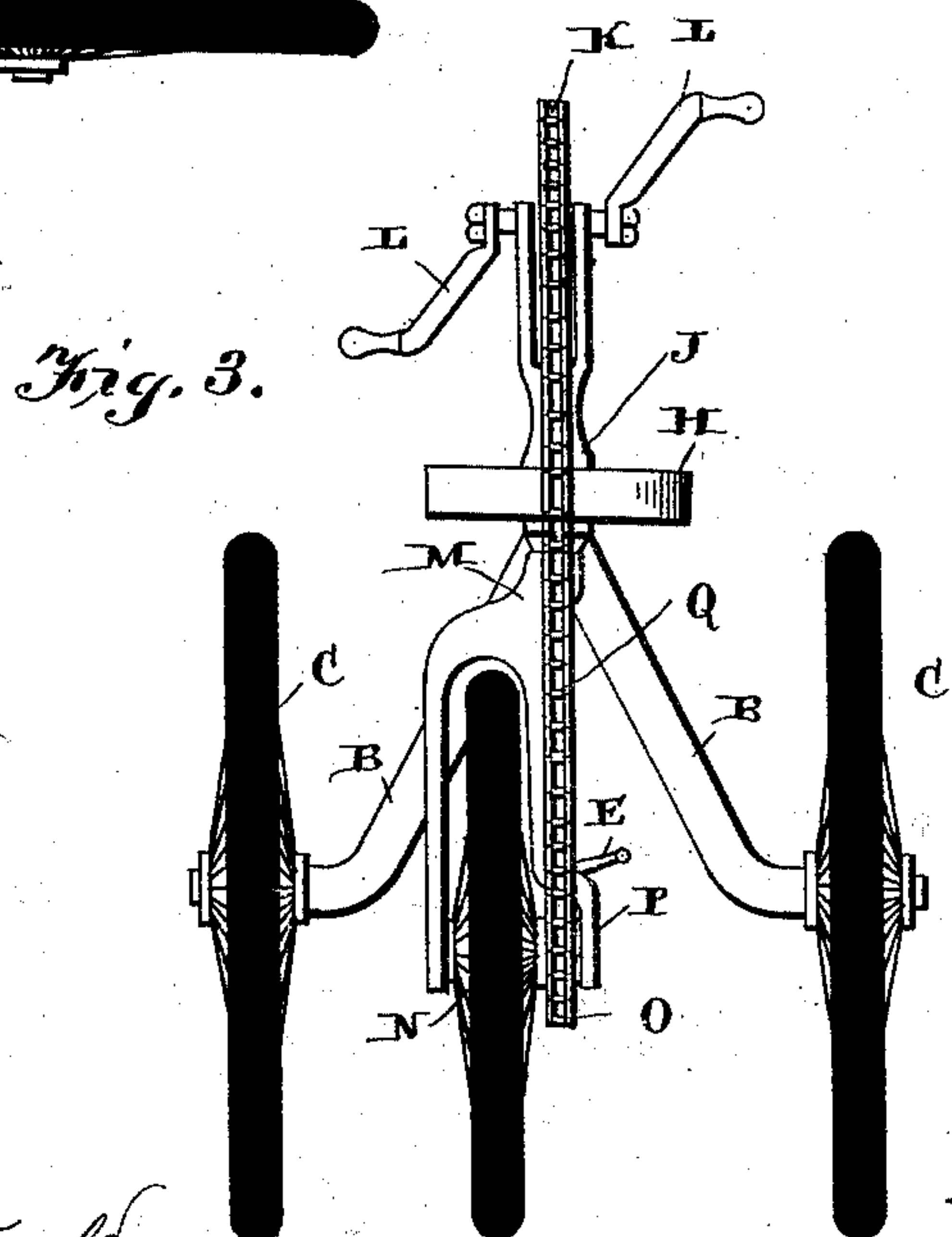
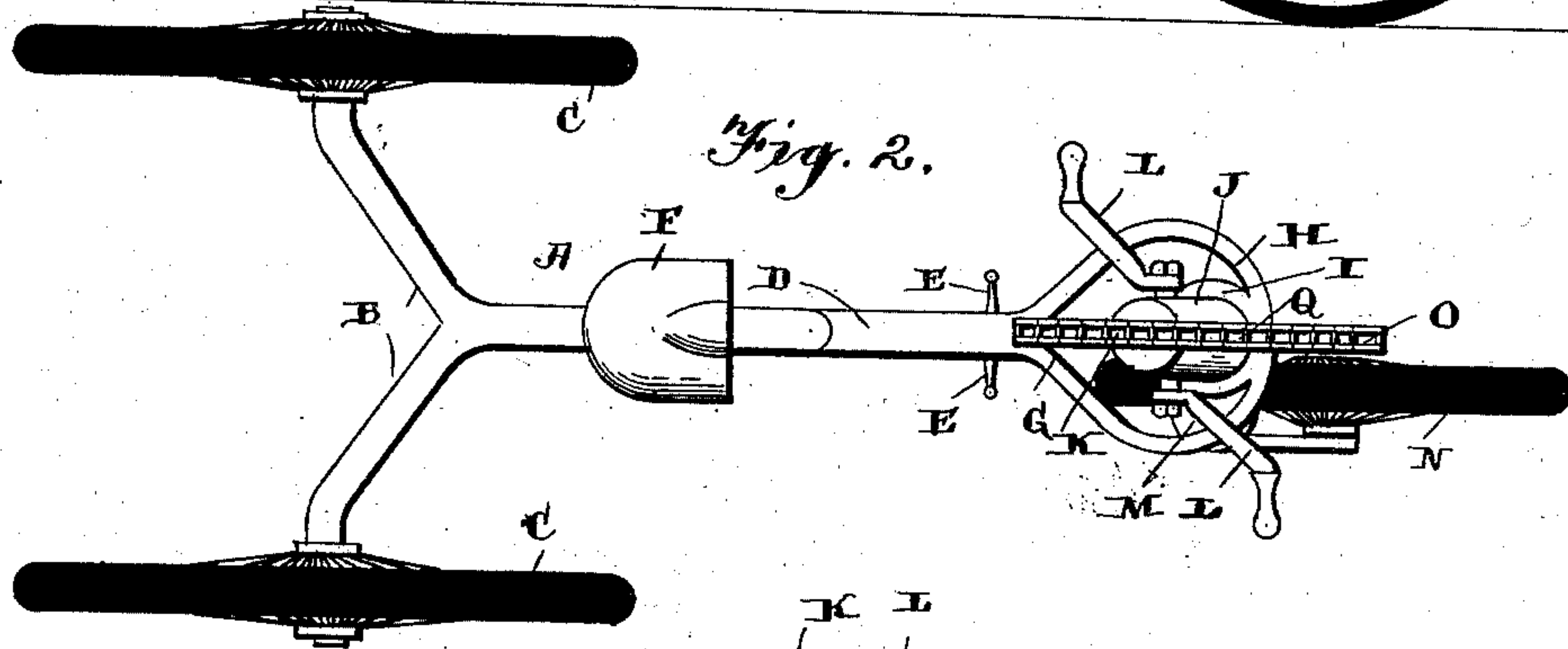
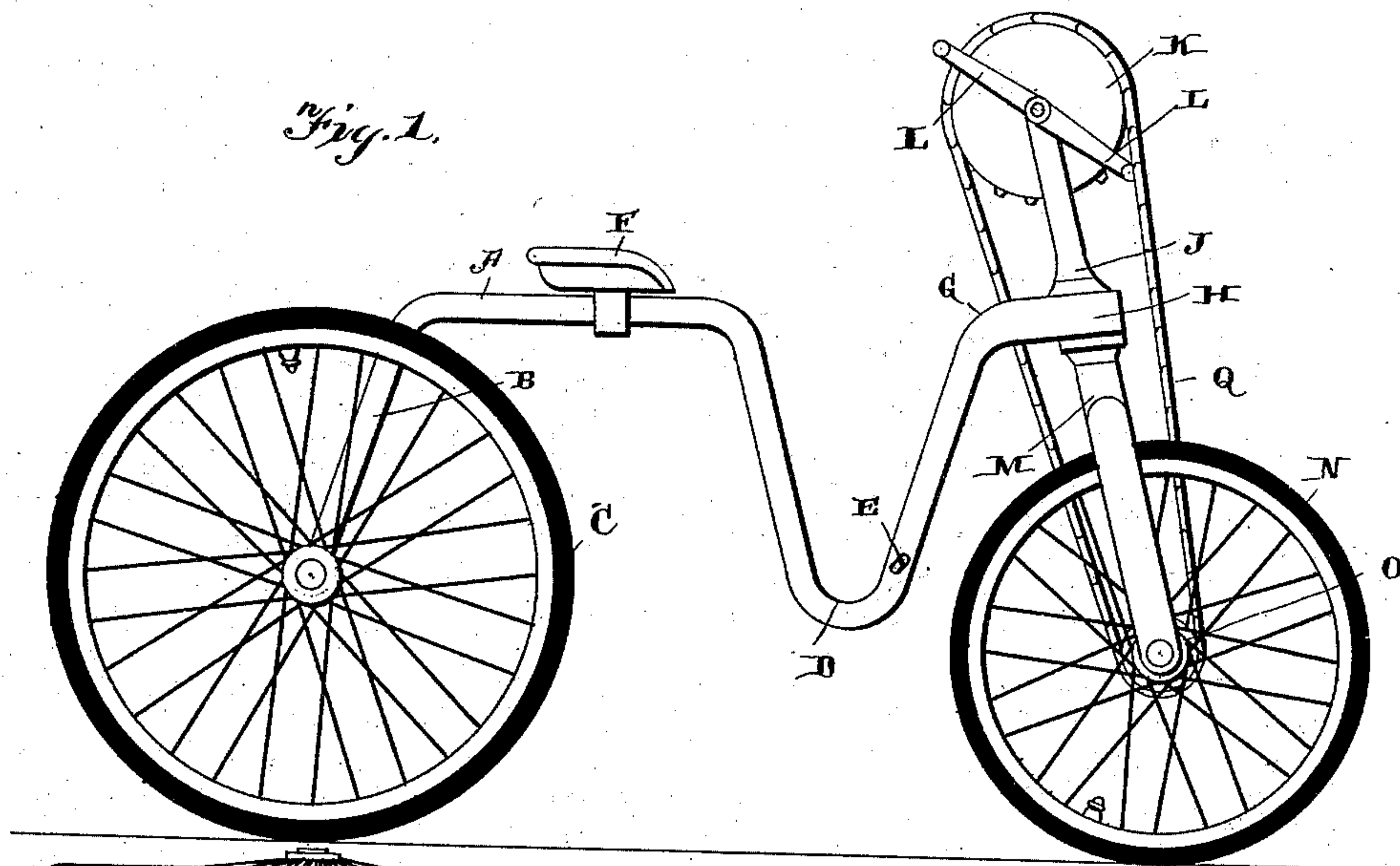


(No Model.)

A. SANFORD.
VELOCIPÈDE.

No. 505,373.

Patented Sept. 19, 1893.



WITNESSES.

Geo. E. Frech.

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By Lehmann & Tattison, Attys.

UNITED STATES PATENT OFFICE.

ALBERT SANFORD, OF GALENA, MISSOURI.

VELOCIPEDÉ.

SPECIFICATION forming part of Letters Patent No. 505,373, dated September 19, 1893.

Application filed February 17, 1893. Serial No. 462,750. (No model.)

To all whom it may concern:

Be it known that I, ALBERT SANFORD, of Galena, in the county of Stone and State of Missouri, 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; and it consists in the novel features of construction hereinafter fully described and pointed out specifically in the claim.

The object of my invention is to provide an improved hand propelling mechanism for velocipedes.

Figure 1 is a side elevation of my improved velocipede. Fig. 2 is a plan view. Fig. 3 is a front view.

A, designates the frame or back bone of a velocipede which is forked at its rear end as shown at B, and journaled upon these laterally extended forks are the rear wheels C. The frame has a downward bend D, between its ends to form a support for the foot rests E. Just to the rear of this bend is located the seat F. The forward end of the backbone or frame is split at G, the forks of the split being curved outward and finally brought together forming the hollow head H, which incloses the bearing I, which latter is an integral part of the head. The standard J, is journaled in this bearing and above the same is forked to form bearings for the sprocket K, having secured to its axial pin the cranks L. The standard beneath the bearing I is turned to one side

as shown at M, and beneath this bend it is forked to accommodate the front wheel N, of the machine. Concentrically secured to this wheel is the sprocket O, which is also located between the forks of the standard, one of the same being bulged outward as shown at P, to accommodate the same. By means of the bend M, the two sprocket wheels are brought in line with each other and also with frame A. The open head H, accommodates one side of the drive chain Q, as shown.

The operator seated upon the frame is provided with a firm rest for his feet while he propels and guides the machine with his hands.

By means of the construction here shown it will be seen that I am enabled to provide a frame of a machine and a head of a single piece of metal, thus reducing greatly the number of parts and the expense of manufacture.

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

In a velocipede the combination of a frame, a revoluble standard at the forward end thereof, a wheel journaled to the lower end of the standard, a sprocket carried thereby, a crank shaft journaled in the forked upper end of the standard, a sprocket wheel upon the shaft and between the forks and which is in line with the first named sprocket, and an endless drive chain, substantially as shown and described.

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

ALBERT SANFORD.

Witnesses:

JOS. R. MCCORMICK,
W. T. OLIVER.