DESIGN.

L. V. MOULTON.

FRAME FOR MARINE VELOCIPEDES.

No. 27,151. Patented June 1, 1897.

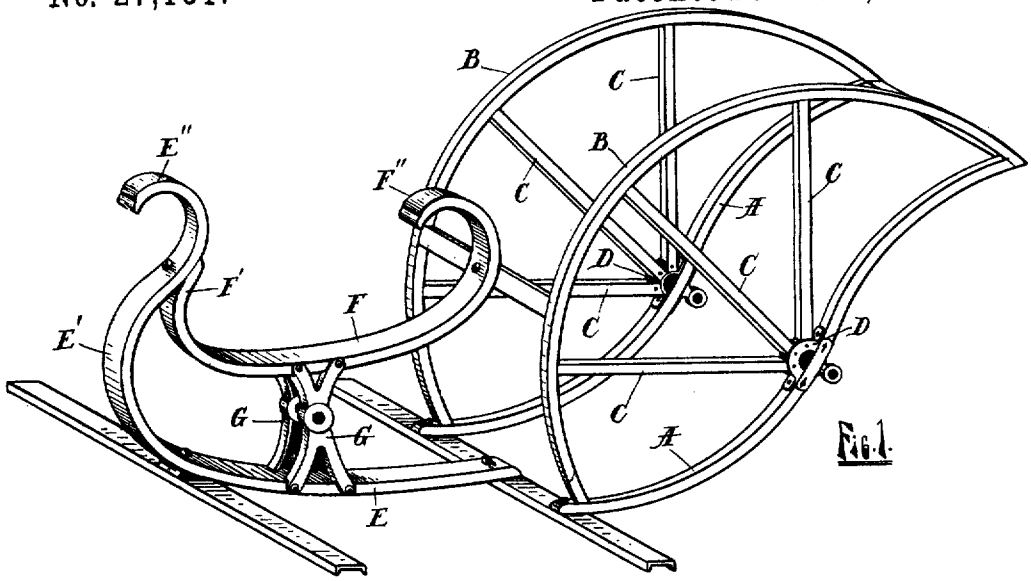

Fig. 1.

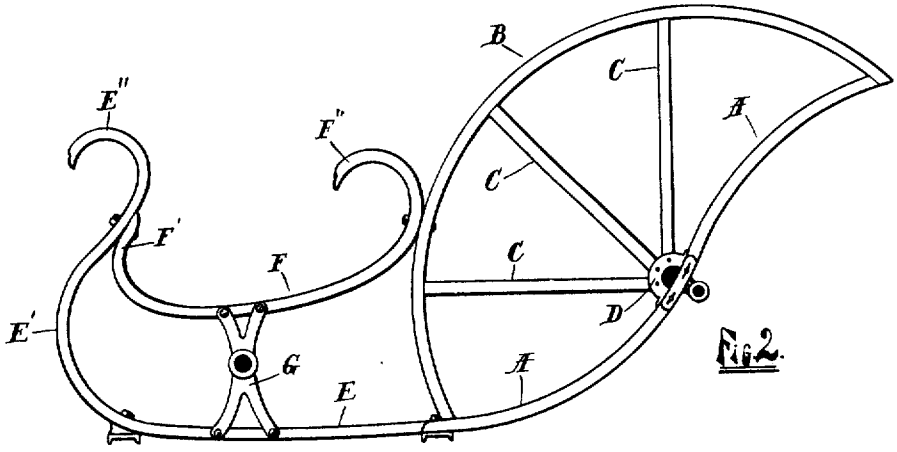

Fig. 2.

WITNESSES:

Etta B. Wood

Lewis E. Flanders

INVENTOR:

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UNITED STATES PATENT OFFICE.

LUTHER V. MOULTON, OF GRAND RAPIDS, MICHIGAN.

DESIGN FOR A FRAME FOR MARINE VELOCIPEDES.

SPECIFICATION forming part of Design No. 27,151, dated June 1, 1897.

Application filed January 30, 1896. Serial No. 577,482. Term of patent 14 years.

To all whom it may concern:

Be it known that I, LUTHER V. MOULTON, a citizen of the United States, residing at Grand Rapids, in the county of Kent and State of Michigan, have invented a certain new and useful Design for Marine-Velocipede Frames and Wheel-Houses; 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.

This design relates to the frame and wheel-house of marine velocipedes and analogous structures, and the distinctive features thereof are the oppositely-curved sills and segmental curved bars of the wheel-house and the upper and lower curved bars of the frame, as more fully illustrated in the accompanying drawings, in which—

Figure 1 is a perspective of a wheel-house and frame embodying said design. Fig. 2 is a side elevation of the same.

A represents the sill of the wheel-house, having a general inclination of about forty-five degrees, being nearly horizontal at its extreme ends and oppositely curved longitudinally, the lower part being convex on the under side and concave on the upper side and the upper part having an opposite curvature.

B is a bar having substantially semicircular longitudinal curvature and joined at each end to the respective ends of the sill A.

D is a semicircular plate near the middle of the sill A, and C C C are a series of radial bars extending from said plate to the bar B.

E is a slightly downwardly-curved bar prolonging the line of the sill A and having an upward curve E′, convex at the forward side and terminating at the upper end in a reversed curve E″.

F is a curved bar located above the bar E and in the same vertical plane, having a downwardly-curved middle portion and upwardly-curved forward end F′, engaging the rear side of the upward extension of the bar E and an upwardly and inwardly curved rear portion F″, engaging the forward side of the curve of the bar B. Hangers G, having curved diverging arms, connect the nearest adjacent parts of the bars E and F.

It is obvious that said design may be readily adapted to land velocipedes as well as to marine velocipedes.

Having thus described my invention, what I claim is—

The design for a marine-velocipede frame and wheel-house, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

LUTHER V. MOULTON.

Witnesses:
LEWIS E. FLANDERS,
LOIS MOULTON.