

(No Model.)

2 Sheets—Sheet 1.

H. W. SCHIERMEYER.

TRICYCLE.

No. 380,770.

Patented Apr. 10, 1888.

Fig. 1.

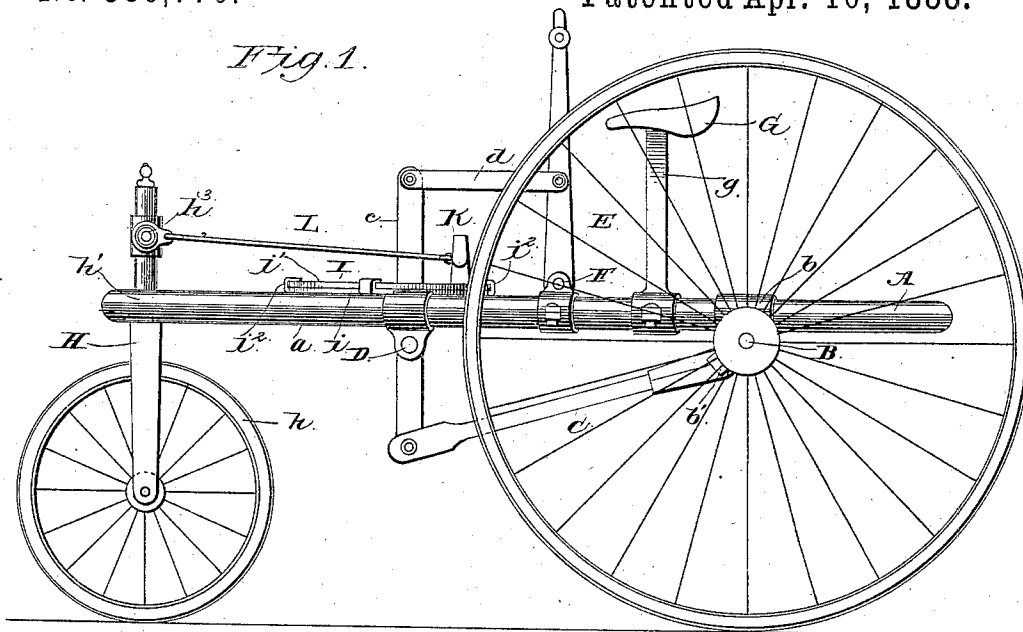
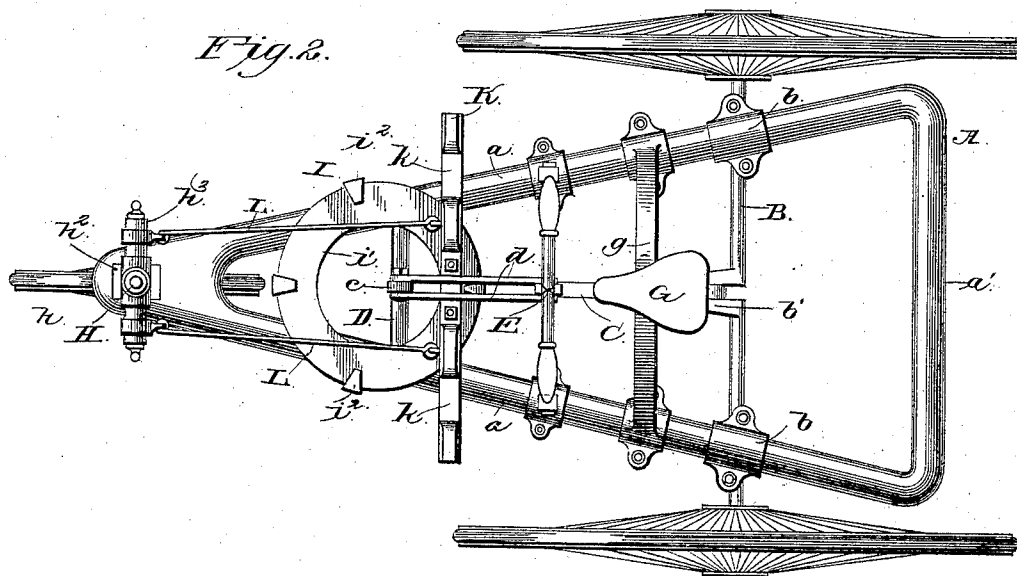


Fig. 2.



Witnesses.

M. E. Fowler.
E. J. Siggers.

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(No Model.)

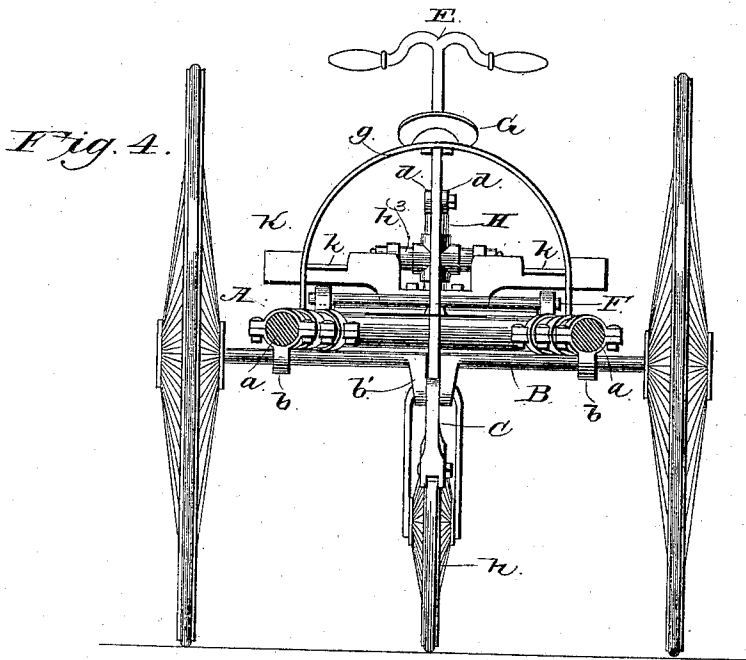
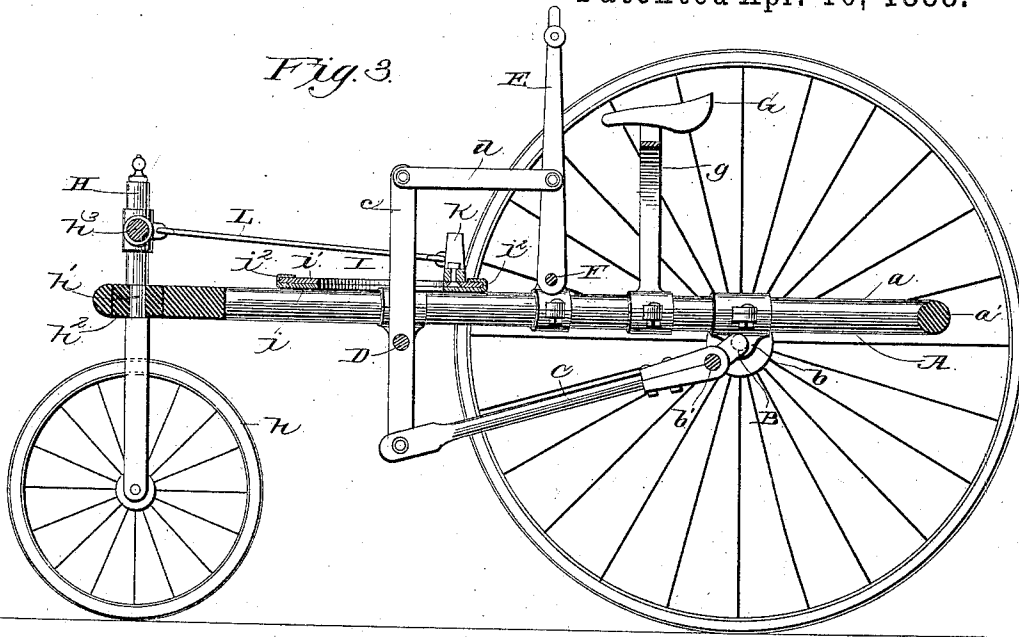
2 Sheets—Sheet 2.

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M. E. Fowler
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Inventor.

Henry W. Schiermeyer

by *C. H. Hoyle*
For Attorneys

UNITED STATES PATENT OFFICE.

HENRY W. SCHIERMEYER, OF DAYKIN, NEBRASKA.

TRICYCLE.

SPECIFICATION forming part of Letters Patent No. 380,770, dated April 10, 1888.

Application filed December 9, 1887. Serial No. 257,380. (No model.)

To all whom it may concern:

Be it known that I, HENRY W. SCHIERMEYER, a citizen of the United States, residing at Daykin, in the county of Jefferson and State of Nebraska, have invented a new and useful Improvement in Tricycles, of which the following is a specification.

The invention relates to improvements in tricycles, the object being to provide means whereby the cycle can be propelled by hand and steered by the feet of the rider; and it consists in the construction and novel combination of parts hereinafter described, illustrated in the drawings, and pointed out in the appended claim.

In the accompanying drawings, Figure 1 represents a side elevation of a tricycle embodying the invention. Fig. 2 is a top plan view of the same. Fig. 3 is a longitudinal section. Fig. 4 is a transverse section.

Referring to the drawings by letter, A designates the triangular frame of the device, composed of the side bars, *a a*, diverging rearward from their meeting apex, and the transverse bar *a'*, connecting the rear end of the saw-bars.

B is the axle, journaled in opposite bearings *b b*, secured to the lower edges of the side bars, and having the wheels attached on its ends, the drive-wheel being fixed thereon, while the other wheel turns loosely. The said shaft is provided centrally with a crank, *b'*, which connects with the rear end of a pitman, C, the front end of which is bifurcated and pivoted to the lower end of the double-armed pivoted lever *c*, which is fixed at a point somewhat below its center on a rock-shaft, D, journaled in bearings secured to the lower edge of the side bars, *a*, of the main frame. The end of the upper arm of the lever *c* has pivoted on opposite sides the front ends of the link-rods *d d*, the rear ends of which are pivoted at opposite points to the sides of the actuating-lever E, which is secured at its lower end centrally upon the rock-shaft F, having its ends journaled in suitable bearings secured to the upper side of the bars *a* of the main frame.

G is the seat, secured upon the spring-support *g*, rising from the main frame, and having the lever E within easy reach of it.

H is the steering-wheel upright, having its lower part bifurcated and the steering-wheel *h* journaled between the arms of the bifurcation. The upright H has near its upper end

a reduced and rounded part, *h'*, which turns in a journal-box, *h''*, inserted and detachably secured in a suitable opening in the apex of the main frame. Above said openings a transverse bar, *h'''*, is centrally secured to the upright.

I is a turn-table, composed of the lower fixed annular plate, *i*, and the upper movable annular plate, *i'*, the former of which is secured to the upper surface of the main frame around the lever *c*, so as not to interfere with the motion thereof, and is provided on its outer edge with the inwardly-bent retaining-ears *i'' i'''*, to keep the upper ring in position.

K is a foot-lever, secured centrally to the upper surface of the rear portion of the annular plate *i'*, and having the foot-notches *k k* on the upper edges of its arms, and L L are guide wires or cords connecting said arms with the corresponding arms of the transverse bar *h'''*.

It is evident that a rider in the seat G can rest his feet in the notches *k*, and can thereby move either arm of the lever K forward or rearward, turning the steering-wheel *h* by means of the upright H, bar *h'''*, and wires or cords L.

It is also evident that when the rider vibrates the hand-lever E the crank-axle B is rotated by means of pitman, pivoted lever *c*, and link-rods *d d*, and the machine is moved.

Having described my invention, I claim—

The herein-described tricycle, comprising the triangular frame A, composed of the side bars, *a*, and rear bar, *a'*, the crank-axle B, having the drive-wheel fixed upon it, the seat secured to the spring-support *g*, the pitman C, the double-armed pivoted lever *c*, secured to the rock-shaft D, the link-rods *d*, the actuating-lever E, secured to the rock-shaft F, the steering-wheel *h*, the steering-wheel standard H, the transverse bar *h'''*, secured to the said standard near its upper end, the turn-table attached to the main frame, the transverse foot-bar attached to the turn-table, and the guide wires or cords L, connecting the corresponding arms of the bars K and *h'''*, all constructed and arranged substantially as and for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

HENRY W. SCHIERMEYER.

Witnesses:

R. E. HALL,
JOSEPH JARCHOW.