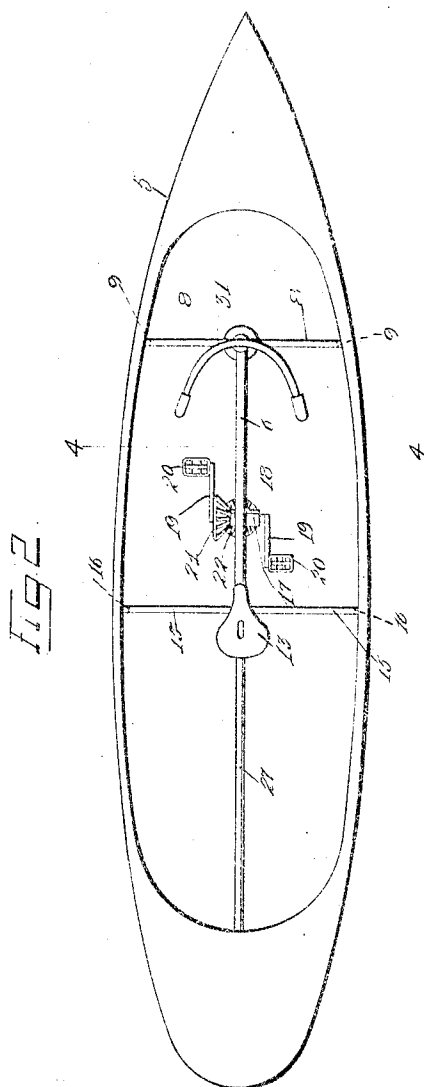
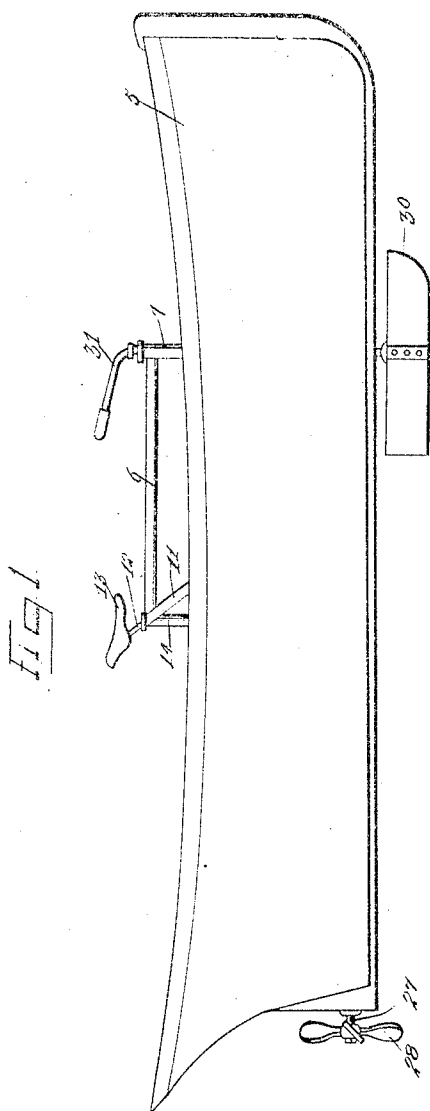


H. F. NEU.
BICYCLE BOAT.
APPLICATION FILED JAN. 22, 1910.

978,391.

Patented Dec. 13, 1910.

2 SHEETS-SHEET 1.



Witnesses

J. E. Strobel,

H. O. Vandewer,

Inventor
HERBERT F. NEU

By

Charles F. Neu

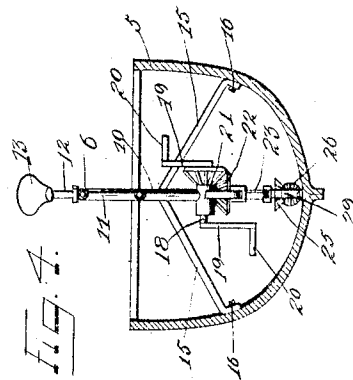
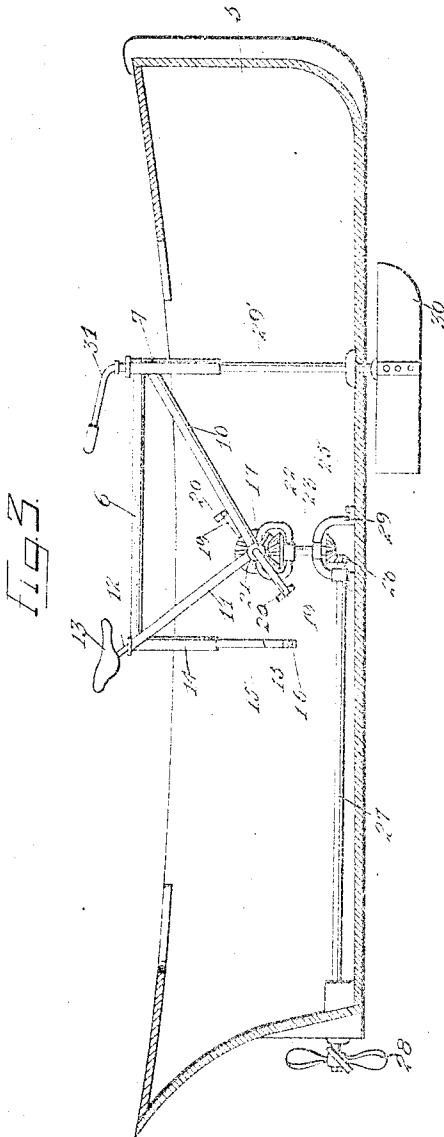
Attorney

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2 SHEETS-SHEET 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

HERBERT F. NEU, OF BROOKFIELD, WISCONSIN.

BICYCLE-BOAT.

978,391.

Specification of Letters Patent. Patented Dec. 13, 1910.

Application filed January 22, 1910. Serial No. 539,458.

To all whom it may concern:

Be it known that I, HERBERT F. NEU, a citizen of the United States, residing at Brookfield, in the county of Waukesha, State of Wisconsin, have invented certain new and useful Improvements in Bicycle-Boats; and I do hereby 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.

The invention relates to boats and more particularly to the class of bicycle boats.

The primary object of the invention is the provision of a boat of this character in which its propelling force is effected by foot power whereby the boat may be advanced in a body of water with varying degrees of velocity transmitted by manual energy of a person seated within the boat.

A further object of the invention is the provision of a boat of this character in which motion is imparted thereto by foot power and that may be guided in its course with a minimum retardation of its progress.

A still further object of the invention is the provision of a bicycle boat which is simple in construction readily and easily operated, thoroughly reliable and efficient in function, and one that is inexpensive in the manufacture.

With these and other objects in view the invention consists in the construction, combination and arrangement of parts as will be hereinafter more fully described, illustrated in the accompanying drawings which disclose the preferred form of embodiment of the invention to enable those skilled in the art to carry the invention into practice, and as pointed out in the claims hereunto appended.

In the drawings:—Figure 1 is a side elevation of a boat constructed in accordance with the invention. Fig. 2 is a top plan view thereof. Fig. 3 is a longitudinal sectional view through the boat. Fig. 4 is a transverse sectional view on the line 4—4 of Fig. 2.

Similar reference characters indicate corresponding parts throughout the several views in the drawings.

Referring to the drawings by numerals 5 designates a boat hull which may be of the ordinary well known construction in which is mounted a bicycle frame comprising a horizontal tube 6 connected at its forward

end with a vertical head tube 7 the latter being formed at its lower end with downwardly diverging brace arms 8 which have their free ends secured by means of suitable fasteners 9 to opposite sides of the hull 5 of the boat and to this head tube 7 is fixed one end of a rearwardly and downwardly inclined tube 10 to which latter and the horizontal tube 6 is fixed a seat post receiving tube 11 in the upper end of which is adjustably mounted a seat post 12 supporting a seat 13 to be occupied by an operator.

Fixed to and depending from the rear end of the horizontal tube 6 is a vertical rear tube 14 the lower end of which has formed thereon downwardly diverging brace arms 15 the same having their free ends fixed by means of fasteners 16 to opposite sides of the hull 5 and by means of these brace arms 8 and 16 at the front and rear portions respectively of the bicycle frame the latter is rigidly held in a vertical position centrally of the hull.

At the point of union of the inclined tube 10 and the tube 11 is formed a boxing 17 in which is journaled a crank shaft 18 the same having fixed thereto at opposite ends cranks 19 carrying the usual foot pedals 20 and also fixed to this crank shaft 18 is a beveled driving gear 21 the latter meshing with a pinion 22 fixed to the upper end of a vertical stud shaft 23 rotatably supported in a suitable bearing fixed to and depending from the boxing 17. This stud shaft 23 also has fixed thereto a beveled gear 25 meshing with a pinion 26 fixed to the inner end of a propelling shaft 27 the same being disposed adjacent the bottom of the hull 5 and extending rearwardly through the stern thereof and has fixed to its outer free end a propeller wheel 28. The said propelling shaft 27 and the stud shaft 23 being suitably journaled in a bracket 29 secured to the bottom of the hull.

Rotatably mounted in the head tube 7 is a steering rod 29 the same projecting downwardly through the hull 5 and has fixed to its lower end a steering board or rudder 30 while its opposite end has fixed thereto the usual steering handle or bicycle handle bars 31 whereby an operator may manipulate the rudder for changing the course of the boat when being advanced in a body of water.

What is claimed is:—

1. The combination with a hull, of bicycle frame disposed therein, downwardly diverg-

ing braces at the front and rear of the frame
and secured to opposite sides of the hull to
maintain the frame in vertical position cen-
trally of the hull, a steering rod journaled
5 in the forward end of the frame and having
a rudder beneath the bottom of the hull, a
propelling shaft supported longitudinally
within the frame and having a propelling
wheel, and manually operable gearing con-
10 nections between the frame and propelling
shaft.

2. The combination with a hull, of bicycle
frame disposed therein, downwardly diverg-
ing braces at the front and rear of the frame
15 and secured to opposite sides of the hull to

maintain the frame in vertical position cen-
trally of the hull, a steering rod journaled
in the forward end of the frame and having
a rudder beneath the bottom of the hull, a
propelling shaft supported longitudinally 20
within the frame and having a propelling
wheel, and a steering bar fixed to the steer-
ing rod.

In testimony whereof, I affix my signa-
ture, in presence of two witnesses.

HERBERT F. NEU

Witnesses:

GEORGE NEU,

CHAS. WANDMIDER.