

No. 618,251.

Patented Jan. 24, 1899.

G. MEYER.
ICE VELOCIPED.

(Application filed Nov. 5, 1898.)

(No Model.)

Fig. 1.

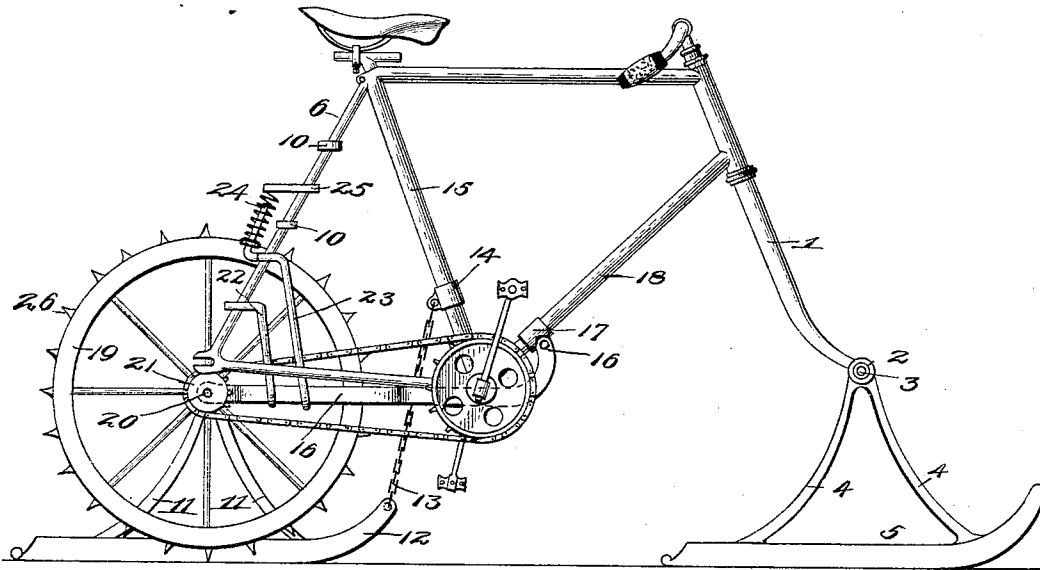


Fig. 2.

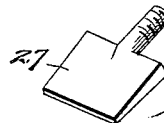
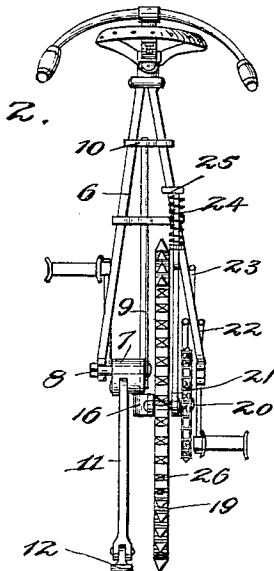


Fig. 3.

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Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE MEYER, OF BRECKENRIDGE, MICHIGAN.

ICE-VELOCIPEDÉ.

SPECIFICATION forming part of Letters Patent No. 618,251, dated January 24, 1899.

Application filed November 5, 1898. Serial No. 695,581. (No model.)

To all whom it may concern:

Be it known that I, GEORGE MEYER, a citizen of the United States, residing at Breckenridge, in the county of Gratiot and State of Michigan, have invented certain new and useful Improvements in Ice-Velocipedes; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in ice-velocipedes; and the object is to utilize the frame of an ordinary safety-bicycle and by the attachment of suitable runners adapt the machine for traveling over ice and snow.

To this end the invention consists in the construction, combination, and arrangement of the several parts of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings the same reference characters indicate the same parts of the invention.

Figure 1 is a side elevation of my improved ice-velocipede. Fig. 2 is a rear elevation of the same. Fig. 3 is a detail view of the removable or interchangeable spurs.

1 denotes the front fork, and 2 the hub secured therein on the bolt 3.

4 4 denote diverging arms extending from the hub to the runner 5.

6 denotes the rear fork, and 7 a hub secured therein on the bolt 8, the outer end of which is fixed in the slotted end of the left-hand member of the rear fork, and from the inner end of said bolt a brace-rod 9 extends upwardly and is secured to the rear fork by a clamp 10. The lower face of the hub 7 is slotted to receive the upper ends of the arms 11 11, secured to the rear runner 12, and from the forward end of the runner a chain 13 extends to a clamp 14, adjustably secured to the seat-post tube 15.

16 denotes an auxiliary reach the forward end of which extends under the crank-shaft and is curved upwardly and its free end pivoted in a clamp 17, secured to the lower frame-tube 18. The rear end of this reach 16 is bifurcated to receive the spur-wheel 19, which is mounted on a short shaft 20, journaled in said reach, and the projecting end of said shaft

carries a sprocket-wheel 21, from which the usual sprocket-chain extends to the sprocket-wheel on the crank-shaft, as shown.

From the right-hand member of the auxiliary reach a pair of brackets 22 23 extend upwardly and their bifurcated ends encompass or straddle the right-hand member of the rear fork, and thus permit the vertical adjustment of the spur-wheel. One of the arms of the bracket 23 turns upwardly to receive the spiral spring 24, the upper end of which coacts with an arm 25, adjustably secured to the rear fork, the office of said spring being to press the spur-wheel in contact with the surface of the ice or snow on which the runner 12 is traveling.

26 and 27 denote the removable spurs or teeth on the spur-wheel, the former being employed in traveling over ice and the latter on snow-covered ground.

The accompanying drawings show my invention in the best form now known to me; but many changes in the details might be made within the skill of a good mechanic without departing from the spirit of my invention as set forth in the claim at the end of this specification.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

In an ice-velocipede, the combination with the frame and the steering and driving gear, of the runner, 5, pivotally secured to the front fork, the hub, 7, secured in the rear fork, the runner, 12, pivoted to said hub, the chain, 13, connecting said runner and frame, the reach, 16, pivoted at its forward end to said frame, the spur-wheel, 19, journaled in said reach, the sprocket-wheel, 21, carried by said spur-wheel, the brackets, 22 and 23, operatively connecting said reach and rear fork, and the spring, 24, coacting with said bracket, 23, and frame, substantially as shown and described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE MEYER.

Witnesses:

MARY L. TORBERT,
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