

P. DENHAM.
Velocipede.

No. 222,022.

Patented Nov. 25, 1879.

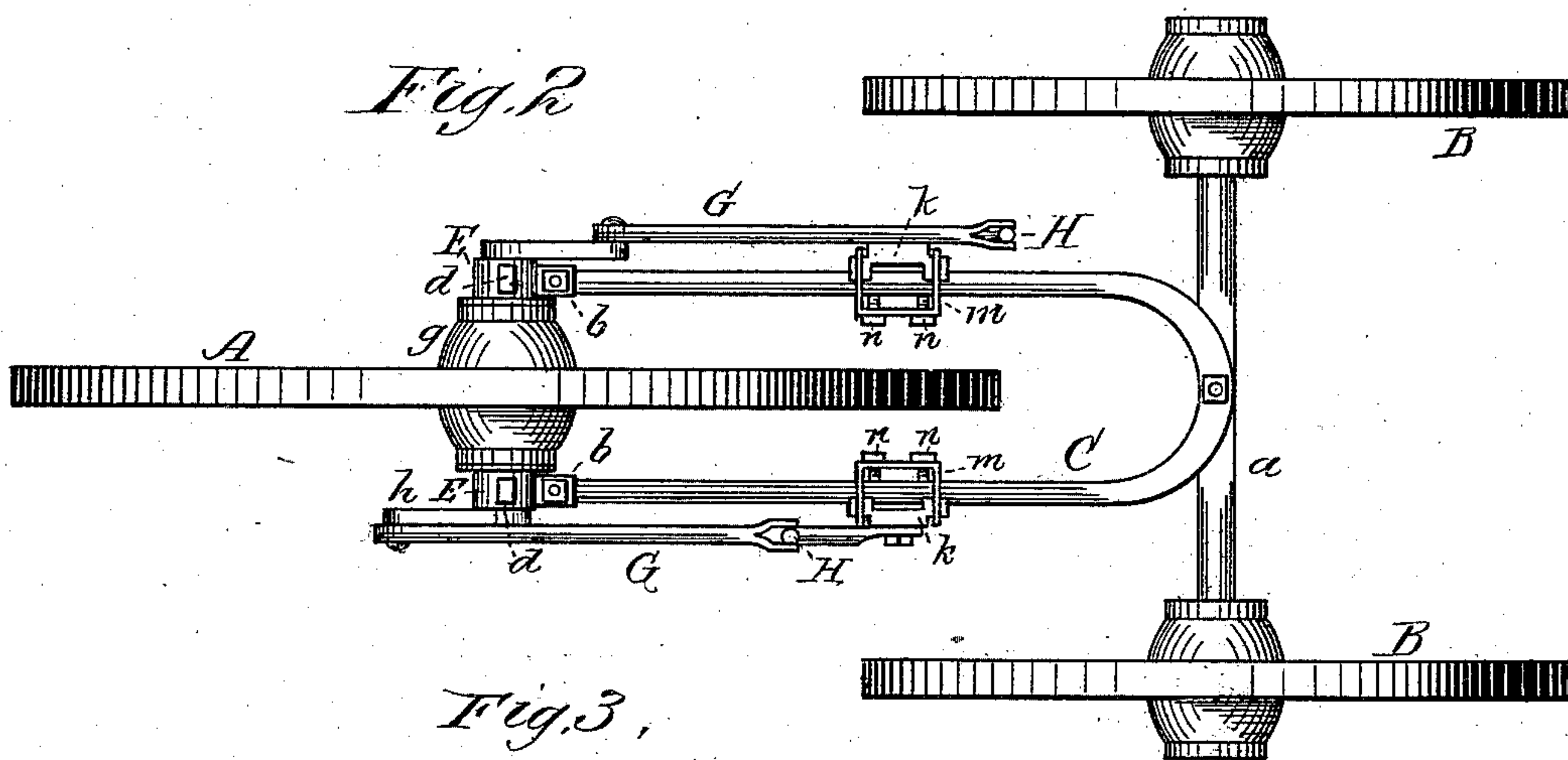
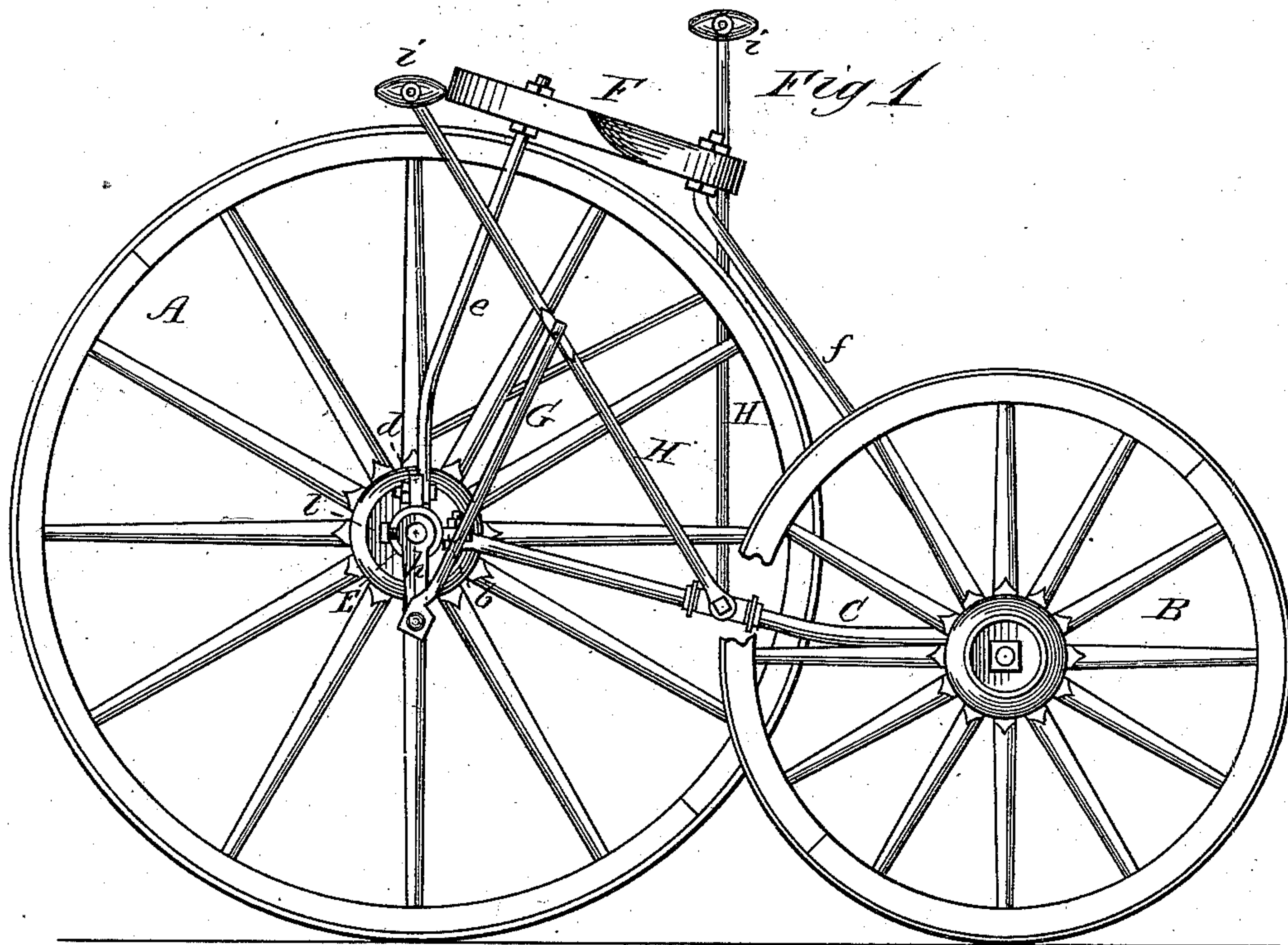
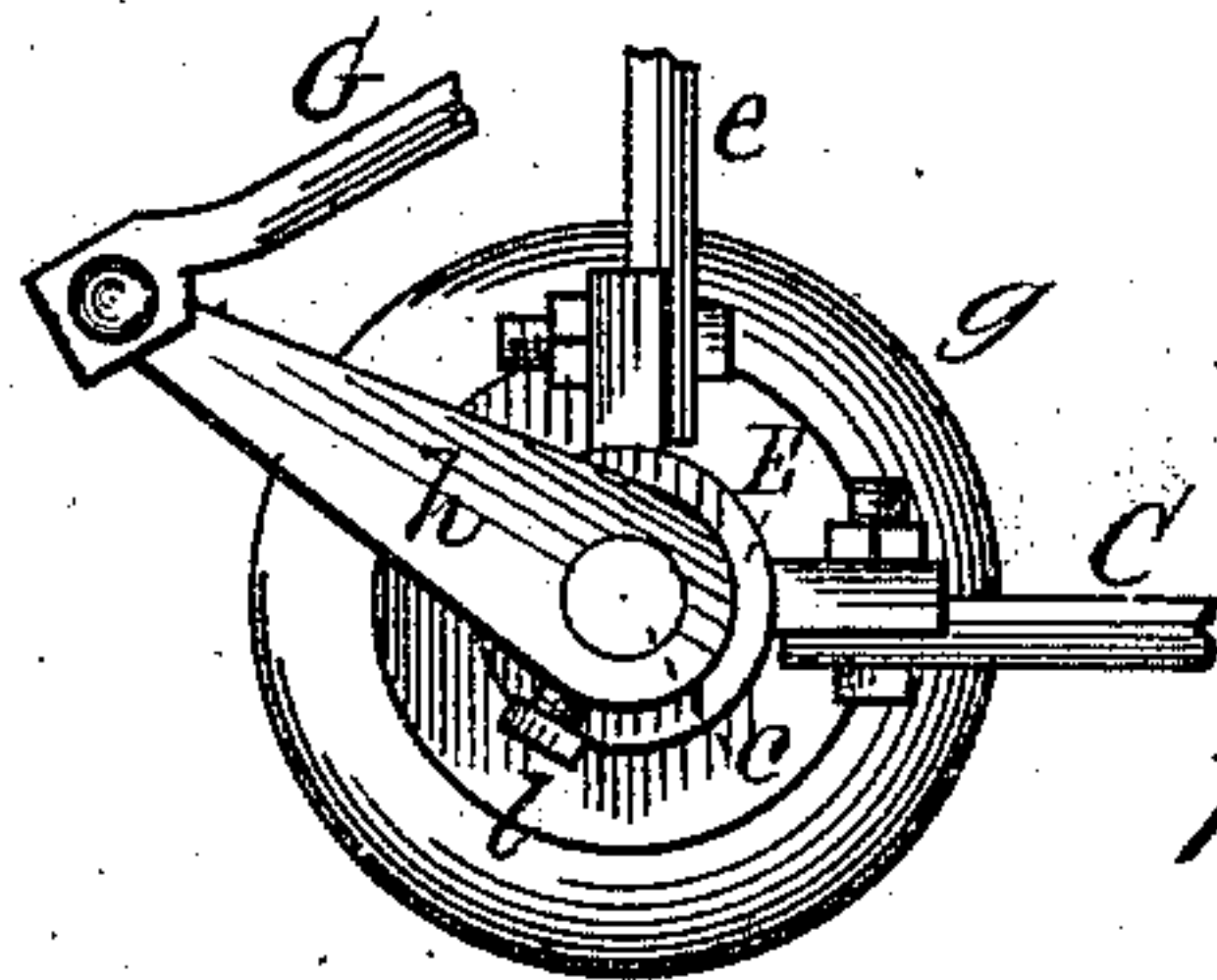


Fig. 3.



Witnesses
Nat. E. Oliphant.
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INVENTOR
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per
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UNITED STATES PATENT OFFICE.

PERRY DENHAM, OF PARSONS, KANSAS.

IMPROVEMENT IN VELOCIPEDES.

Specification forming part of Letters Patent No. **222,022**, dated November 25, 1879; application filed October 22, 1879.

To all whom it may concern:

Be it known that I, PERRY DENHAM, of Parsons, in the county of Labette and State of Kansas, have invented a new and valuable Improvement in Velocipedes; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side elevation of my invention. Fig. 2 is a top-plan view of the same with the seat removed; and Fig. 3 is a detail view, on an enlarged scale, of the crank-connection.

The present invention has relation to three-wheel velocipedes, which are adapted to be used both by male and female riders; and the object thereof is to provide means whereby the velocipede can be operated easily and steered readily.

The invention therefore consists in the peculiar construction and arrangement of the propelling or driving mechanism and the manner of connecting it to the wheels, as will be hereinafter described, and subsequently pointed out in the claims.

In the accompanying drawings, A represents the driving-wheel, connected to the two smaller forward wheels, B, by a frame or yoke, C. This yoke C is pivoted to an axle, *a*, upon the outer ends of which the wheels B are loosely connected. The rear or free ends of the yoke are connected by suitable bolts and nuts to a flange, *b*, upon a box, E, loosely fitting upon the axle *c* of the driving-wheel A. These boxes E, one of which is upon each side of the driving-wheel, are also formed with a flange, *d*, disposed at right angles to the flange *b*, to which are bolted or otherwise secured the lower ends of brace-rods *e*. To the upper ends of these brace-rods is suitably connected, by screw-nuts or other means, a seat, F, of any desirable form, and to the front end of the seat is secured a third brace-rod, *f*, extending down at an angle to the axle *a*, to which it is connected by the same bolt that connects the yoke C to said axle. These brace-rods that

support the seat F are of sufficient height to support the seat from contact with the driving-wheel.

The short axle *c* of the wheel A is rigidly connected to the hub *g* at its center, and has connected to its outer ends, upon both sides of the hub, a crank, *h*, said cranks being held thereon by set-screws *l*. The cranks *h* have connected to their free ends pitman-rods G, the upper ends of which are bifurcated, for connecting levers H, provided at their upper ends with handles *i*. The lower ends of the levers H are pivoted to boxes *k*, held stationary upon the sides of the yoke by brackets *m* and set-screws *n*. The brackets *m* have elongated openings in their ends, which are of sufficient size to admit the ends of the yoke C, upon which the brackets slide, or, in other words, are allowed to pass over and onto the arms of the yoke, and also admit of the ends of the box passing through the openings between the arms of the yoke and ends of the brackets.

By loosening the set-screws *m* the brackets *l* and boxes *k* can be adjusted to any required position upon the arms of the yoke C, and securely held by the set-screws, thereby regulating the stroke as circumstances may require.

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

1. The combination, with the yoke C, pivoted to the axle *a*, of the levers H, connected to the yoke C and to the cranks *h* by pitman-rods G, said levers being adjustable upon the yoke, substantially as and for the purpose specified.

2. The yoke C, pivoted to the axle *a*, and the levers H, pitman-rods G, and cranks *h*, constructed to operate as described, in combination with the box *k* and brackets *m*, as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

PERRY DENHAM.

Witnesses:

FRANK HARRELL,
ZECHARIAH FULTZ.