

(No Model.)

2 Sheets—Sheet 1.

I. A. WESTON.
TRICYCLE.

No. 439,915.

Patented Nov. 4, 1890.

FIG. 2

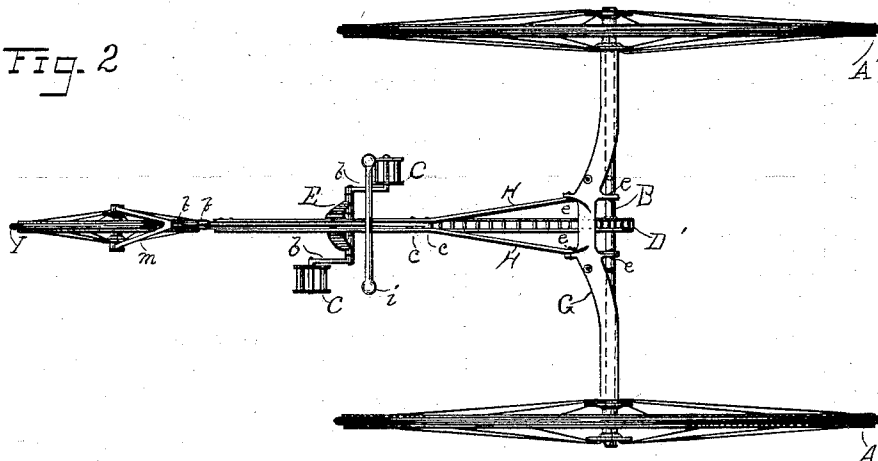
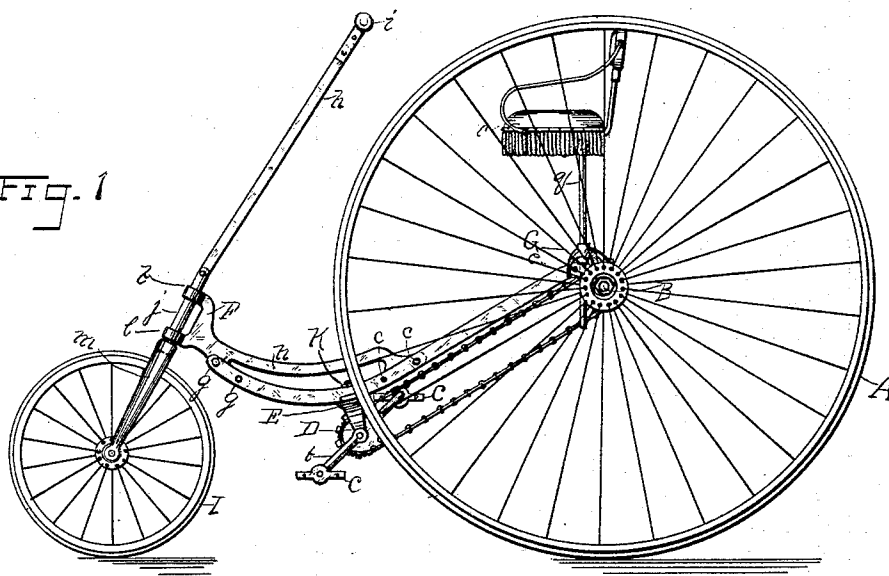


FIG. 1



Witnesses
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Irving A. Weston

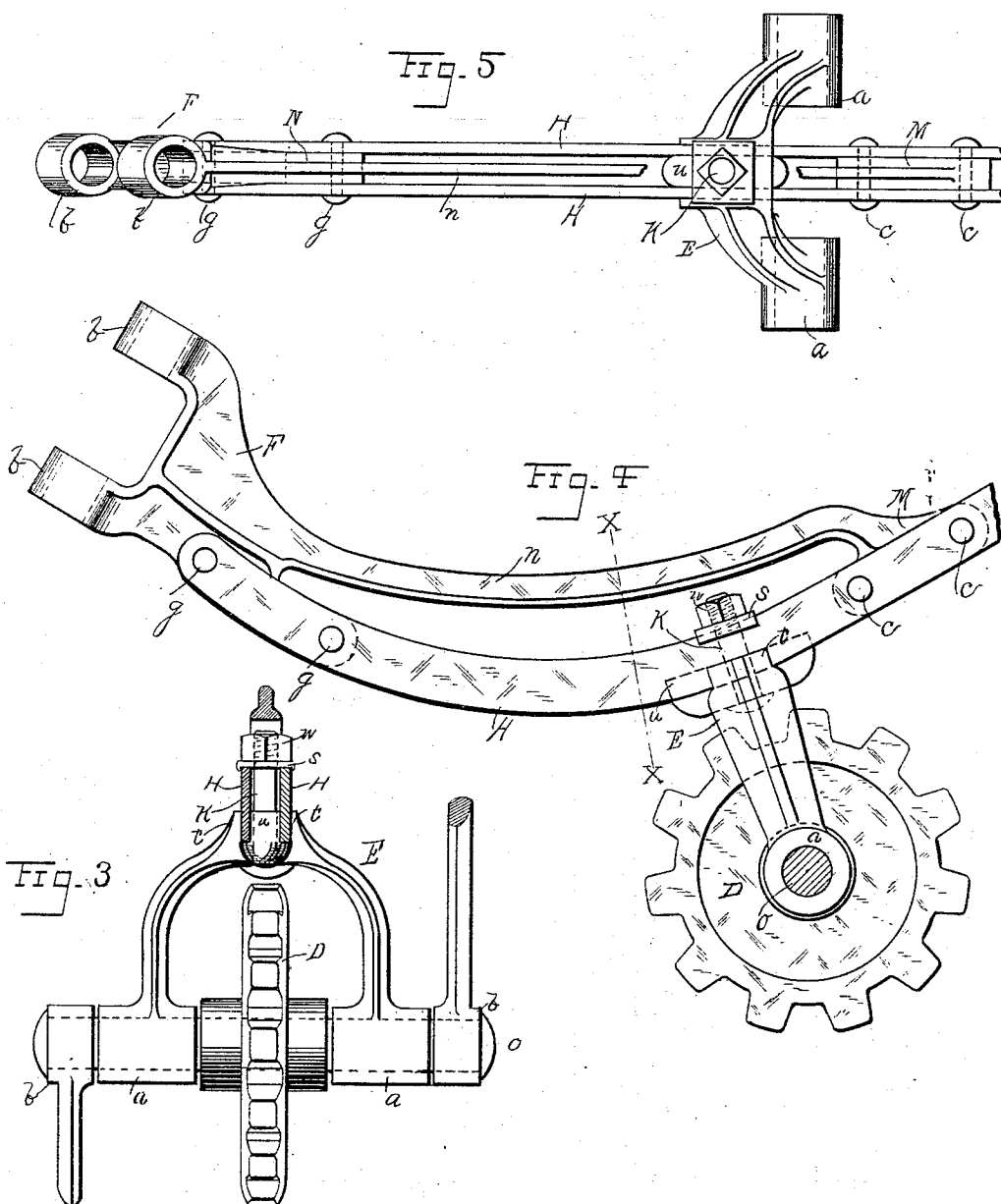
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UNITED STATES PATENT OFFICE.

IRVING A. WESTON, OF SYRACUSE, NEW YORK.

TRICYCLE.

SPECIFICATION forming part of Letters Patent No. 439,915, dated November 4, 1890.

Application filed February 2, 1888. Serial No. 262,799. (No model.)

To all whom it may concern:

Be it known that I, IRVING A. WESTON, of Syracuse, county of Onondaga, in the State of New York, a citizen of the United States, have invented certain new and useful Improvements in Tricycles, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in tricycles, the object being to make the parts more simple and better adapted to stand the severe strain in propelling over rough roads, in making the pedal-shaft support in a single piece, in attaching it securely yet adjustably to the side bars, and certain other functions and advantages, as will hereinafter be explained.

With these ends in view my invention consists in certain features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, which form a part of this specification, Figure 1 is a side elevation of a tricycle, showing all the parts in place. Fig. 2 is a plan view with the seat removed to better show the construction. Fig. 3 is a sectional end elevation taken on line X X of Fig. 4, and shows the pedal-shaft bearings attached to the bars H H. Fig. 4 is a side elevation of the front part of a tricycle with the neck and pedal-shaft bearings attached to side bars. Fig. 5 is a plan view showing the same parts.

A A are the main driving-wheels, and I the guide-wheel. The latter is located in front of the driving-wheels and supported within the fork *m*, the stem of which is swiveled in the socket *ll* of the neck F.

The main frame consists of the two bars H H, which are attached to the axle-support G at their rear ends and extend forward on each side of and are secured to the rear end of the neck F near their middle and again at their forward ends, thus leaving the intervening space at which the pedal-shaft support is attached.

The pedal-shaft support is made in a single piece, having the notches to receive the side bars, and is secured to the bars by means

of the bolt K. The pedal-shaft support may be readily adjusted on the bars to take up any slack in the drive-chain. By having the pedal-shaft support in one piece, having the two bearings *a a* integral therewith, the bearings are always kept in line. Consequently friction is reduced and bearings wear evenly. The neck F is also made of a single piece of metal, of graceful design yet well calculated to strongly brace the steering-wheel and front part of the machine.

By having the side bars H H, attached to the axle-support at their rear ends, some distance apart and converging as they extend forward and attach to the neck F a very rigid frame is had and well calculated to withstand any lateral strain, as well as the work of the operator in propelling.

The pedal-shaft sprocket-wheel and drive-chain are low down and entirely below the frame of the machine. Thus the operator is free from danger of soiling or tearing the clothing, and also sits low, and danger of falling is avoided.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a tricycle, the side bars H H, attached to the axle-support at their rear ends and extending forward on each side of and secured to the neck F at its rear end and again near its forward end, leaving the intervening space and edges adapted to receive the pedal-shaft support, which is adjustably secured thereto, all substantially as shown, and for the purpose set forth.

2. In a tricycle, the pedal-shaft support E, made in a single piece, having the two shaft-bearings at the lower end of arms and provided at the top with the slotways adapted to receive the edges of the bars and adjustably secured thereto, substantially as shown, and for the purpose set forth.

In witness whereof I have hereunto set my hand this 31st day of January, 1888.

IRVING A. WESTON.

In presence of—

J. C. EDDY,
G. T. S. FOOTE.