

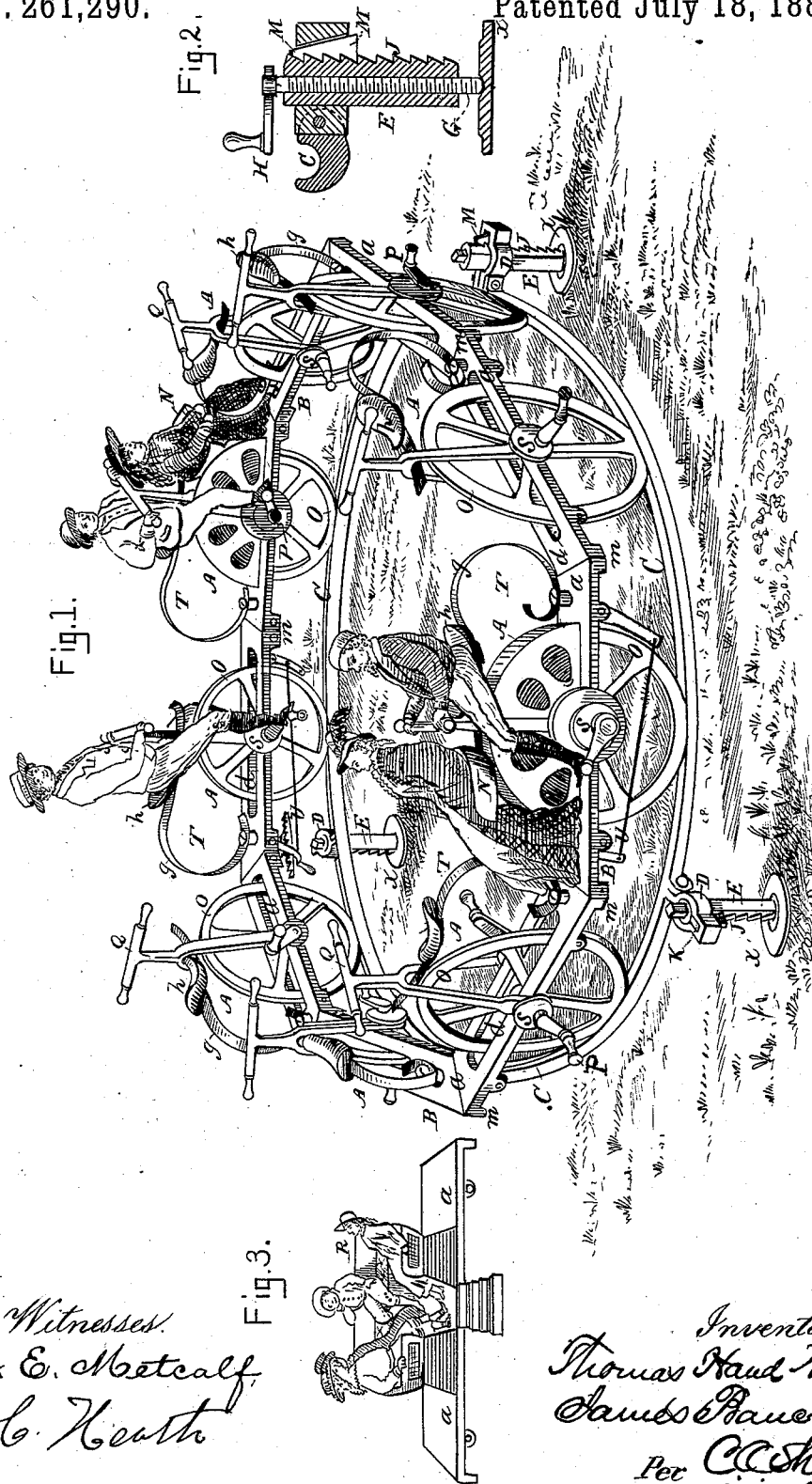
(No Model.)

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FLYING VELOCIPED.

No. 261,290.

Patented July 18, 1882.



Witnesses.
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FLYING VELOCIPEDE.

SPECIFICATION forming part of Letters Patent No. 261,290, dated July 18, 1882.

Application filed June 5, 1882. (No model.)

To all whom it may concern:

Be it known that we, THOMAS HAND WYKE and JAMES BANCROFT, of Boston, in the county of Suffolk, State of Massachusetts, have invented a certain new and useful Improvement in Flying Velocipedes, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is an isometrical perspective view; Fig. 2, a vertical transverse section of one of the posts, and Fig. 3 a view of one of the boxes detached.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

Our invention relates to a mechanism which we term a "flying velocipede," designed to be used for exercise or purposes of amusement in place of the device commonly known as "flying horses;" and it consists in a series of single-wheel velocipedes mounted on a circular rail or endless track and so connected as to form a continuous frame-work or support to keep them in position for use.

The nature of our improvement will be readily understood by all conversant with such matters from the following explanation, its extreme simplicity rendering an elaborate description unnecessary.

In the drawings, A represents the velocipedes, B the frame, and C the track. Each of the velocipedes consists of a wheel, O, provided with a pedal-crank, P, the plate *a*, hand rest or support Q, and spring-seat T. The plate is constructed with an elongated slot, *d*, to receive the wheel O, and attached to its lower side, near the center, are a pair of boxes, S, in which the crank is journaled, and on which the plate is supported or disposed on the crank.

The hand rest or support Q consists of a bifurcated bar having a cross-bar or handle at the top, and is rigidly connected to the boxes S or to the plate *a* in the immediate vicinity of the boxes.

The spring-seat T consists of a curved spring, *g*, attached to the plate *a*, and provided with

an ordinary pad or saddle-seat, *h*, as shown, the free end of the spring passing between the forks of the support Q, and being kept in position thereby.

The plates *a a* are rigidly connected together end to end, in any convenient and workmanlike manner, to form the frame B, which is provided with a brake, U, designed to be operated by the person tending the machine or by a passenger.

The frame B, instead of being composed of the plates *a a*, may be constructed of tubing, if preferred, or in any other proper manner to support the wheels in position for use.

It will also be obvious that any desired number of the velocipedes may be employed in accordance with the length of the track or size of the machine.

The track is preferably grooved on its upper edge or surface to receive the peripheries of the wheels of the velocipedes; but, if desired, the wheels may be grooved around their peripheries and the track so formed as to fit the same.

Attached to the track are a series of brackets or lugs, D, fitted to receive the vertical posts or rods E. These posts are bored longitudinally and provided with screws G, squared at their upper ends to receive the wrench H, by which the screws may be turned up or down, as required. A serrated spline or toothed fin, J, projects from one side of the post into the upwardly-tapering slot *k* in the lug D, a toothed key, M, being inserted in the slot to lock or fasten the post in any desired position.

The lower end of the screw E is supported by the plate *x* resting on the ground, the vertically-adjustable post and its screw being used to raise and lower or level the track C on an uneven surface.

It will be understood that each of the velocipedes is designed to be occupied by a passenger, who will operate or propel it, but not steer it, and that additional passengers may be carried, if desired, in the seats N and box R provided for that purpose.

One or more of the boxes R, designed more especially for the use of ladies and children, may be employed with each complete machine by being arranged on the frame between any two of the velocipedes.

If desired, the frame B may be supported principally on wheels which are independent or separate from the velocipedes and supplied with seats for passengers, one or more velocipedes being used for propelling or revolving the frame over the track, without entirely departing from the spirit of our invention.

Having thus explained our improvement, what we claim is—

- 10 1. The flying velocipede or device described, the same consisting of the velocipedes A, frame

B, and track C, constructed and arranged to operate substantially as specified.

2. The post E, screw G, and key M, constructed and arranged to operate substantially as set forth.

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