

(No Model.)

J. D. BROOKS.
TRICYCLE.

No. 435,730.

Patented Sept. 2, 1890.

Fig. 1,

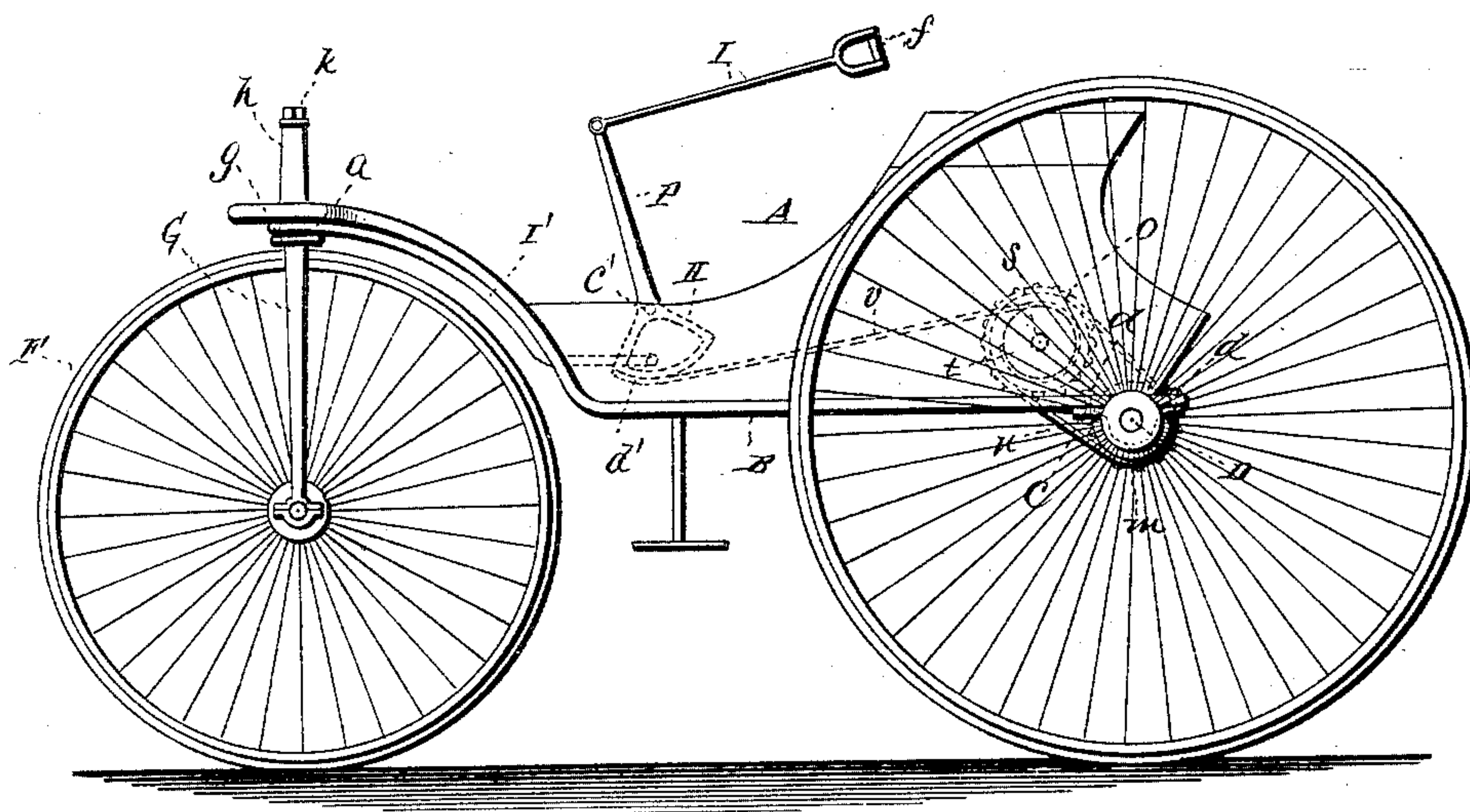
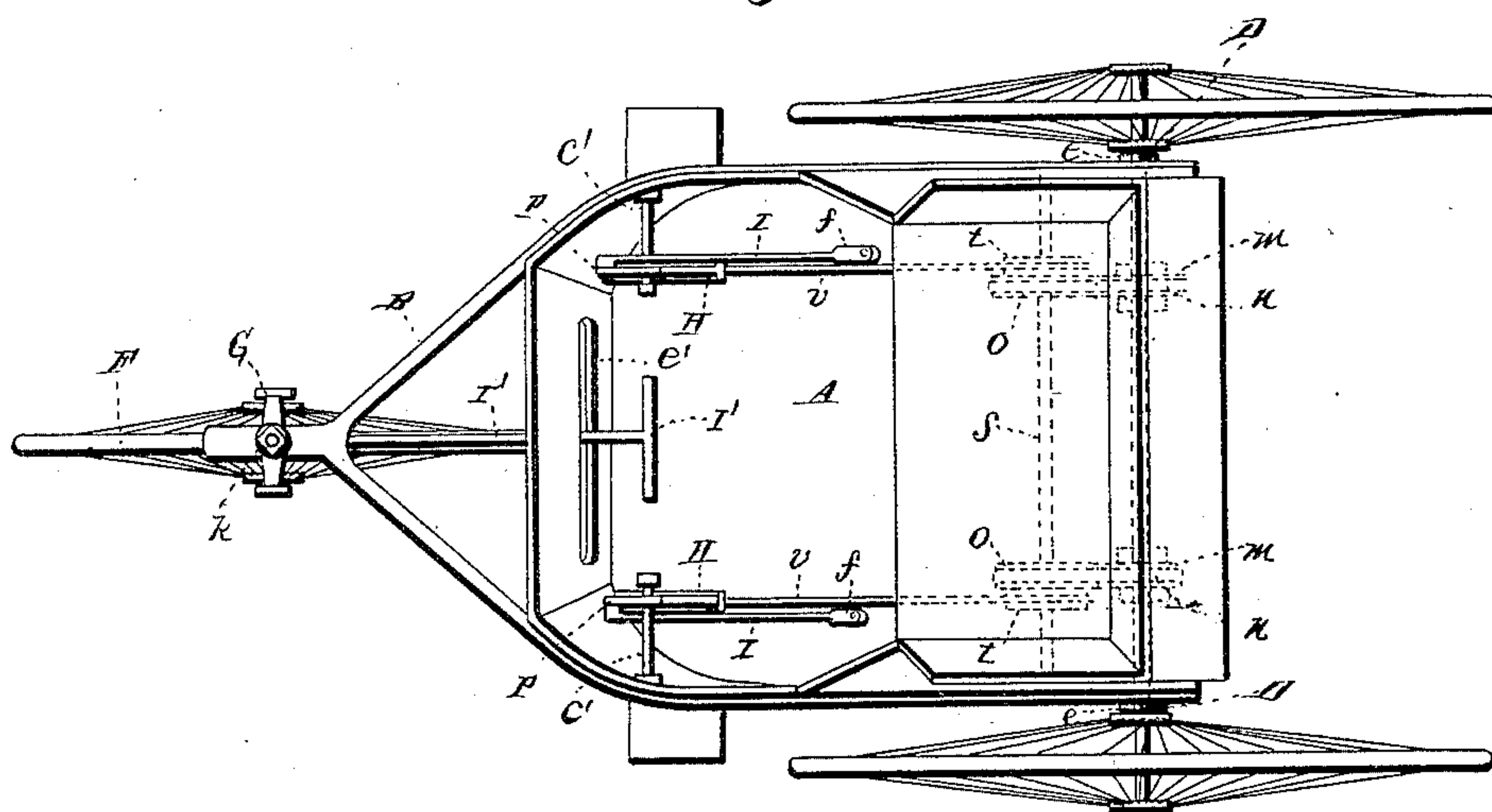


Fig. 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN D. BROOKS, OF DENVER, COLORADO.

TRICYCLE.

SPECIFICATION forming part of Letters Patent No. 435,730, dated September 2, 1890.

Application filed May 16, 1890. Serial No. 352,083. (No model.)

To all whom it may concern:

Be it known that I, JOHN D. BROOKS, a citizen of the United States, and a resident of Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Tricycles; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side elevation and Fig. 2 is a top plan view.

This invention has relation to tricycles or velocipedes; and it consists in the novel construction and combination of parts, as hereinafter set forth.

In the accompanying drawings, the letter A designates the body of the vehicle mounted upon a steel frame B, which is provided with bracket-bearings *c* for the rear axle D, and clipped to the latter by bolts *d* between the axle-collars *e*, said frame extending horizontally forward to the guiding-wheel F, then curving upward over the latter to the standard G. The forward curved end of the frame is perforated to provide a bearing for the upper end *a* of the standard, and rests upon a collar *g* of the latter, a sleeve *h* being interposed between the curved portion and a nut *k*, which holds the parts in position. The axle is provided with sprocket-wheels *m*, which are connected by endless belts *n*, passing through apertures in the bottom of the vehicle-body to sprocket-wheels *o*, which are of greater diameter than those first mentioned and which are hung on a shaft *s* within said body. Upon the same shaft *s* are hung spring-clutches or ratchet-wheels *t*, around which are secured, respectively, operating-straps *v*, extended forward and connected, respectively, under the convexities of sector-shaped levers H at their

forward ends, as at *d'*. The levers H are pivoted to the sides of the body at *c'*, and arms P, integral with the sectors, extend upward to connect by means of a knuckle with power-rods I, having hand-holds *f*.

The machine is guided by means of a tiller I', which conforms to the shape of the curved end of the frame, and is keyed to the standard, which is made rectangular at this point. This tiller, near the body of the vehicle, is bent horizontally backward and extends through a transverse slot *e'* in the front of the body, finally terminating in suitable steering-gear for guiding the front wheel, the steering-gear being operated by the feet.

The machine is propelled by giving reciprocating motion to the sectors. As the sectors are moved forward by pulling upon the hand-holds, the straps *v* in unwinding impart motion to the sprocket-wheels, which in turn operate the endless belt, communicating motion to the rear axle, the spring-clutch causing the strap around the same to return to its normal position as the forward stroke is given to the sector-arms by the operator.

What I claim is—

In a tricycle, the combination, with the rear axle having sprocket-wheels *m* thereon, connected by endless belts to sprocket-wheels *o*, journaled in bearings in the wagon-body, of an operating-strap secured at one end around spring ratchet-wheels *t*, concentric with the sprocket-wheels *o* and connected at the opposite end to sector-shaped levers H, having vertical arms P, operated by rods I, provided with hand-holds *f*, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN D. BROOKS.

Witnesses:

C. E. WOOD,

W. H. PECKMAN.