

(No Model.)

L. DICKEY.

VELOCIPEDE.

No. 319,682.

Patented June 9, 1885.

Fig: 1.

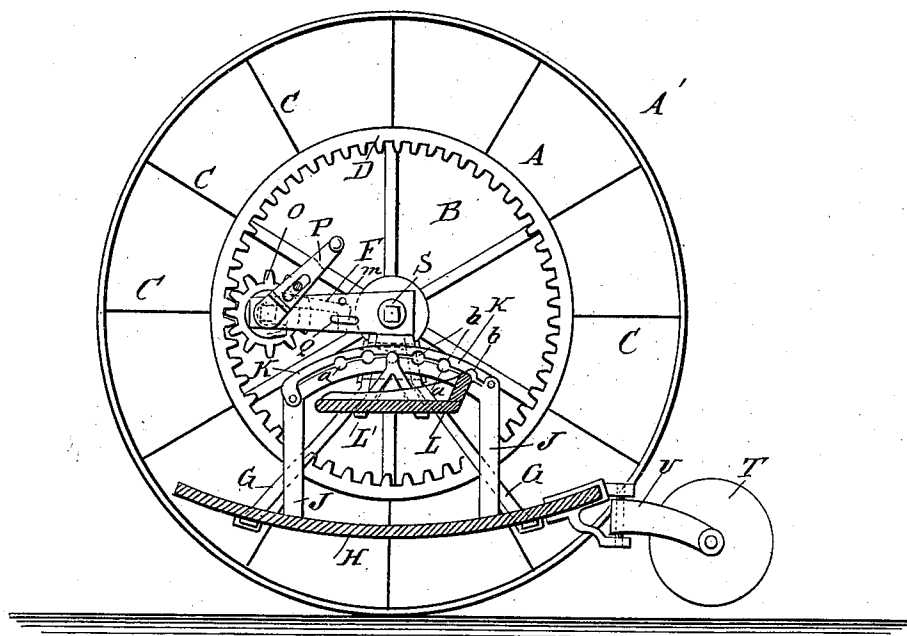
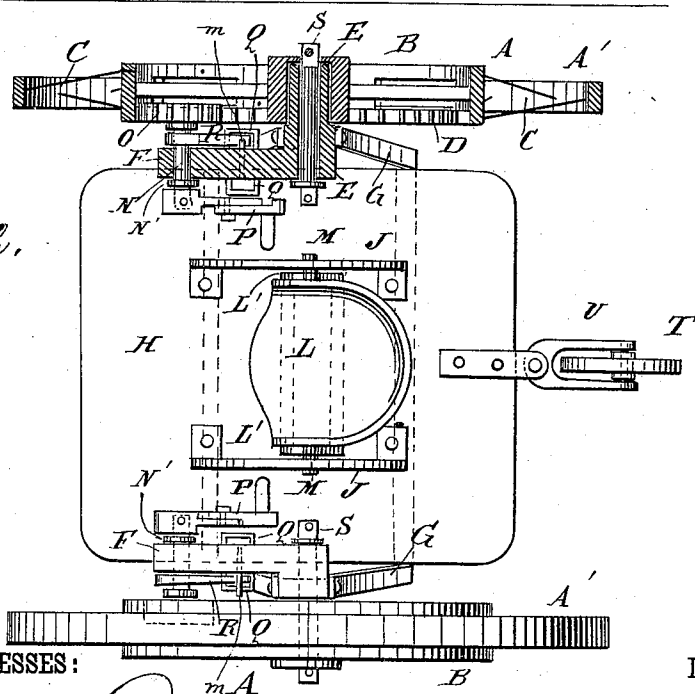


Fig: 2.



WITNESSES:

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LINDSEY DICKEY, OF VIBBARD, MISSOURI.

VELOCIPED.

SPECIFICATION forming part of Letters Patent No. 319,682, dated June 9, 1885.

Application filed March 27, 1885. (No model.)

To all whom it may concern:

Be it known that I, LINDSEY DICKEY, of Vibbard, in the county of Ray and State of Missouri, have invented a new and Improved Velocipede, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved velocipede which is simple in construction and can be driven at a high or a low speed and steered easily.

The invention consists in a velocipede-wheel constructed with a wheel having an internal gear formed on its rim, spokes projecting from the rim of the said wheel, and a rim on the spokes.

The invention also consists in parts and details and several combinations of the same, as will be fully set forth hereinafter.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a longitudinal sectional elevation of my improved velocipede. Fig. 2 is a plan view of the same, parts being in section.

The driving-wheels A are each composed of a wheel, B, having a flat rim connected by spokes with the hub, and from the rim of the wheel B the spokes C project, on which the outer rim, A', is secured.

A circular internal gear, D, is formed on the inner surface of the rim of the inner wheel, B.

The hub of each driving-wheel is mounted on a sleeve, E, provided with an arm, F, on the inner end, the arm projecting to the front.

Hangers G are secured on the inner ends of the sleeves E, and support a platform, H, the top of which is concave and the bottom convex. On the platform H two uprights, J, are secured, having notches *a* in the top edges of the curved top pieces.

A locking-piece, K, having notches *b*, which are arranged to register with the notches *a*, is pivoted to each upright J.

The seat L is supported by two hangers, L', having pivots M, which are placed in notches *a* and held in place by the locking-pieces K. The seat thus hangs between the two uprights J.

In the front end of each arm F a short shaft,

N, is journaled to turn and to slide in the direction of its length, and on the outer end of each shaft N a pinion, O, is rigidly mounted, which is adapted to engage with the internal gear, D. The inner end of each shaft N is squared to fit a crank-key, P.

A loop or pocket, Q, is formed or secured on each side of the arm F, and serves to receive one end of a latch, R, the other end of which rests upon the shaft N.

A shaft, S, is arranged in each sleeve E, and has its outer end connected with the hub of the driving-wheel and the inner end squared to fit the crank-key P.

A small wheel, T, is pivoted in a fork, U, pivoted to swing laterally on the back edge of the platform H.

The operation is as follows: On levels or ordinary roadways, where the resistance is not very great and great speed is desired, the crank-handles P are placed on the inner ends of the short shafts S and the driving-wheels operated directly. The pinions O are then disengaged from the gears D, the latches R being placed in the pockets Q on the inner sides of the arms F, and being between the inner sides of the arms F and the shoulders N' on the inner ends of the shafts N.

In case more power and less speed is desired—for instance, on upgrades, poor roads, &c.—the crank-keys or handles P are placed on the inner ends of the shafts N, the pinion O being engaged with the gears D and locked in place by passing the latches R into the pockets Q on the outer sides of the arms F and between the pinions O and the arms F. The platform H is hung at the middle, when the velocipede is operated, by means of the pinions; but when the wheels are turned direct the platform H is set back, the roller T resting on the ground.

The velocipede is steered by revolving one wheel faster than the other.

The latches R are held in place by pins *m* above them.

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

1. In a velocipede, the combination, with the wheels A, of the sleeves E, having arms F, 100

the shafts N, the pinions O, the gears D, the shafts S, held in the sleeves E and connected with the driving-wheels, and of a seat-platform hung between the wheels, substantially as
5 herein shown and described.

2. In a velocipede, the combination, with the wheels A, of the hangers G, the platform H, the uprights or frames J, having notches *a*, the pivoted locking-pieces K, having notches
10 *b*, the seat L, and the pivots M, substantially as herein shown and described.

3. In a velocipede, the combination, with the wheels A, having internal gears, D, of the sleeves having arms F, the shafts N, the pinions O, the pockets Q, the latches R, and the
15 shafts S, substantially as herein shown and described.

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Witnesses:

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