

J. C. CLIME.

Improvement in Velocipedes.

No. 125,273.

Patented April 2, 1872.

FIG. 1

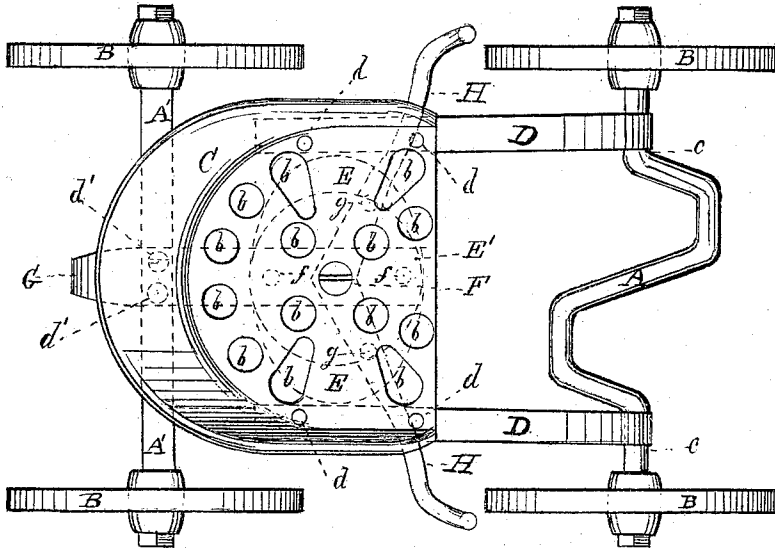
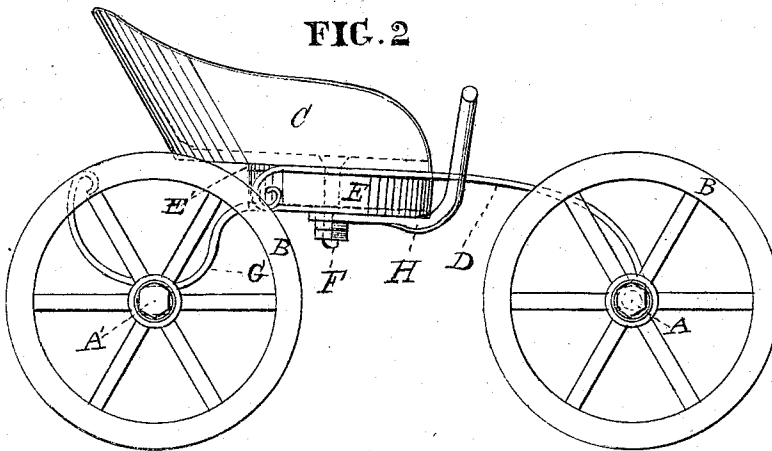


FIG. 2



Witnesses

Thomas J. Bewley
Isaac R. Mudge

Inventor.

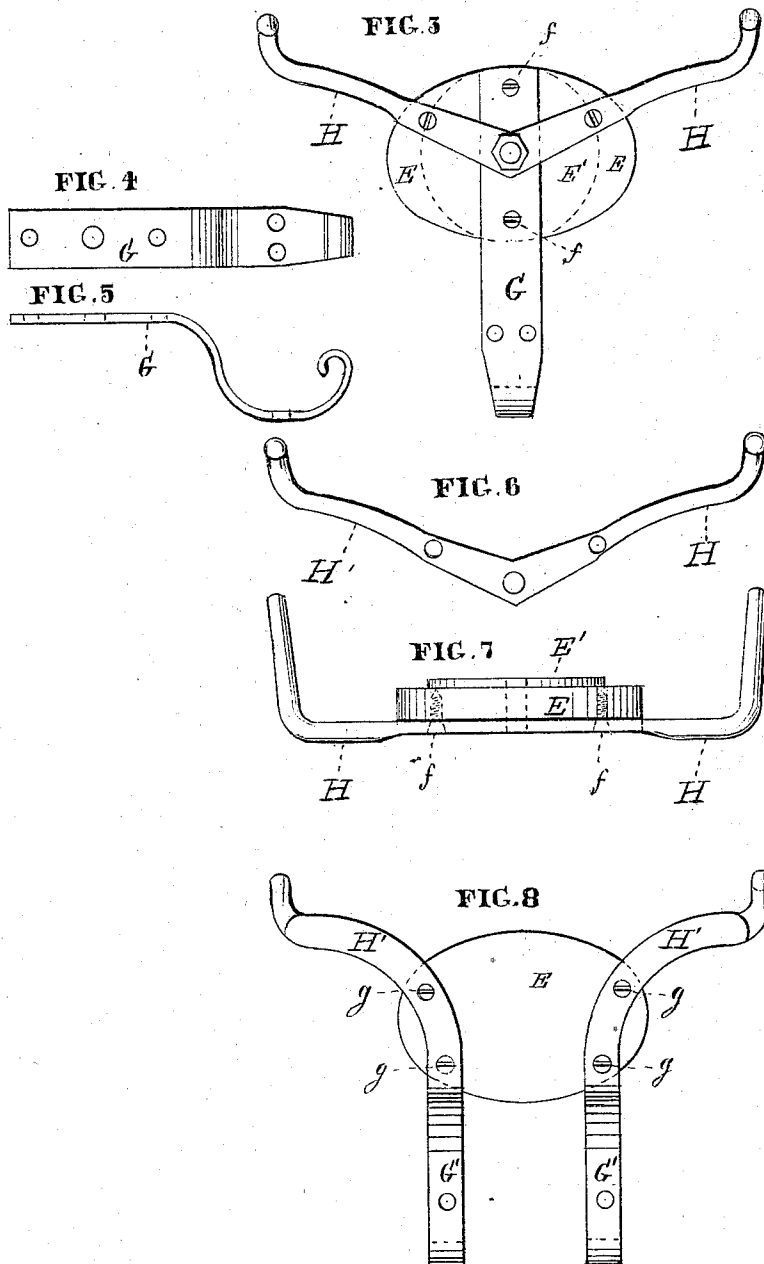
John C. Clime
By His Attorney
Stephen W. Stick

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Witnesses.

Thomas J. Bewley
Jacob Rindley

Inventor

John C. Clime
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UNITED STATES PATENT OFFICE.

JOHN C. CLIME, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO HIMSELF
AND JOHN A. SEEDS, OF SAME PLACE.

IMPROVEMENT IN VELOCIPEDES.

Specification forming part of Letters Patent No. 125,273, dated April 2, 1872.

Specification describing certain Improvements in Velocipedes, invented by JOHN C. CLIME, of the city of Philadelphia and State of Pennsylvania.

My invention consists as follows: I combine a turn-table with the under side of the seat, to which I attach one or two springs, which are also connected with the hind axle, and levers, which extend beyond the seat on each side and project upward, terminating in a convenient form for handles for manipulation. The turn-table is also supported by the rear ends of two springs, whose front ends are connected with the front axle, as hereinafter described. There is a fifth-wheel combined with the seat and turn-table.

For the sake of cheapness and durability, as well as for neatness, I construct the seat of metal, which admits of open-work and of varying the design of configuration.

Figure 1 is a plan view of the improved velocipede. Fig. 2 is a side elevation of the same. Fig. 3, Sheet No. 2, is a reversed plan view of the turn-table E, double levers H H, and supporting-spring G. Figs. 4 and 5 are a plan view and side elevation of the supporting-spring G. Figs. 6 and 7 are like views of the double levers H H. Fig. 8 is a reversed plan view of the turn-table E, in combination with the two levers H' H', and a spring, G', connected with each lever.

Like letters in all the figures indicate the same parts.

A is the front axle, provided with wheels B B. The axle has treadles *a a* of usual construction. C is a metal seat, which has a number of openings, *b*, in its flat part to lighten it and to give a finish. These openings may be continued throughout the whole extent of the piece, and of such form and arrangement as may be desired by the constructor, to present a tasty appearance. D D are small springs, having their front ends so bent as to fit the journals *c c* of the axle A. The rear ends of the springs are confined to the lower side of the seat C by means of bolts or rivets *d*. E is a turn-table, connected with

the lower side of the seat C by means of the swivel-bolt F. E' is a fifth-wheel on the lower side of the seat. It may be on the upper side of the turn-table, as seen in Figs. 3 and 7; or the turn-table and seat may each be provided with a wheel, the two wheels acting together. G is a strong spring, which gives the main support to the seat C, its rear end being fastened to the hind axle A', having wheels B B, by means of bolts or rivets *d'*. Its front end is let into the lower side of the seat, and has a hole, *e*, which is connected with the swivel-bolt F to secure it to the turn-table. It is further secured by means of screw-bolts *f f*. The spring is represented in detail in Figs. 4 and 5. H H are double levers, seen in detail in Figs. 6 and 7. They are secured to the lower side of the turn-table by means of the swivel-bolt F and screw-bolts *g g*.

As may clearly appear, the construction of the velocipede as above described imparts to it great strength, as well as ease of motion.

As the levers H H are arranged outside of the seat and connected with the turn-table, they are conveniently held by the hands of the rider, by which he has complete control of the vehicle; the management being so easy as to make it well adapted to children.

Instead of making the levers in a single piece, separate levers H' H' may be used, each one having a spring, G', combined with it, as shown in Fig. 8. I prefer, however, to make the levers and springs separate, as a less costly material may be used for the former, and the parts are more cheaply made.

I claim as my invention—

1. The combination, with the seat C, of the turn-table E and fifth-wheel E', the table being provided with levers H H or H' H' and one or more spring-supports, F, connected with the hind axle A', substantially as described, and for the purpose set forth.

2. The metal seat C, combined and arranged with the velocipede, substantially as described.

Witnesses:

JOHN C. CLIME.

THOMAS J. BEWLEY,
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