

(No Model.)

2 Sheets—Sheet 1.

F. C. ATHERTON.
TRICYCLE.

No. 295,894.

Patented Apr. 1, 1884.

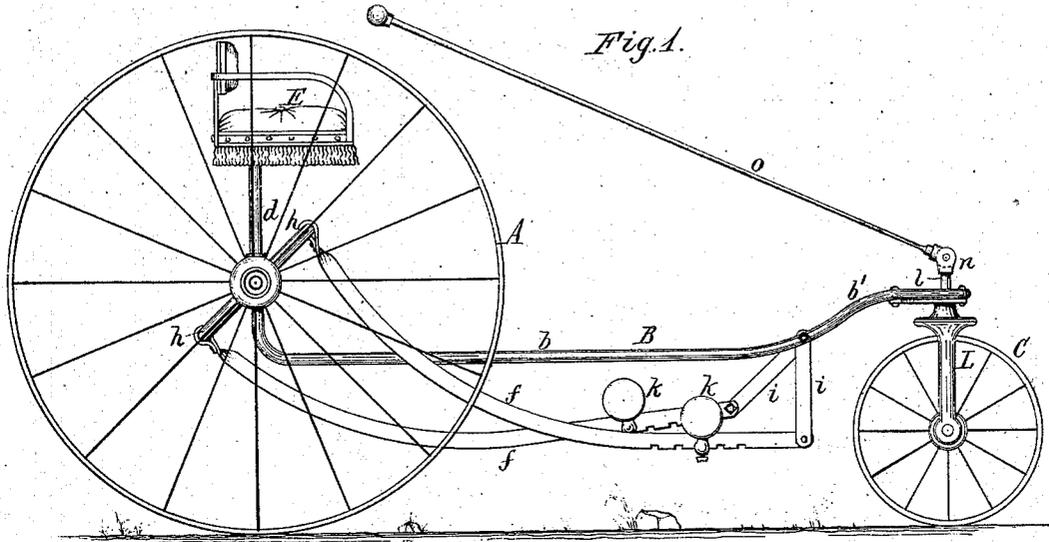


Fig. 1.

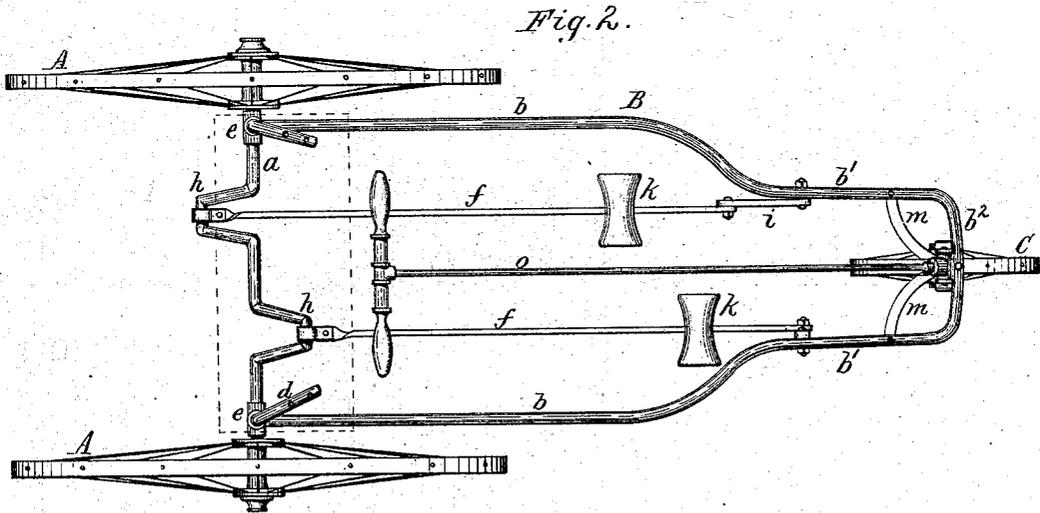


Fig. 2.

Witnesses:

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Theo. L. Popp

F. C. Atherton Inventor.

By Wilhelm & Bonner

Attorneys.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

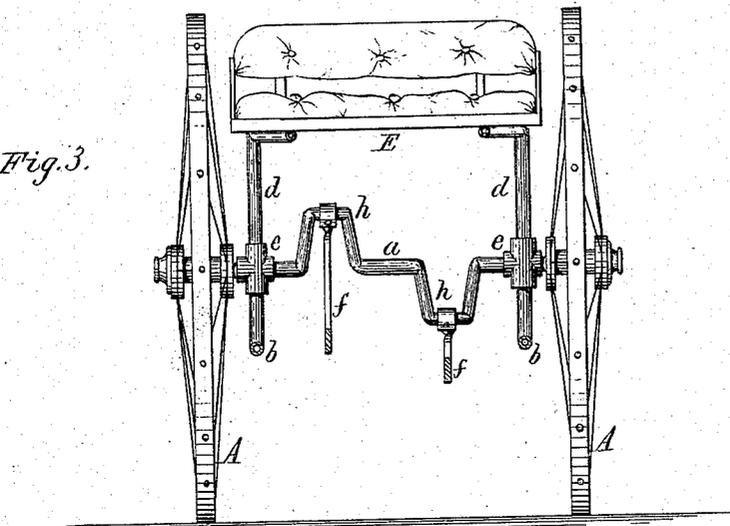


Fig. 4.

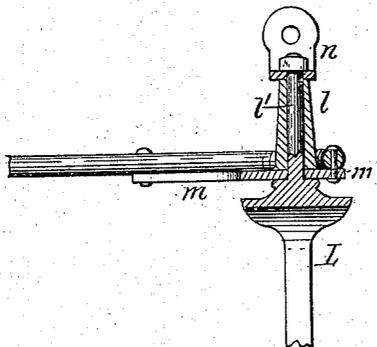


Fig. 5.

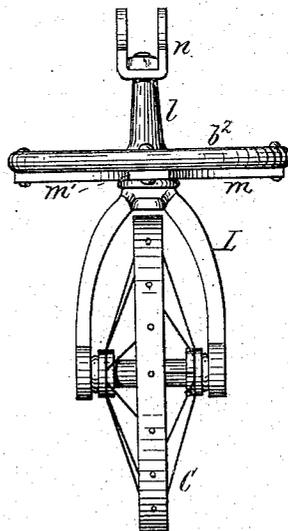
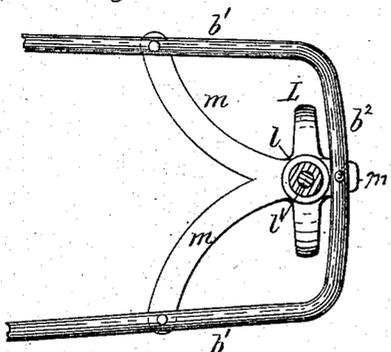


Fig. 6.



Geo. C. Atman

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UNITED STATES PATENT OFFICE.

FISHER C. ATHERTON, OF BUFFALO, NEW YORK.

TRICYCLE.

SPECIFICATION forming part of Letters Patent No. 295,894, dated April 1, 1884.

Application filed April 23, 1883. (No model.)

To all whom it may concern:

Be it known that I, FISHER C. ATHERTON, of the city of Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Tricycles, of which the following is a specification.

The object of this invention is to produce a light and strong tricycle which can be easily propelled and steered, and which is thereby especially adapted for the use of ladies and children.

My invention consists of the improvements which will be hereinafter fully set forth, and pointed out in the claims.

In the accompanying drawings, consisting of two sheets, Figure 1 is a side elevation of a tricycle provided with my improvements. Fig. 2 is a top plan view thereof. Fig. 3 is a front elevation of the rear part of the machine. Fig. 4 is a longitudinal sectional elevation of the steering-head. Fig. 5 is a front elevation of the front portion of the machine. Fig. 6 is a top plan view thereof.

Like letters of reference refer to like parts in the several figures.

A A represent the driving-wheels, secured to the ends of a crank-shaft, *a*.

b b represent the side bars of the horizontal portions of the frame B of the machine, which extends forwardly from the shaft *a*, and is contracted at its front end, as shown at *b' b'*, the contracted portions of the side frame being connected at their front ends by a transverse piece, *b²*, which is located above the steering-wheel C.

d d are the vertical rear portions of the frame of the machine, which are provided with bearings *e*, in which the shaft *a* turns, and which are secured with their upper ends to the under side of the seat E. The frame of the machine is preferably constructed of gas pipe, or a tubular rod of iron, or other suitable metal bent to the proper form, and the bearings *e* are constructed of screw-threaded cross or double T fittings, in which the ends of the adjacent portions of the frame are secured.

ff are the connectings-rod, which are attached with their rear ends to the cranks *h*, and with their front ends to the lower ends of hangers or rods *i*, which are pivoted with their upper ends to the inner sides of the contracted front portions *b'* of the frame.

k k represent the pedals, which are secured to the front portions of the connecting-rods *f*.

L represents the fork, which straddles the steering-wheels C, and *l* is a vertical bearing or head, to which the fork L is pivoted by means of a vertical bolt, *l'*. The bearing *l* is provided at its lower end with horizontal arms *m*, which extend laterally and rearwardly from the bearing, and are secured at their ends to the side portions *b'* and a forwardly-extending arm, *m'*, which is secured to the front portion *b²* of the frame, thereby securing the bearing to the frame at three points and forming a large base-support for the bearing, whereby the latter is firmly held in an upright position and prevented from being bent or loosened by the lateral strains of the steering-wheels in turning.

n represents a cross-head secured to the upper end of the bolt *l'* and provided with up-turned ears, between which the front end of the steering-rod *o* is pivoted. The rear end of the latter is provided with a suitable handle in convenient reach of the person occupying the seat. The pedals have an easy backward and forward movement, with but little rise and fall, whereby the machine is easily propelled with a slight effort.

My improved tricycle is very simple, light, and strong and durable in construction.

I claim as my invention—

1. The combination, with the driving-wheels A, crank-shaft *e*, and steering-wheel C, of an open frame, B, hangers *i*, pivoted to the side portions of the frame, near the front thereof, connecting-rods *ff*, arranged between the side pieces of the open frame and extending from said hangers to the crank-shaft, and pedals *k*, attached to the connecting-rods, substantially as set forth.

2. The combination, with the steering-wheel C and a frame, B, having side pieces *b'* and a connecting front piece *b²*, of a fork, L, and a bearing, *l*, constructed with laterally-extending arms *m*, secured to said side pieces, and a forwardly-extending arm, *m'*, secured to said front piece of the frame, whereby the bearing is secured at three points and firmly held in place, substantially as set forth.

F. C. ATHERTON.

Witnesses:

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