(No Model.) 2 Sheets—Sheet 1.

J. EDELSTEIN.

VELOCIPEDE.

No. 449,111. Patented Mar. 31, 1891.

FIG. 1.

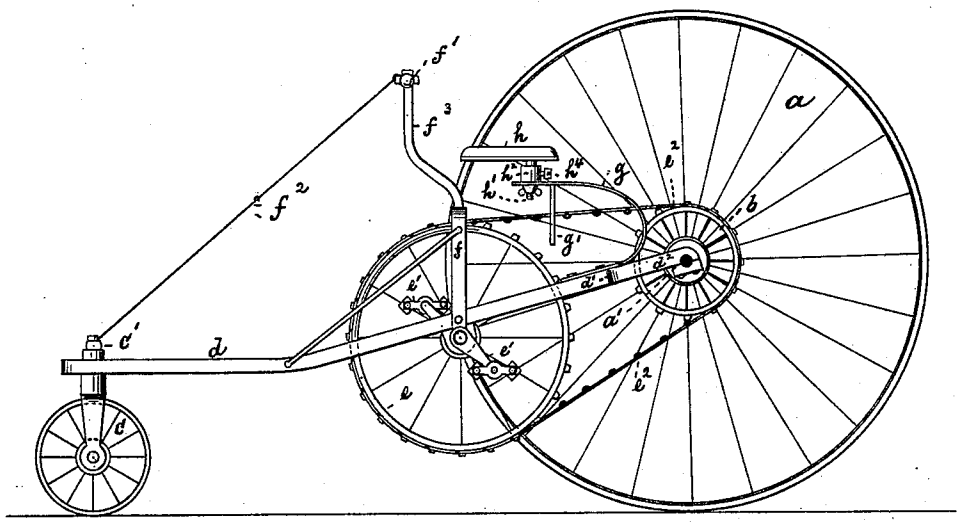
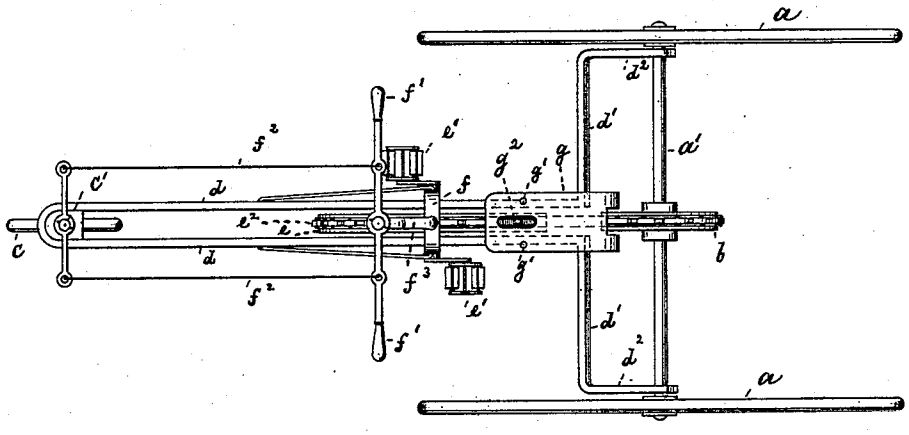


FIG. 2.



WITNESSES

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FIG. 3

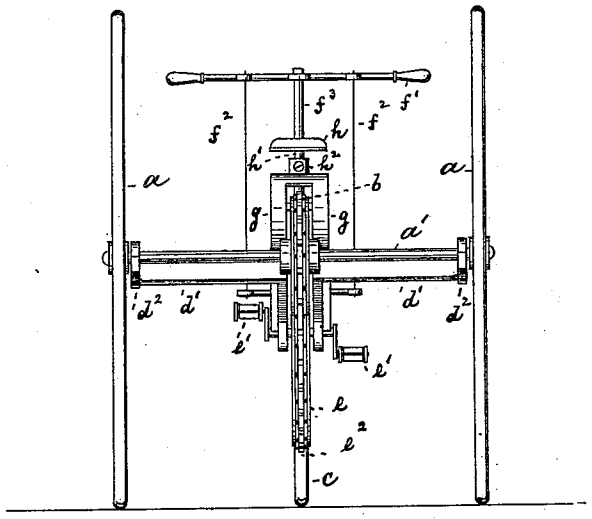
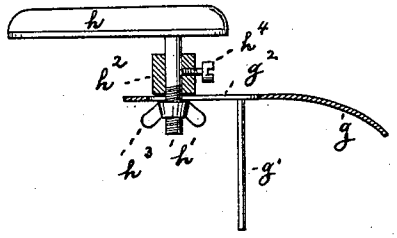


FIG. 4



WITNESSES

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UNITED STATES PATENT OFFICE.

JOSEPH EDELSTEIN, OF NEW YORK, N. Y.

VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 449,111, dated March 31, 1891.

Application filed December 26, 1890. Serial No. 375,773. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH EDELSTEIN, of New York city, New York, have invented an Improved Velocipede, of which the following is a specification.

This invention relates to various improvements in velocipedes; and it consists in the features of construction more fully pointed out in the claim.

In the accompanying drawings, Figure 1 is a sectional elevation of my improved velocipede. Fig. 2 is a top view thereof, with the seat *h* removed. Fig. 3 is a rear view of the velocipede, and Fig. 4 a detail vertical longitudinal section through the seat-supporting sleeve h^2.

The letters *a a* represent the two driving-wheels of a tricycle keyed to their axle *a'*, which carries also at its center the chain-wheel *b*.

c is the steering-wheel, the post *c'* of which is swiveled in the frame, as usual. This frame consists of two parallel arms *d d* bent twice at right angles to form the diverging arms *d'* parallel with the axle *a'* and the parallel arms d^2, which are perforated, so as to embrace and be supported by such axle.

Between the parallel arms *d* of the frame there is hung a large chain-wheel *e*, revolved by pedals *e'*, as usual, and imparting its motion by chain e^2 and chain-wheel *b* to the axle *a'*, to revolve the same. A fork *f* straddles the chain-wheel *e*, and to a rod f^3 of this fork is swiveled the hand-bar *f'*, that steers wheel *c* by means of the rods f^2.

To the rear end of the arms *d* there is secured between wheels *b e* a U-shaped support or spring *g*, which is slotted at its back, Fig. 3, for the admission of wheel *b* and for the passage of the chain e^2. From the forward end of this spring there depend downwardly-projecting stop-bars *g'*, which limit the downward play of the spring and confine the chain e^2.

h is the seat secured to a threaded post *h'*. This post is embraced by a loose sleeve h^2, passes through a slot g^2 of spring *g*, and is thence embraced by a winged nut h^3, Fig. 4. A set-screw h^4 locks the sleeve h^2 to the post *h'*. When it is desired to adjust the seat backward or forward, the winged nut h^3 is loosened and the post *h'* is moved along the slot. When it is desired to adjust the seat vertically, the screw h^4 is loosened and the winged nut is turned until the proper elevation has been obtained, when the screw h^4 is again tightened up.

A velocipede constructed according to this invention is simple, readily adjustable, and may be run with ease and rapidity.

What I claim is—

1. The combination, in a tricycle, of a pair of wheels *b e*, with a frame, a U-shaped slotted spring *g*, secured thereto between the wheels, a chain passing through the slotted spring and surrounding the wheels, and with a seat *h*, substantially as specified.

2. The combination, in a tricycle, of axle *a'*, with a frame, chain-wheels *b e*, a slotted U-shaped spring *g*, secured to the frame, and with stop-bars *g'* and seat *h*, substantially as specified.

3. The combination, in a tricycle, of axle *a'*, with a frame, chain-wheels *b e*, slotted U-shaped spring *g*, stop-bars *g'*, and with a seat *h*, which is laterally and vertically adjustable upon the spring, substantially as specified.

JOSEPH EDELSTEIN.

Witnesses:
F. v. BRIESEN,
WM. WAGNER.