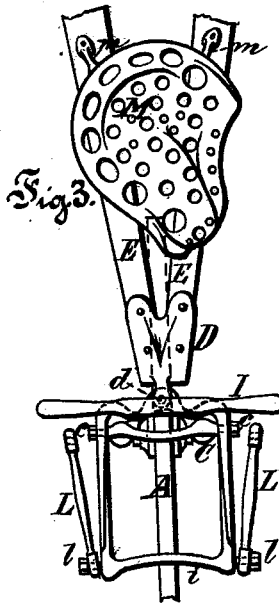
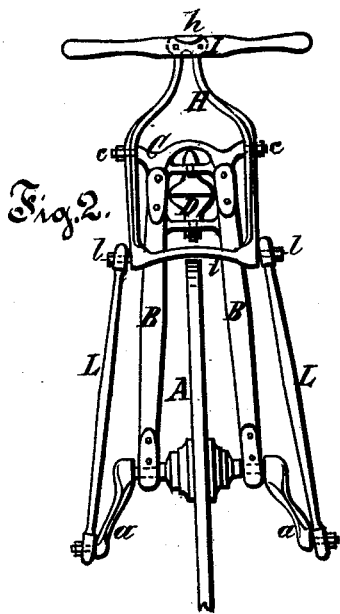
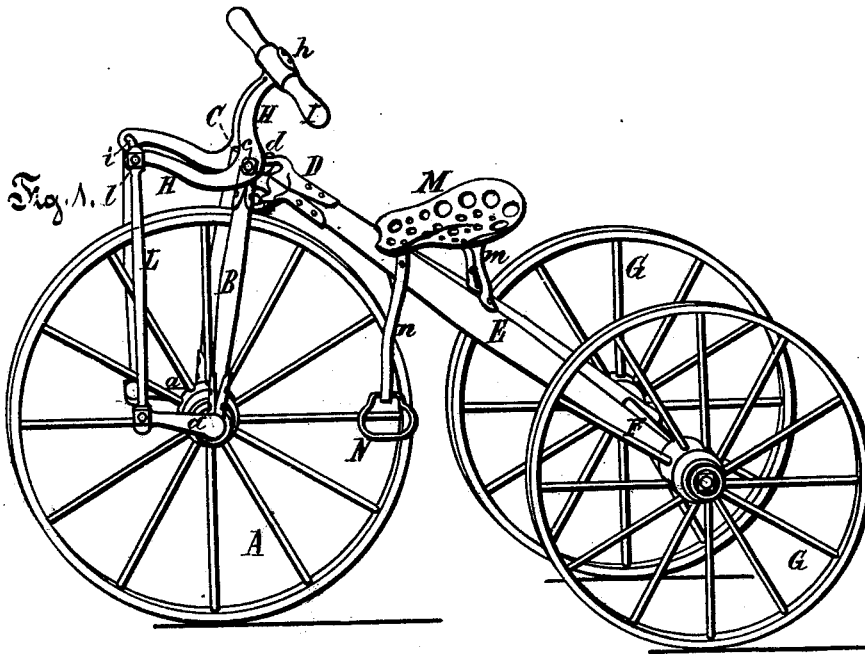


O. UNZICKER.  
Velocipède.

No. 204,636:

Patented June 4, 1878.



Witnesses:

James Richter  
Emil H. Frommann

Inventor:

Otto Unzicker  
By Wm H. Lotz  
his Attorney

# UNITED STATES PATENT OFFICE.

OTTO UNZICKER, OF CHICAGO, ILLINOIS, ASSIGNOR TO ADOLPH SHOENINGER, OF SAME PLACE.

## IMPROVEMENT IN VELOCIPEDES.

Specification forming part of Letters Patent No. 204,636, dated June 4, 1878; application filed May 13, 1878.

*To all whom it may concern:*

Be it known that I, OTTO UNZICKER, of Chicago, in the county of Cook and State of Illinois, have made certain new and useful Improvements in Velocipedes, of which the following is a full and accurate description, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 represents a perspective view of a velocipede embodying my improvements. Fig. 2 represents a front elevation, and Fig. 3 a plan, of the fore part of the same.

The nature of my invention relates to improvements in velocipedes of the tricycle variety; and it has for its object to make such a velocipede applicable for girls' use.

My invention consists in the attachment, to a common tricycle velocipede, of a double bell-crank, pivoted to the standard top connecting yoke, having the tiller secured to its upright vibrating ends, while its horizontal ends are connected by pitmen with the cranks of the driving-wheel axle, so that the velocipede is both propelled and steered by the motion imparted to the tiller only with the hands and arms, and that the lower limbs of the person riding have no work to perform; also, in a seat, shaped like a side or lady's saddle, which is affixed upon the reach-rods, and in a stirrup suspended from one of the reach-rods by a strap, so that a girl can ride on this velocipede in the same manner as women ride on horse-back.

In the drawing, A is the front or driving wheel, the axle of which is pivoted in suitable journal-boxes, secured to the bottom ends of the bifurcated standards B, and has cranks *a* to its ends, placed in line with each other. The upper ends of the standards B are rigidly secured to a metallic yoke, C, the connecting cross-girts of which form central loops to receive and hold the pintle-hooks *d*, cast to the front end of plates D, which hold the ends of the reach-rods E, and through the rear ends of these reach-rods E is passed the axle F, having mounted upon its ends the hind wheels G.

H is a double bell-crank, the apex of the rectangular arms of which are pivoted to the

ends of yoke C upon fulcrum-pins *c*, projecting off said yoke, and its upright arms are curved backward and inward, and terminate in a horizontal socket-plate, *h*, which connects both and holds the wooden tiller I secured thereto by two bolts, while the ends of the horizontal arms of said bell-crank are connected by a cross-brace, *i*, and have exteriorly-projecting pintles *l* for holding them on the eyed ends of two vertical pitmen, L, by means of nuts screwed upon their ends. The bottom ends of these pitmen L are pivoted to the cranks *a*, so that a horizontally-vibrating or rocking motion to the tiller I will impart motion to the driving-wheel A, and an angular adjustment of this tiller I, while thus in motion, will at the same time govern the direction of the velocipede, so that the whole operation is performed by the hands and arms only of the person riding on the velocipede, which, for hygienic reasons, is the better exercise for the female sex.

M is a metallic seat, shaped like a lady's saddle, the front end of which rests upon one of the reach-rods E, and is secured thereon by a wood-screw, while its rear end is supported upon an upright metallic frame riveted to its under side, and having two legs secured to the reach-rods E; and N is a stirrup, suspended from one of these reach-rods by a leather strap, *n*, which is intended for the girl, while riding, to rest her left foot in.

As will be noticed, the above device is very simple and yet very practicable for the purpose designed, and while such a velocipede gives a graceful appearance to the occupant, its propulsion is light and healthful to the operator.

By applying a common saddle with two stirrups, this velocipede will be an enjoyment for boys as well; or by elongating the crank-pins, so as to form pedals outside of the pitmen-connections, both the hands and feet of the rider may be employed for propulsion.

What I claim as my invention is—

1. In a velocipede, the combination of the tiller I, double bell-crank H, yoke C, pitman L, standards B, and cranks *a*, substantially as and for the purpose set forth.

2. In a tricycle velocipede, arranged to be

propelled by a tiller, I, the lady-saddle-shaped seat M, having supporting-frame *m* secured upon the reach-rods E, in combination with the stirrup N and strap *n*, the same to be constructed and arranged as and for the purpose described and shown.

3. In combination with a velocipede consisting of driving-wheel A, having cranks *a*, the standards B, yoke C, hook-plates D, reach-

rods E, axle F, and hind wheels G, the bell-crank H, having tiller I, the pitmen L, the lady-saddle-shaped seat M, and stirrup N, all constructed, arranged, and operating substantially as and in the manner set forth.

OTTO UNZICKER.

Witnesses:

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