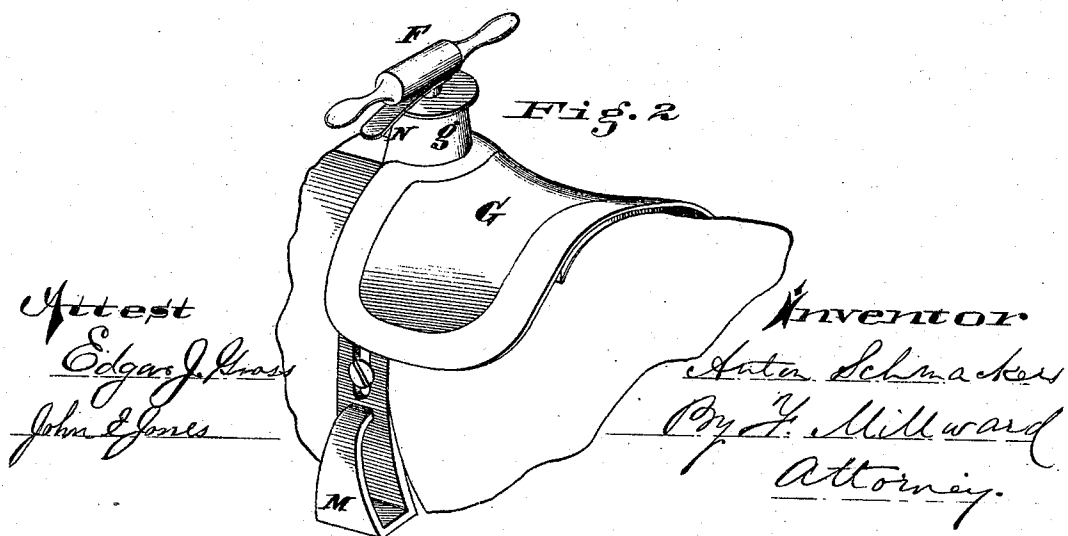
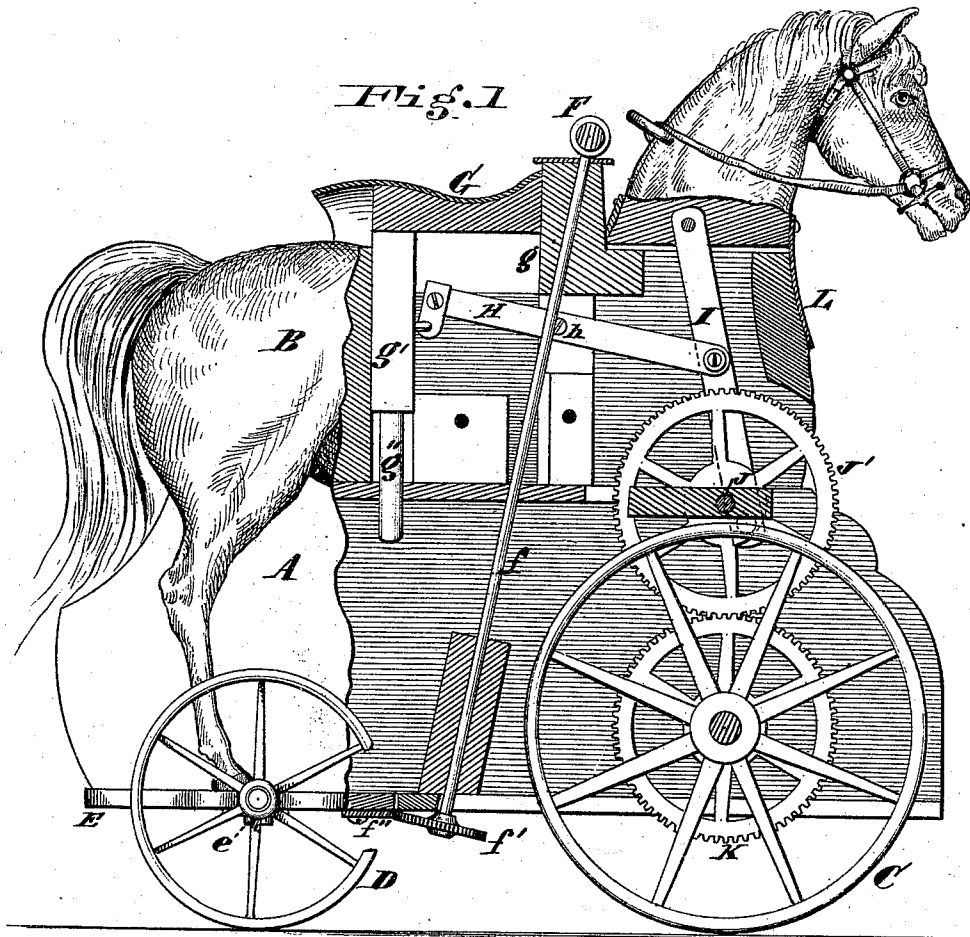


A. SCHMACKERS.

VELOCIPÈDE.

No. 171,432.

Patented Dec. 21, 1875.



UNITED STATES PATENT OFFICE.

ANTON SCHMACKERS, OF CINCINNATI, OHIO.

IMPROVEMENT IN VELOCIPEDES.

Specification forming part of Letters Patent No. **171,432**, dated December 21, 1875; application filed October 13, 1875.

To all whom it may concern:

Be it known that I, ANTON SCHMACKERS, of Cincinnati, Hamilton county, State of Ohio, have invented an Improvement in Devices for Propelling Hobby-Horses or Carriages, of which the following is a specification:

My invention is designed to be applied principally to a wheel-vehicle embracing in its frame-work an imitation horse, and is designed to be operated by the rider upon a saddle, the reciprocation vertically of which, under the imitated motions of an equestrian by the rider of my vehicle, serves to give motion to the wheels of the vehicle.

Figure 1 is a view of my horse; partly sectioned. Fig. 2 is a perspective view of the saddle, stirrups, and guide-bars.

A is the frame of the machine, and B the figure of the horse. C is the propelling-wheel, and D, one on each side, steering-wheels. The frame E of the steering-wheels is pivoted, at *e*, to the frame A, so as to swing horizontally, being operated by the steering-handle F through rod *f*, pinion *f'*, and geared segment *f''* on the front of frame E. The saddle G is fitted to move vertically against the shoulder *g* of the horse, and on the guides *g' g''*. To its guide *g'* the lever H is attached, which is pivoted to the horse at *h*, the outer end being coupled to the pitman I. The upper end of the latter is secured in the horse's head, and the other end journaled to a crank on the shaft J of wheel J', which gears into the spur-wheel K on the shaft of the propelling-wheel

C. A flap of leather, L, hides the space between the horse's head and body.

By the connection described the rider upon the saddle is enabled by his weight to propel the wheels of the vehicle, the adjustable stirrups M, fixed to the body of the horse, enabling him to rise in his saddle as the latter moves upward.

The movable head of the horse can also be used as a means of propulsion by the pull upon the reins while it moves backward, and, if desirable, a push upon the neck as it moves forward. The spring N between the handle F and the shoulder *g* creates sufficient friction to prevent the accidental movement of the steering-handle. A spring may also be introduced around the guide *g''* to assist in elevating the saddle.

I claim—

1. The combination of fixed stirrups M, vertically-reciprocating saddle G, lever H, pitman I, and propelling-wheel C, connected and operating substantially as and for the purpose specified.

2. The combination of lever or bar H, crank-shaft J, and pitman I, the latter being connected to the horse's head, and operating substantially as and for the purpose specified.

In testimony of which invention I hereunto set my hand.

ANTON SCHMACKERS.

Witnesses:

JOHN E. JONES,
J. L. WARTMANN.