

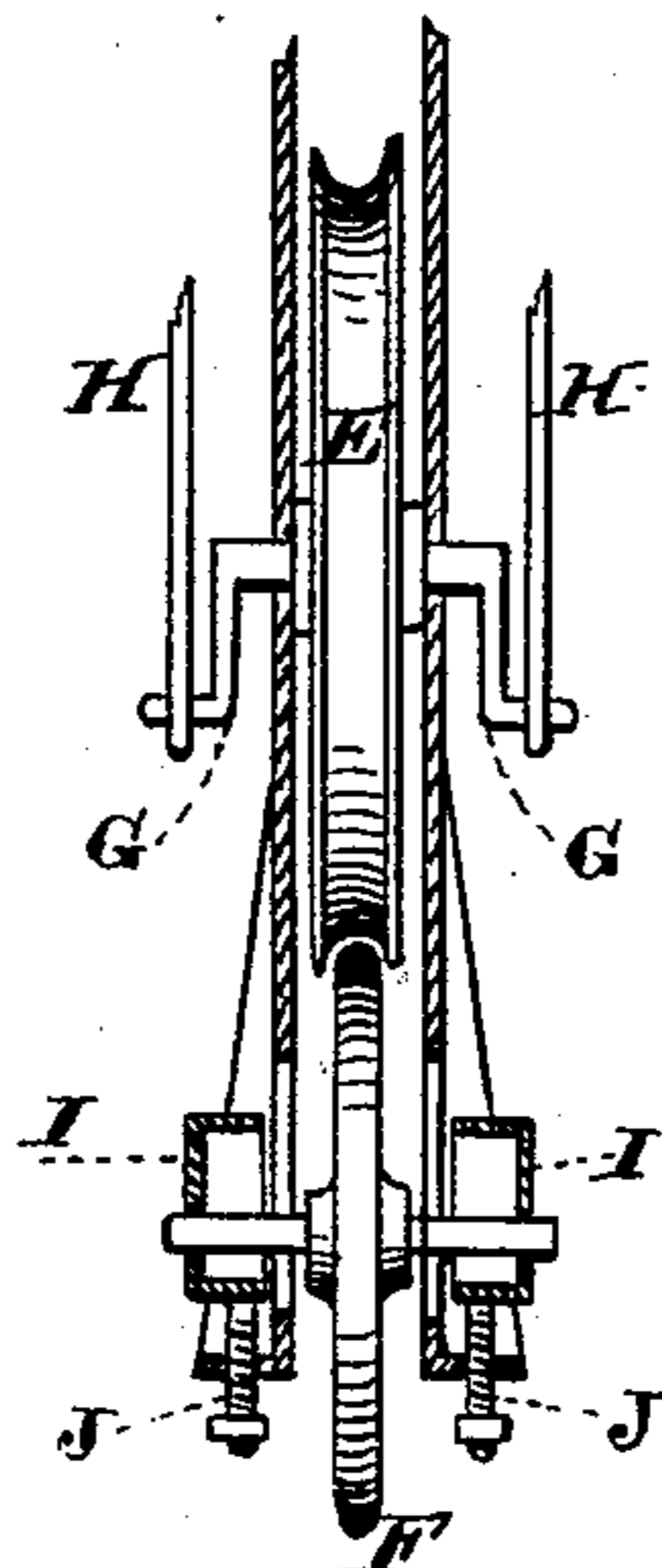
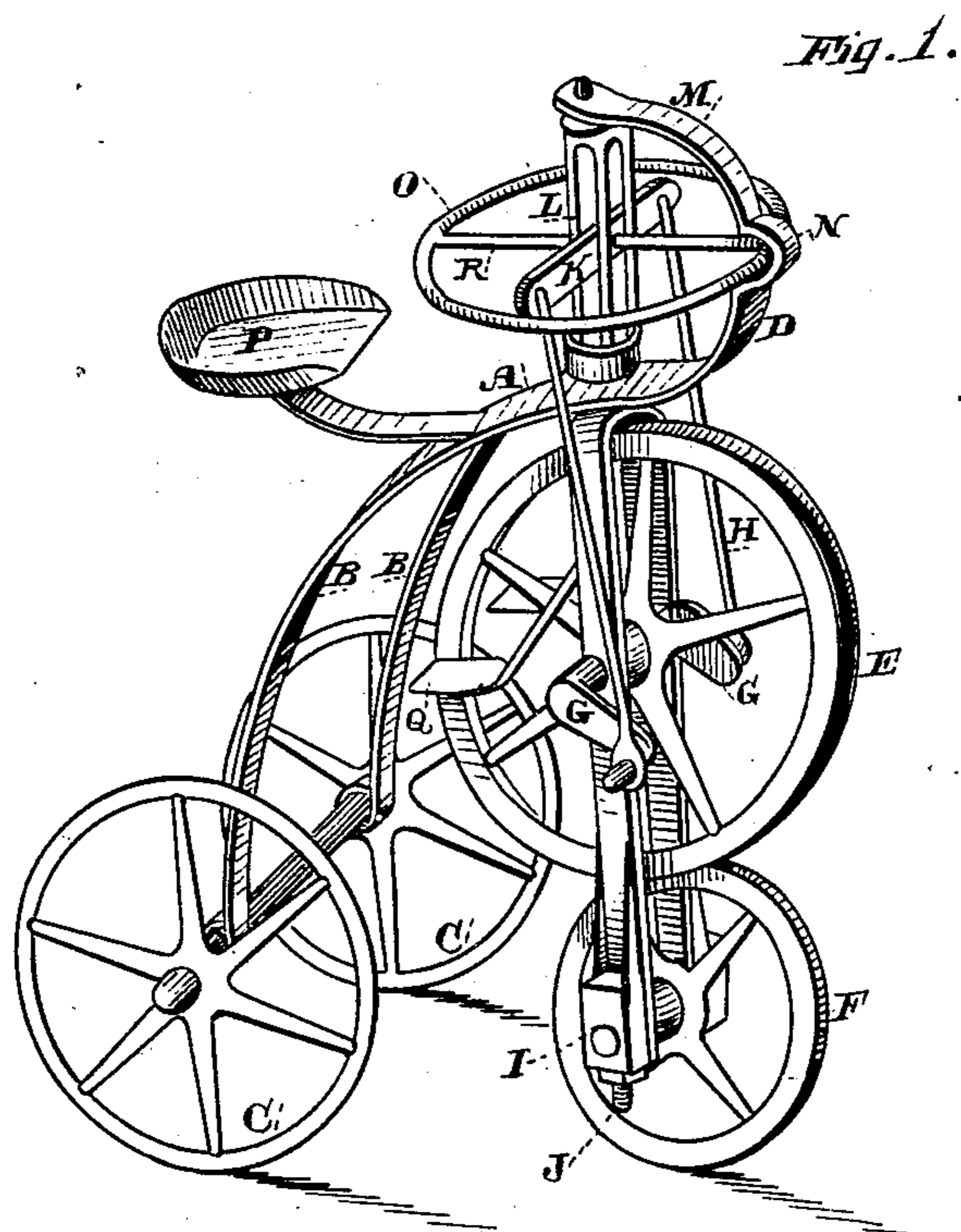
(No Model.)

W. B. MORRIS.

VELOCIPEDA.

No. 260,887.

Patented July 11, 1882.



Witnesses,  
Geo. H. Strong.  
J. H. House

Inventor  
Wm B Morris  
By Dewey & Co.  
Attorneys

# UNITED STATES PATENT OFFICE.

WILLIAM B. MORRIS, OF SAN FRANCISCO, CALIFORNIA.

## VELOCIPEDÉ.

SPECIFICATION forming part of Letters Patent No. 260,837, dated July 11, 1882.

Application filed May 2, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM B. MORRIS, of the city and county of San Francisco, State of California, have invented an Improved Velocipede; and I hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to certain improvements in velocipedes; and it consists in a novel means of propelling and guiding the same, as will be more fully explained by reference to the accompanying drawings, in which—

Figure 1 is a perspective view of my velocipede. Fig. 2 is a detail of construction.

A is the perch or backbone, having a rear fork, B, within which one or two wheels, C, may be mounted, according to the style of machine desired.

D is the front fork, the upper end of which is swiveled to turn in the front end of the backbone or steering-head by any suitable steering-center. Within the fork are the wheels E F, one journaled above the other, as shown. The upper wheel, E, is provided with cranks G, to which are connected the driving-rods H. This wheel is grooved to fit the round rubber tire of the lower or bearing wheel, F. This lower wheel has a journal-box, I, which is fitted to slide vertically in guides at the lower part of the fork, and a screw, J, serves to adjust it, so that the frictional pressure between the two wheels may be regulated.

The driving-power operates as follows: The connecting-rods H are connected with a transverse slide, K, which passes through a slot or between guides at L. There is an extension, M, from the front of the head, which curves up and has an opening, N, to receive the ring O, which passes through it. The bar R, which extends from the front to the back of the ring through its center, is connected with the transverse sliding bar K, so that when its rear edge is moved up and down it will move about the front side as a fulcrum, and thus move the sliding bar K and the connecting-rods and cranks.

P is the seat or saddle, which is fixed to the backbone in the usual manner, and the rider, sitting upon it, seizes the ring and operates it.

Q are foot-rests upon each side.

When the machine is turned to one side or the other, using the ring as a handle, it will slide through the opening N, so that whatever may be the position of the forks the ring will always act from the fulcrum in a proper manner.

It will be seen that the same mechanism may be employed with a single wheel instead of the two, E and F, the operation being similar.

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

1. In a velocipede, and in combination with the backbone A, steering-fork D, and grooved cranked driving-wheel E, the bearing-wheel F, placed below the wheel E, so that its rim fits into and is propelled by the grooved rim of E, said wheel F having the vertically-moving journal-boxes I and the adjusting-screw J, substantially as and for the purpose herein described.

2. In a velocipede, and in combination with the cranked driving-wheel E, turning in the swiveled steering-fork D, the transverse arm K, guided as shown, the connecting-rods H, and an operating-lever, substantially as and for the purpose herein described.

3. In a velocipede, and in combination with the cranked driving-wheel E, turning in the swiveling steering-fork D, the transverse vertically-guided sliding bar K, and connecting-rods H, the ring O, connected with the sliding bar and moving loosely in the opening N, so as to accommodate itself to the movements of the fork from side to side, substantially as herein described.

In witness whereof I hereto set my hand.

WILLIAM B. MORRIS.

Witnesses:

S. H. NOURSE,  
G. W. EMERSON.