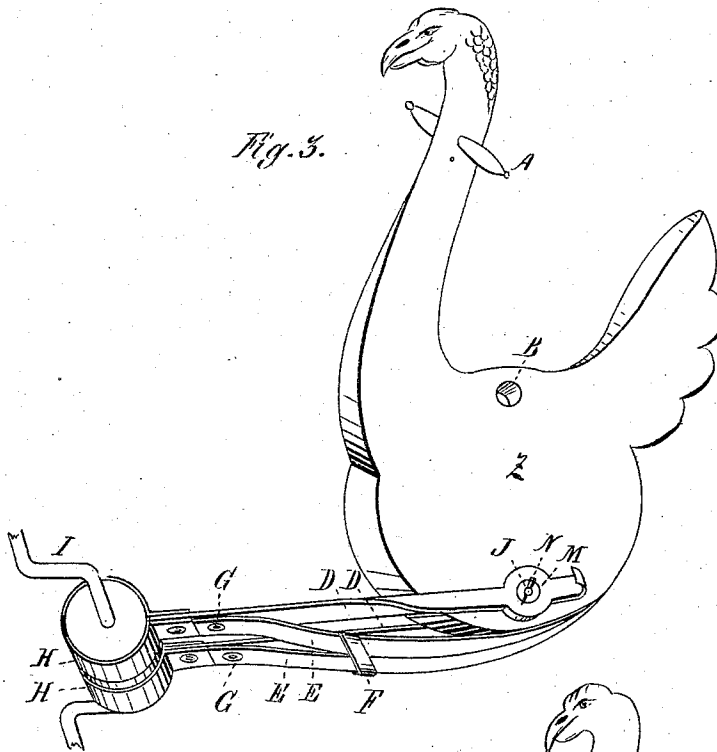
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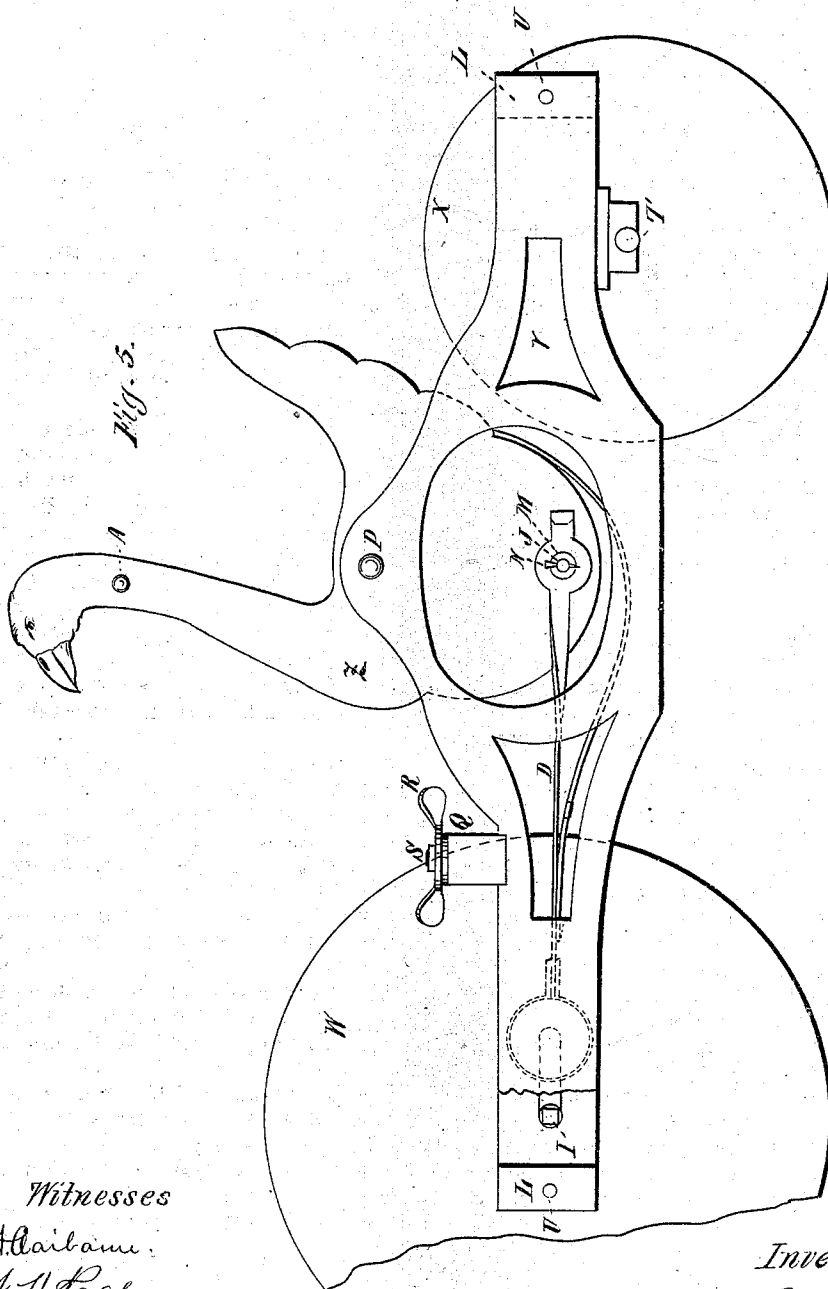
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UNITED STATES PATENT OFFICE.

CHARLES R. M. POHLÉ, OF RICHMOND, VIRGINIA.

IMPROVEMENT IN VELOCIPEDES.

Specification forming part of Letters Patent No. **152,681**, dated June 30, 1874; application filed April 22, 1873.

To all whom it may concern:

Be it known that I, CHARLES R. M. POHLÉ, of the city of Richmond, in the county of Henrico and State of Virginia, have invented certain new and useful Improvements in Velocipedes; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in the construction and arrangement of a velocipede, as will be hereinafter more fully set forth.

To enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation.

Figure 1 is a perspective view of the seat which forms the operating-lever Z. A is the handle; Y, the tail; and T is the lower part. Fig. 2 is a bottom view of a part of the frame and operating mechanism. Figs. 3 and 4 are perspective views of the lever and operating mechanism, and Fig. 5 a side elevation of the whole.

K K represent the side pieces, which are connected by a cross-bar, L, and are kept together by a bolt, U, at each end, forming the frame of my machine. These side pieces may be cut out, as shown in Fig. 5, letter V, or otherwise ornamented, so as to present a neat and tasteful appearance. Z represents the operator's seat and working lever, and may be made to represent a swan, as shown, or in any other suitable manner, to perform the same function. The lower part T is rounded, to provide suitable fastenings for the springs in front or in rear, according to the placing of the driving-wheels in front or in rear of the lever. In the lever Z are two bolt-holes, B and C, correspondingly placed on a perpendicular line, running through the center of the circular part T, the former near the upper edge of the circle, and the latter near the lower edge of the same. A is a handle passed through the upper front portion of the lever Z. This lever is hung between the side pieces K K upon a bolt, P, passing through the hole B, and through the hole C is passed another bolt or pin, J, upon each end of which is placed a lever, D, said lever being held on the bolt by a washer, M, and pin N. The front ends of the levers or connecting-rods D D are attached to or form bands H H, which pass around the crank on the crank

shaft or axle I, each lever or connecting-rod thus virtually forming a pitman for operating the crank-axle I. W represents the driving or working wheels, placed one upon each end of the axle I.

At the back of the lower circular portion T of the lever Z are attached two flat steel springs, E E, by screws O, or by any other means, which springs curve under the circular part T, extend forward, and are attached at their forward ends to the pitman D D, at G G. F is a clasp, connecting the two springs together, to prevent them from being separated. X represents one or two hind wheels, supporting the rear end of the machine. Q is a cross-bar on the frame, to the upper side of which is secured, by a pin, S, the foot-rest R.

The operator, being seated astride the seat or lever Z, takes hold of the handle A, and plants his feet firmly on the rest R. By a backward movement of the body the lever is caused to rock on its pivot P, throwing the lower portion T of the lever to the front, and causing the pitman D D to turn the crank-axle I one-half of a revolution; then, by a forward movement of the body, assisted by the weight of the lower portion T, the other half of the revolution is completed, and so on, by rocking back and forth, the machine is kept in motion.

The springs E E, during the motion of the machine, act as elastic guides for the connecting-rods or pitman D D, for the purpose of preventing all shock in the motion of the operating-lever. They also facilitate the return motion of said lever.

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

1. The combination of the rocking seat or lever Z, pitman D D, crank-shaft I, and springs E E, substantially as and for the purpose set forth.

2. The combination of the frame K L, wheels W X, crank-axle I, rocking lever Z, pitman D D, springs E E, and clasp F, all constructed substantially as and for the purpose set forth.

Richmond, Virginia, April 27, 1874.

CHARLES R. M. POHLÉ.

Witnesses:

J. H. CLAIBORNE,
W. A. PAGE.