

T. N. MORSE.

Velocipede.

No. 92,991.

Patented July 27, 1869.

Fig. 1.

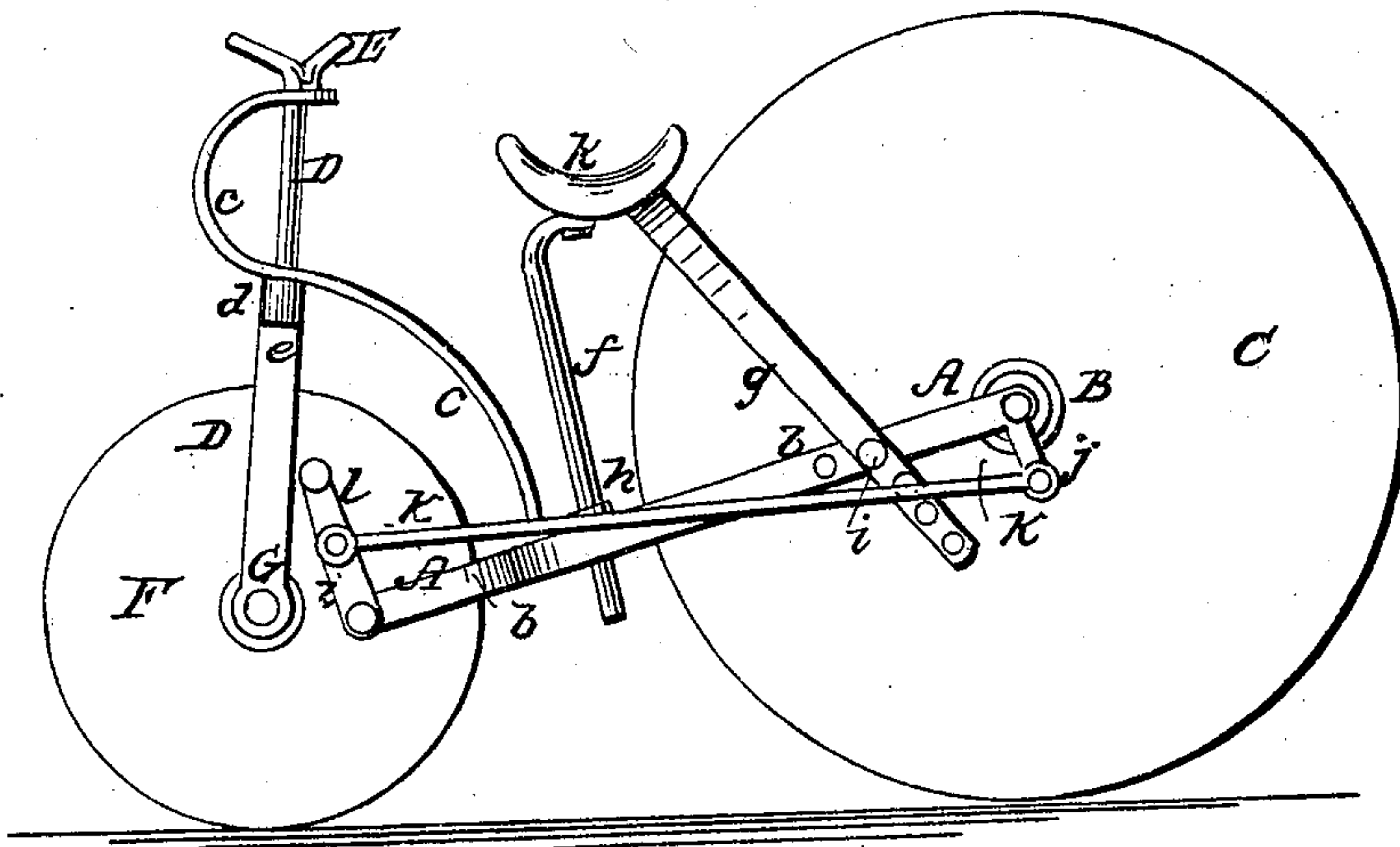
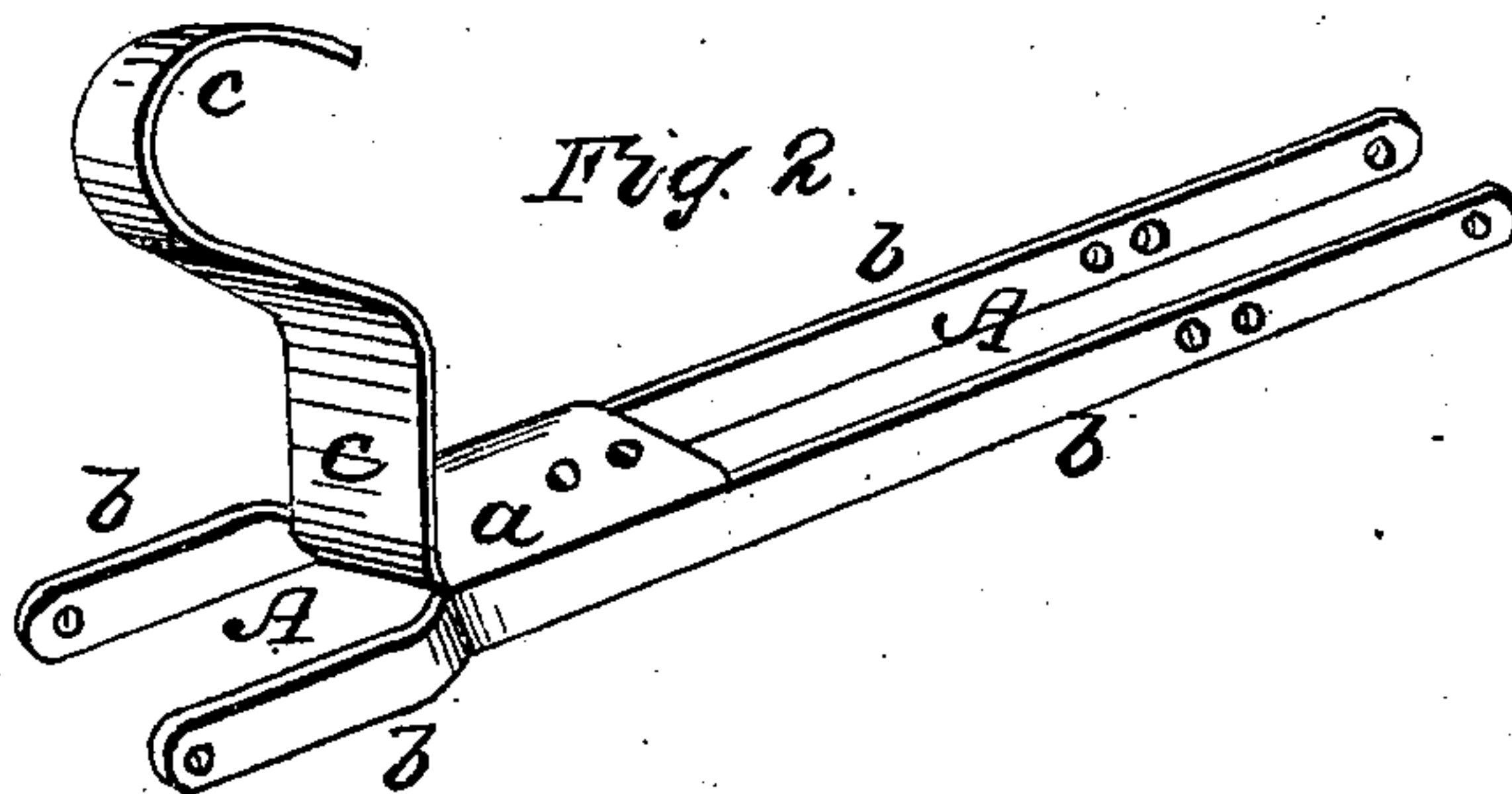


Fig. 2.



Witnesses

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IMPROVEMENT IN VELOCIPEDES.

Specification forming part of Letters Patent No. 92,991, dated July 27, 1869.

To all whom it may concern:

Be it known that I, THOMAS N. MORSE, of Fairhaven, in the county of Bristol and State of Massachusetts, have invented a new and Improved Velocipede; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 represents a side elevation of my improved velocipede. Fig. 2 is a perspective view of the frame of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to certain improvements of two and three wheel velocipedes, whereby their construction is simplified and their mode of operation facilitated.

The invention consists in a peculiar construction of frame, whereby it can be made of one single piece of strong sheet metal.

A, in the drawing, represents the frame or reach of my improved velocipede. It is made of a single piece of strong sheet metal by being formed of three main parts, *a*, *b*, and *c*. The part *a* is a plate, from which the side bars *b* are bent down, while the front extension *c* is bent up from the same, as shown. In the rear ends of the bars *b* are the supports of the rear axle, B, on which the rear wheel or wheels, C, are mounted. The steering-post D is fitted through and swiveled in the front arm, *c*, of the reach, and has a suitable steering-lever, E, at its upper end. A spiral or rubber spring,

d, is fitted around the post D, between a shoulder, *e*, of the same and the part *c* of the reach, to give to the latter an elastic support. The front wheel, F, is hung on the axle G, which has its bearings in the lower end of the post D.

H is the seat. It is supported on the standards *ff* and *g*. The front standard, *g*, is provided with a screw-thread and fitted through the plate *a*, and locked, at a suitable height, by a nut, *h*, while the rear standards, *ff*, are, by pins *i*, secured to the side bars *b*. The standards *f* have numbers of apertures for receiving the pins *i*, so that they can be adjusted higher or lower on the bars *b*. The seat can thus be raised or lowered at will.

Cranks *jj* of the rear axle are, by pitmen *k*, connected with cranks *l* that are pivoted to the front ends of the arms *b*, as shown. The front ends of the arms *b* straddle the front wheel, so that the cranks *l* are nearly where they would be if they were placed on the front axle. Their position is thus as convenient as formerly, while they cannot be displaced by the steering motion.

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

The frame A of a velocipede when made of one single piece by bending the side bars *b* and the front extension, *c*, on the plate *a*, substantially as herein shown and described.

THOMAS N. MORSE.

Witnesses:

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