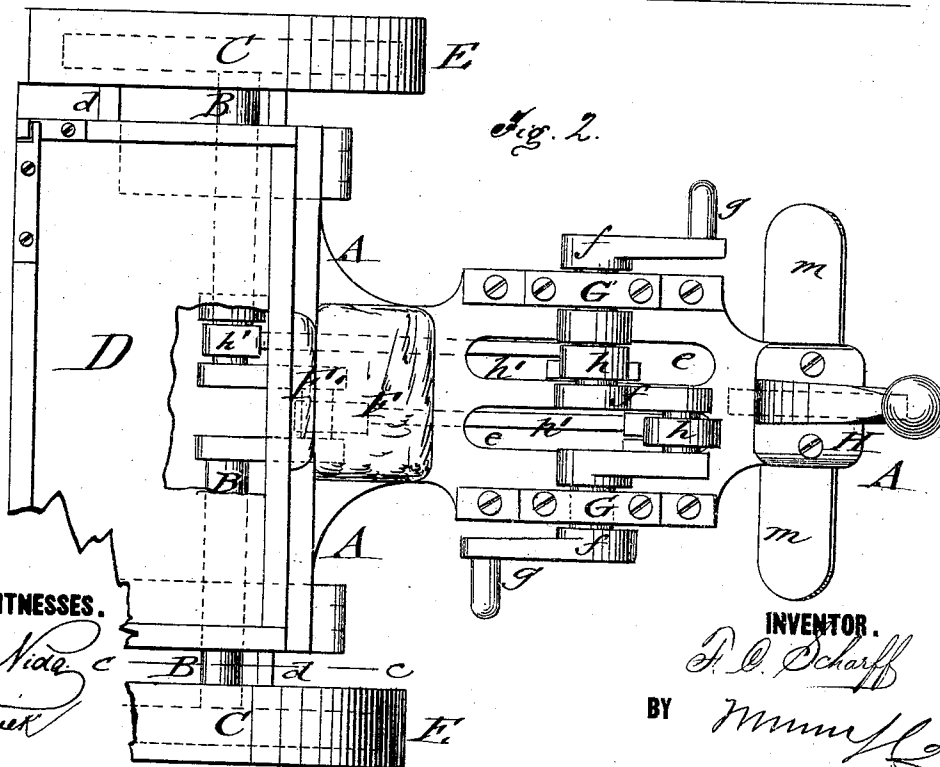
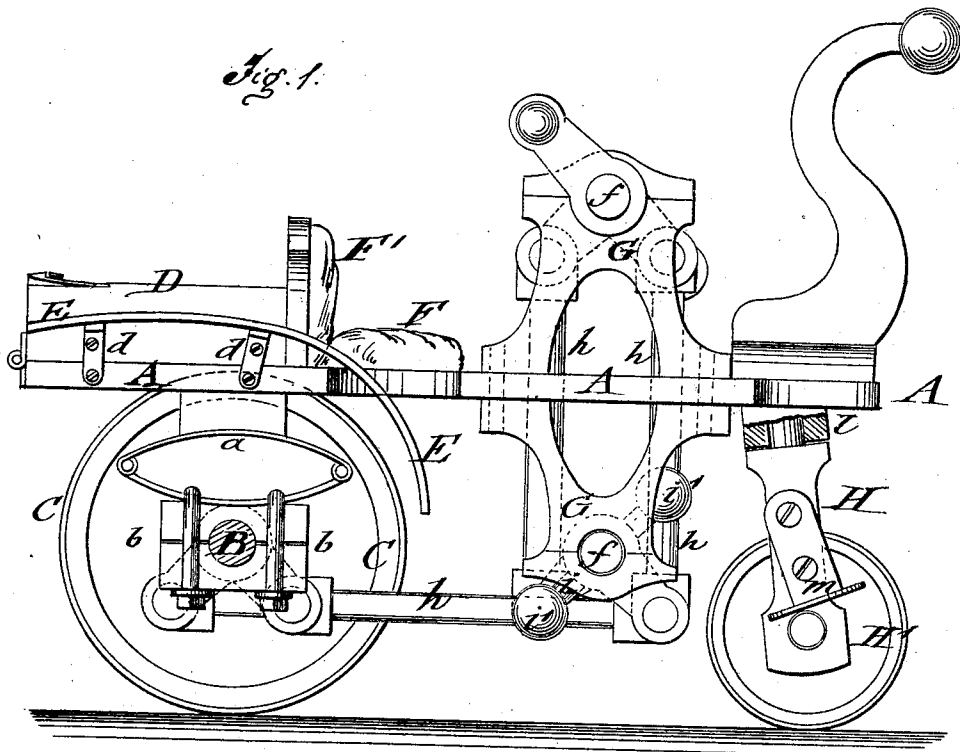


Velocipedes.

No. 149,416.

Patented April 7, 1874.



WITNESSES.

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UNITED STATES PATENT OFFICE.

FRIEDRICH C. SCHARFF, OF CHILLICOTHE, OHIO.

IMPROVEMENT IN VELOCIPEDES.

Specification forming part of Letters Patent No. **149,416**, dated April 7, 1874; application filed December 29, 1873.

To all whom it may concern:

Be it known that I, FR. CHARLES SCHARFF, of Chillicothe, in the county of Ross and State of Ohio, have invented a new and Improved Perambulator, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation, partly in section, on the line *c c*, Fig. 2; and Fig. 2, a top view of the same, with parts cut off to show connections below.

Similar letters of reference indicate corresponding parts.

My invention relates to improvement in perambulators, to be used by grown-up persons and children for the conveyance of parcels, thereby being simple in construction and easily and rapidly propelled.

The invention will first be fully described, and then pointed in the claim.

In the drawing, A represents the horizontal main frame of the perambulator, which is supported by suitable springs *a* and journal-boxes *b* on the crank-axle B, to the ends of which the main or driving wheels C are firmly keyed. The rear part of frame A is arranged either as platform D, with hinged end-gate, as shown in the drawing, or with a box which may be wholly closed or otherwise, so that small parcels, groceries, &c., may be placed thereon, and quickly transmitted by the perambulator. To both sides of the platform D are applied, by suitable brackets or supporting-rods *d*, the wheel-guards E, which prevent the dirt being thrown from the wheels on the clothes of the person. The middle part of the frame A is arranged in the shape of a seat, F, with back F', so that the person using the perambulator may conveniently and comfortably be seated thereon without being tired out too soon. The front part of frame A is provided with two parallel longitudinal slots, *e*, which are placed between the upward and downward extending standards G, for allowing the free play of the connecting crank-rods. The standards G are cast

or otherwise firmly applied to frame A, and form the bearings for the upper and lower crank-shafts *f f'*, by which the motive power is transmitted from the hand-cranks *g* of the upper shaft to the driving-wheel C. Shafts *f f'*, as well as axle B of the driving-wheels C, are provided with double cranks, one crank on each shaft being under right angles to the other. The crank-rods *h* connect the upper driving-shaft with the lower crank-shaft, and rods *h'* the lower shaft with the crank-axle of the wheels C, transmitting thus the driving power to them. The lower shaft, *f'*, is also provided with radial arms *i* and weights *i'*, which serve the purpose of a fly-wheel, and assist transmission of power. The forward-projecting front point of frame A has pivoted to an inclined socket or seat, *l*, at its lower side, the inclined forked frame H, in whose lower end the guide-wheel H' turns. Sidewise-projecting foot-rests or supports *m* are applied, under suitable inclination, to frame H, and admit the ready direction of the wheel by the action of the feet, in the usual manner. A suitable front ornament or head of frame A above the guide-wheel caps the socket part of the same, and gives an improved appearance to the perambulator. The connecting parts may be constructed in light yet strong manner, so as to allow a rapid propulsion without too great fatigue.

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

In velocipedes having two rear drive-wheels and a front guide-wheel, the combination, with frame A, having rear parcel-platform D, seat F, and front vertical frame G, of the double-cranked shafts *f f'* and double-cranked axle B, all connected by rods, in the manner described, and for the purpose set forth.

FRIEDRICH CHARLES SCHARFF.

Witnesses:

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GEO. P. SCHAEFFER.