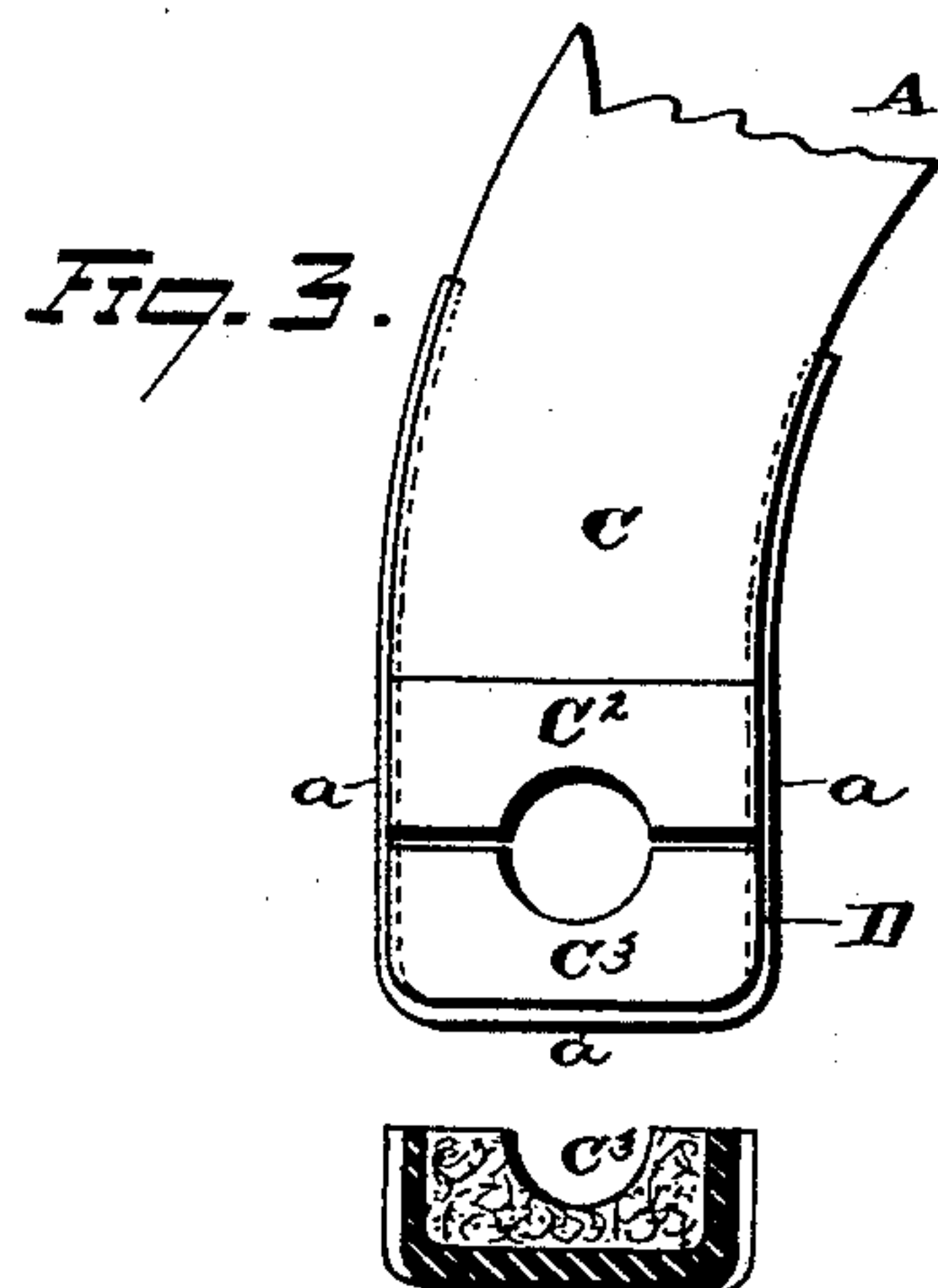
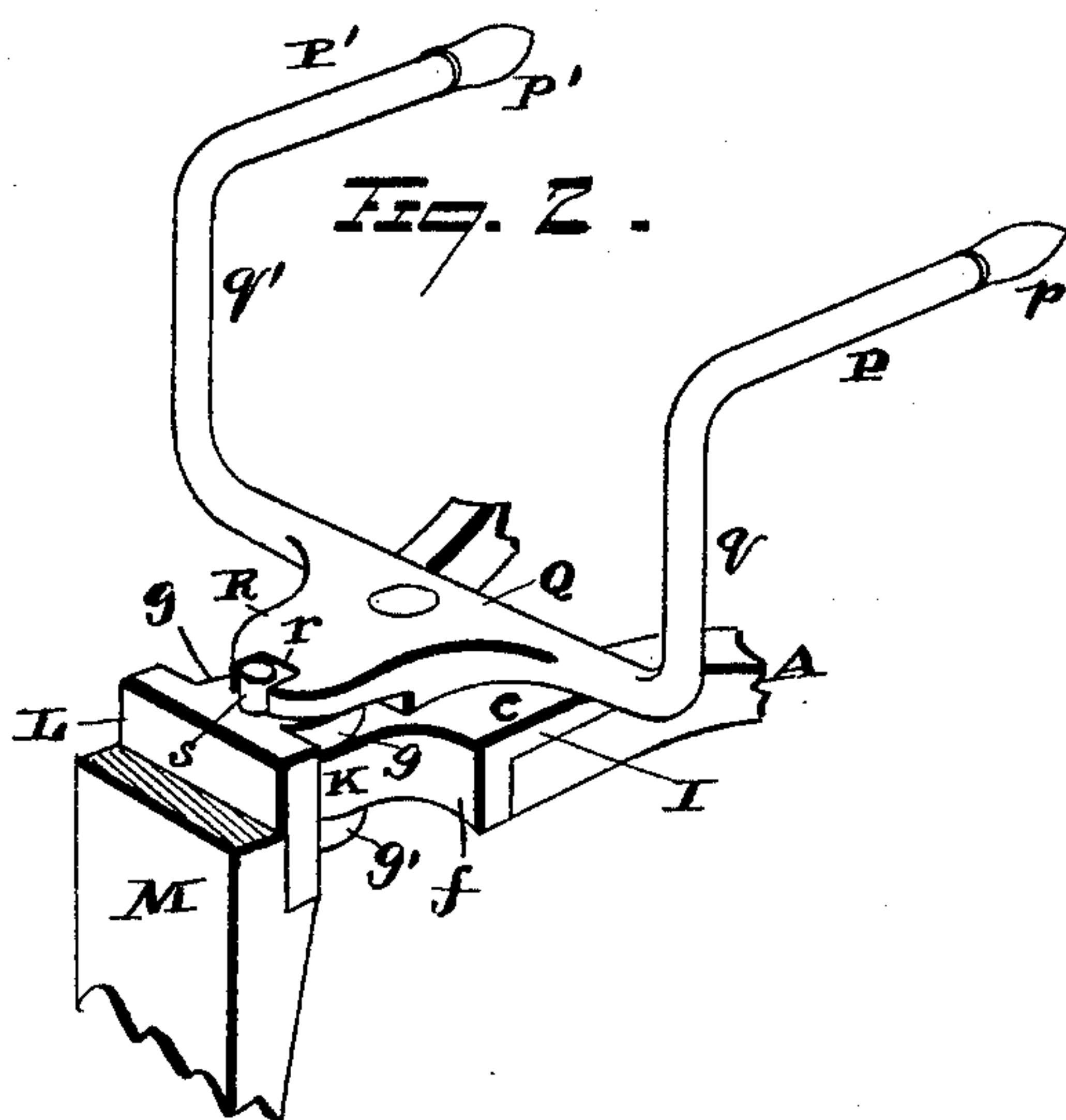
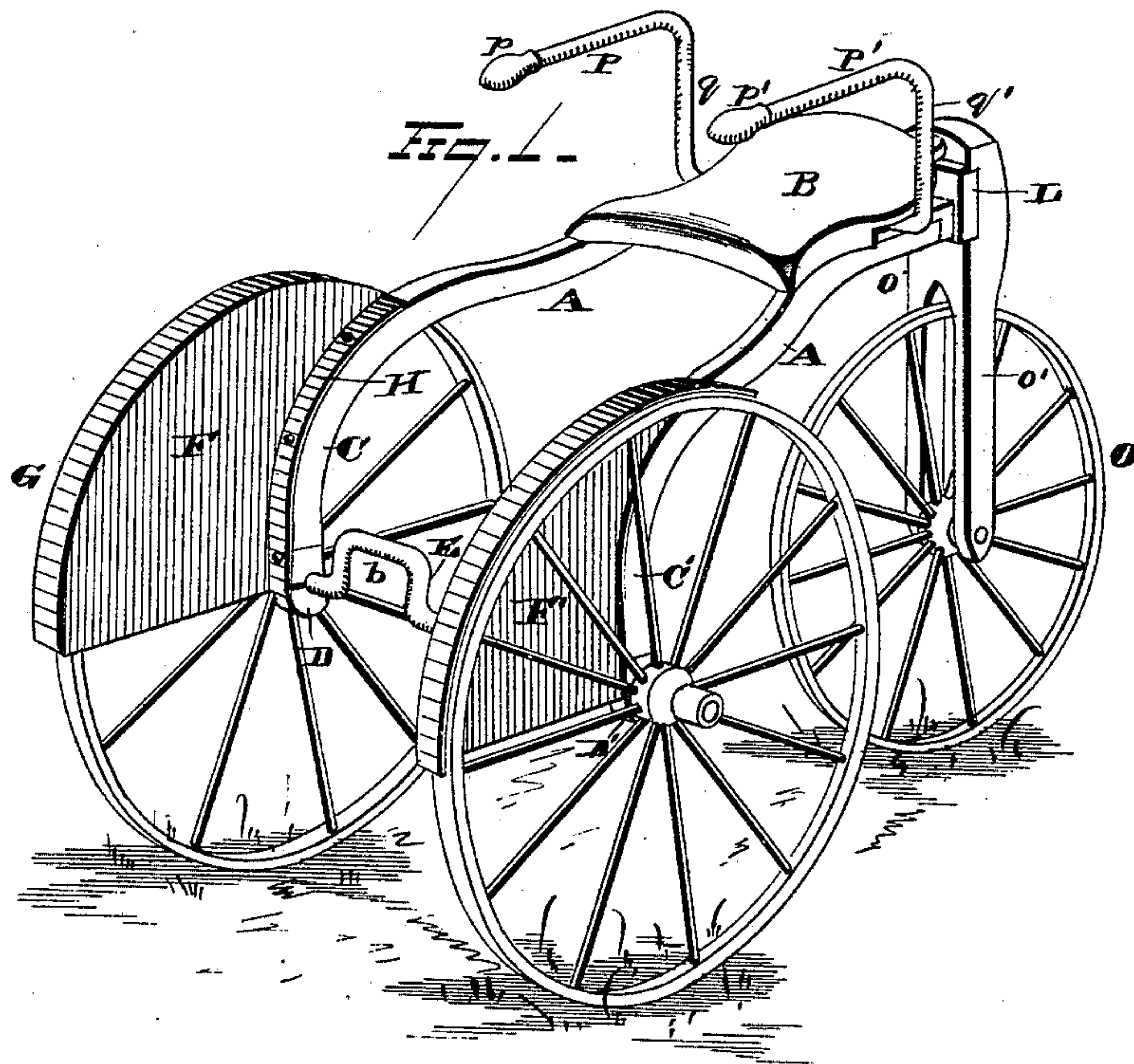


N. S. C. PERKINS.
Velocipede.

No. 223,241.

Patented Jan. 6, 1880.



WITNESSES
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UNITED STATES PATENT OFFICE.

NAHUM S. C. PERKINS, OF NORWALK, OHIO.

VELOCIPEDÉ.

SPECIFICATION forming part of Letters Patent No. 223,241, dated January 6, 1880.

Application filed November 6, 1879.

To all whom it may concern:

Be it known that I, NAHUM S. C. PERKINS, of Norwalk, in the county of Huron and State of Ohio, have invented certain new and useful Improvements in Velocipedes; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in velocipedes, the object being to construct a velocipede adapted to be used either by boys or girls, and of light and durable construction, and of small cost in manufacture; and to this end my invention consists in certain details of construction and combinations of parts, as will hereinafter be described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view, in perspective, of a velocipede constructed in accordance with my invention. Fig. 2 is an enlarged detached view of the jointed connection between the seat-frame and guide-wheel standard. Fig. 3 is a detached view of one of the journal-boxes.

A represents the frame of the velocipede, having a seat, B, secured to its rear end. Seat B may be of any desired shape or configuration, and suitably upholstered, if desired, or it may be formed of open-work cast-iron. The forward portion of frame A consists of the two diverging and downwardly-curved arms C C', having axle-boxes D D' secured to their lower ends by straps a a, or by any other suitable means.

E is a double-crank axle, the cranks b b serving as foot-supports in propelling the velocipede. The journals of axle E are supported in axle-boxes D D', which latter are each made of upper and lower sections, C² C³. The lower section of each box is provided with an oil-receptacle, within which is placed hair, cotton, or other fibrous material for supplying oil, which is poured into the box to the axle by capillary attraction, and thus serves to keep the axles thoroughly lubricated for a great length of time without rendering it necessary to keep continually lubricating the same.

F F' are shields formed with lateral flange

G, which projects over the treads of the wheels, and thus prevents mud or dust from being thrown onto the dress of the rider, and, further, prevents the dress from becoming caught or entangled in the wheels. The shields F F' are each provided with a flange, H, which are secured to the surface of the curved arms C C'; or the flange may be dispensed with and the shield secured to the side of the arm. The rear portion of the frame A is provided with an angle-bracket, I, the plate e of which is let into the upper surface of the frame A and flush therewith, while the end plate, f, fits against the rear end of the frame.

Upon the end plate, f, is formed an elongated socket, K, which is received within the lugs g g' of the plate L, the latter being firmly secured to the upper portion of the guide-wheel standard M, and a bolt, N, passing through the lugs g g' and socket K, serves to connect said parts and constitute a pivotal connection, to enable the standard M to be readily turned when desired.

O is the guide-wheel journaled between the arms o o' of the standard M, said wheel being made in any preferable manner and of any suitable material.

P P' are guiding and supporting arms, being preferably provided with handles p p' on their outer ends. These arms extend forward on each side of the seat at a sufficient height to be within easy reach of the rider, and serve as supports while power is being exerted by the feet and legs propelling the vehicle. The arms P P' extend downwardly at q q', and then inwardly, and are rigidly secured to a pivoted plate, Q, the latter being pivoted to the plate e beneath the rear portion of the seat. Pivotal guide-plate Q is provided with a rearwardly-projecting arm, R, having a notch, r, formed in its rear end, which engages with a pin or stud, s, connected with the plate or bracket connected with the guide-wheel standard. It will thus be observed that by imparting a slight movement to the guiding-arms the guide-wheel standard may be readily and quickly moved in either direction by the rider, as the required amount of leverage is secured by the construction and relative arrangement of parts described.

The several parts are all of simple and dur-

able construction, and not liable to become injured or displaced, and, further than this, they occupy but little space, and do not interfere in the slightest with the movements of the rider.

5 Many slight changes in the construction of the parts and their relative arrangement may be devised without departing from the spirit of my invention, and hence I would have it understood that I do not limit myself to the
10 exact construction shown and described; but

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

15 1. In a velocipede, the combination, with the two arms A A and double-crank axle, of axle-boxes composed of two sections, the lower section of each box being provided with an oil-chamber, and fibrous material placed in said oil or lubricating chamber, substantially
20 as set forth.

2. In a velocipede, the combination, with

the guiding-wheel standard pivoted to the main frame, and provided with a pin or lug, s, of guiding-arms connected with a pivoted plate, the latter provided with a notch, r, substantially as set forth. 25

3. In a velocipede, the combination, with the main frame and guiding-wheel standard pivoted thereto, of guiding-arms extending forward of the seat, and connected at their
30 rear ends to a pivotal plate located beneath the seat, and an arm attached at one end to said pivotal plate, the outer end of said arm engaging with a pin or stud on the guiding-wheel standard, substantially as set forth. 35

In testimony that I claim the foregoing I have hereunto set my hand this 31st day of October, 1879.

NAHUM S. C. PERKINS.

Witnesses:

WM. K. LAWTON,
JONAS R. PERKINS.