

(No Model.)

A. A. CARTER.

BICYCLE.

No. 354,535.

Patented Dec. 21, 1886.

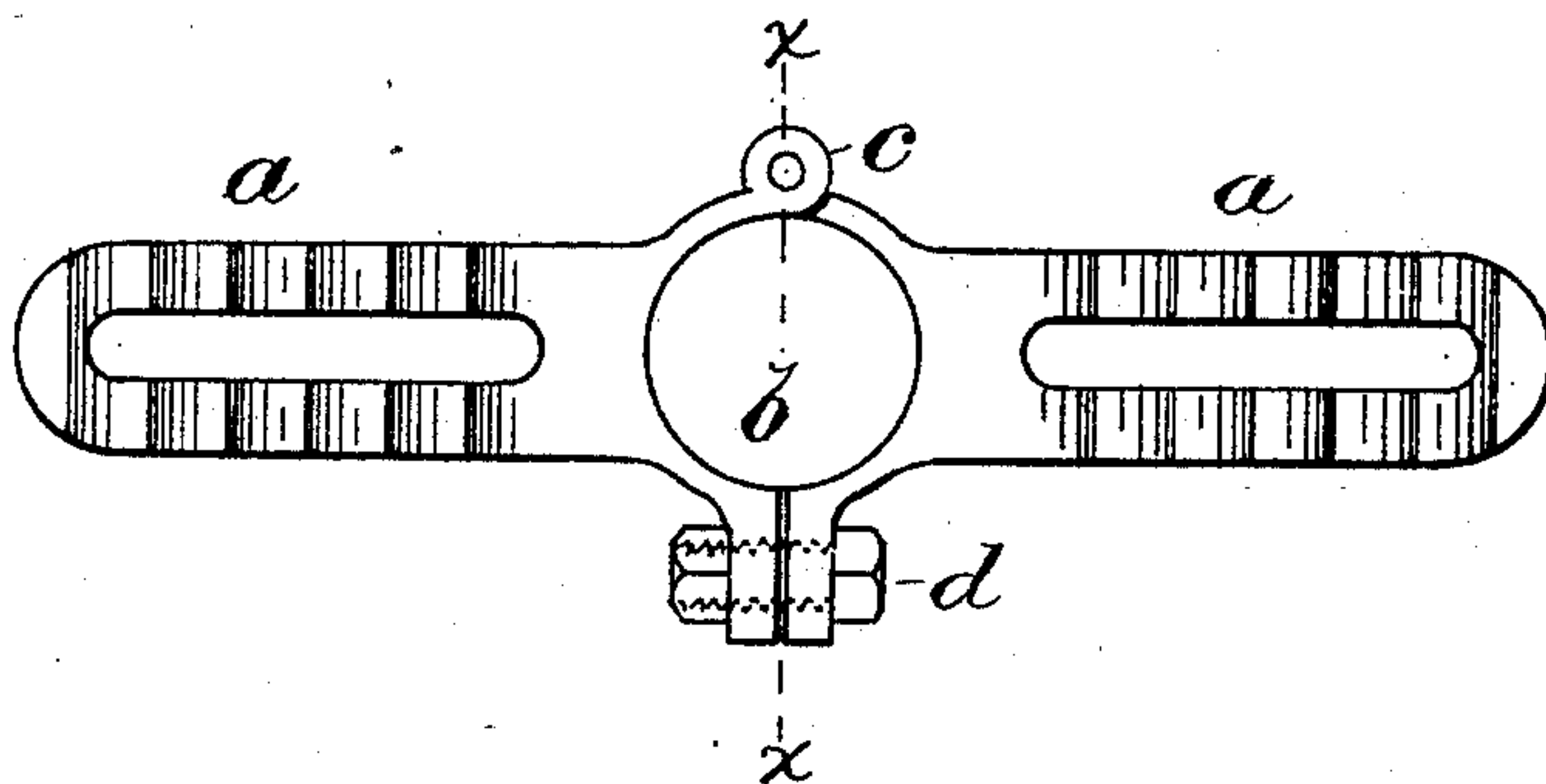
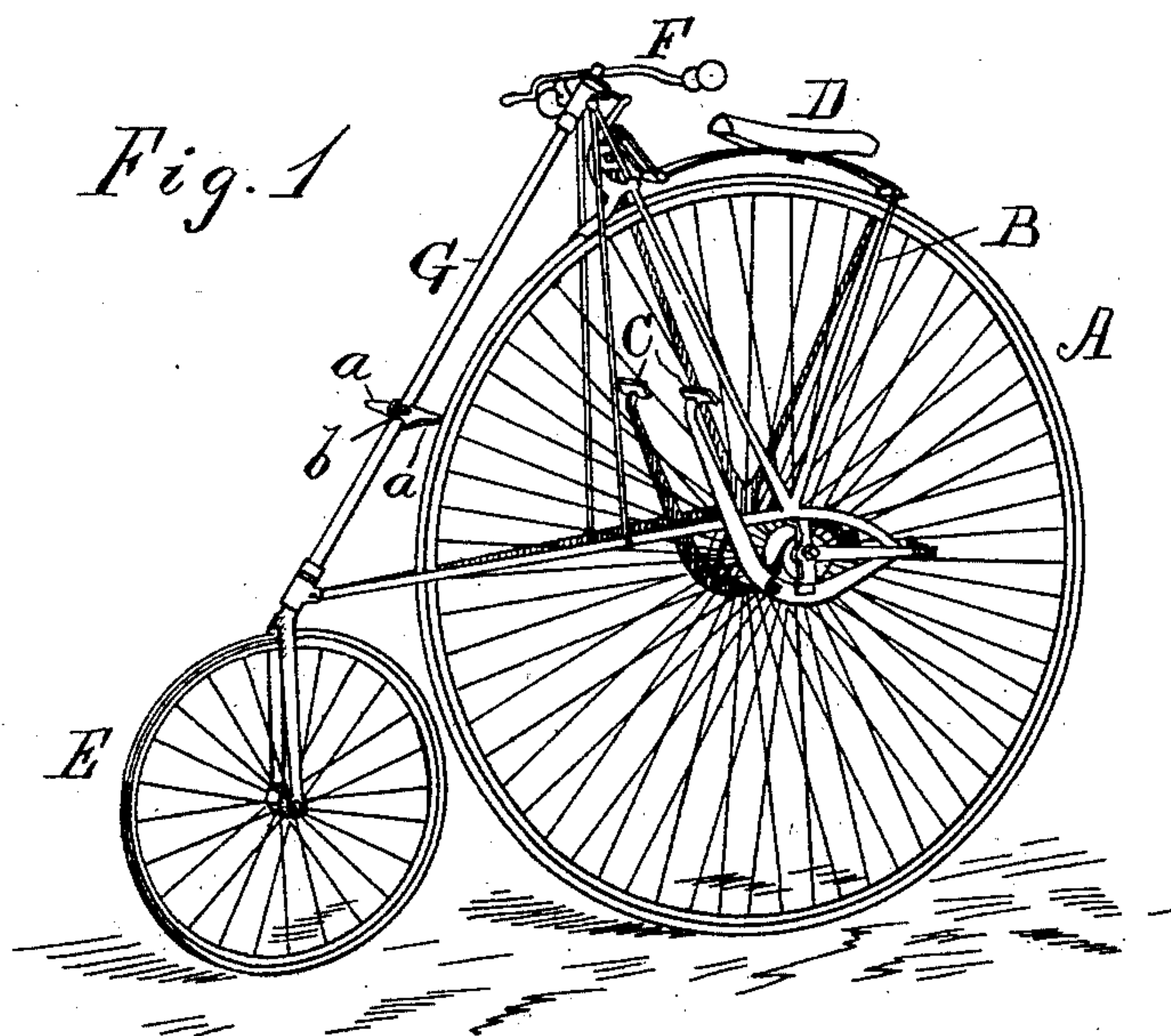


Fig. 2.

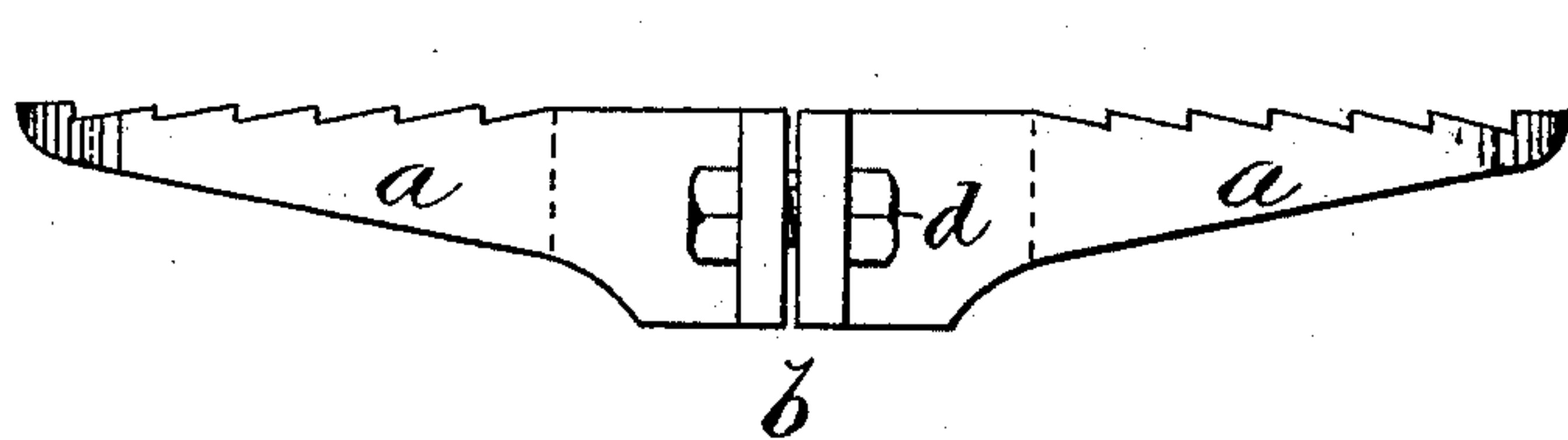


Fig. 3.

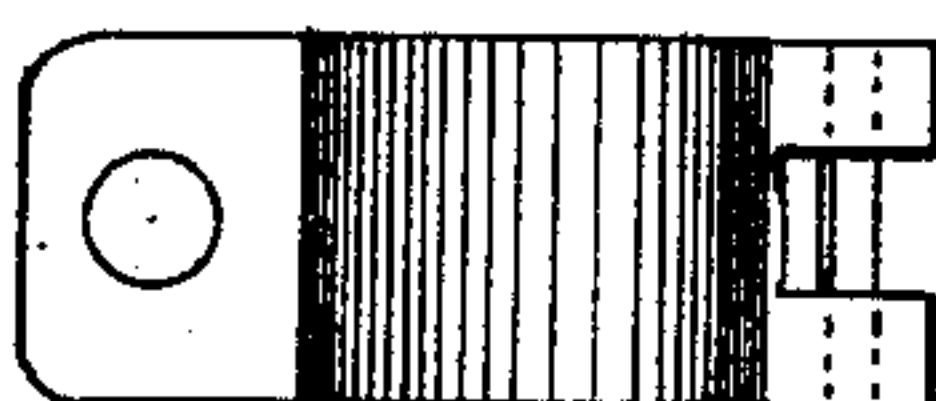


Fig. 4.

Attest:

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per Crane & Miller, Atty.

UNITED STATES PATENT OFFICE.

ANSON A. CARTER, OF NEWARK, NEW JERSEY.

BICYCLE.

SPECIFICATION forming part of Letters Patent No. 354,535, dated December 21, 1886.

Application filed May 25, 1886. Serial No. 203,188. (No model.)

To all whom it may concern:

Be it known that I, ANSON A. CARTER, a citizen of the United States, residing in Newark, Essex county, New Jersey, have invented certain new and useful Improvements in Bicycle Coasting Foot-Rests, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

10 This invention relates to an improvement in that class of bicycles wherein the steering mechanism is actuated by a rod extending down toward the ground before the driving-wheel, and in which the rider's seat is too near the steering-handles to rest his legs thereon when riding downhill.

20 The so-called "Star" bicycle is a type of this class of machines, and has heretofore been furnished with no means to comfortably support the rider's feet when removed from the driving-pedals. The rider has therefore been compelled to retain his position at such times by folding his legs across the front of the steering-rod and bracing himself upon his seat by the 25 handle-bar F with considerable muscular exertion of his arms. Having no support for his feet, a small obstacle in the road suffices to jar the machine and rider and throw him forward on the saddle. As coasting or riding downhill 30 by mere momentum is the highest pleasure of the cyclist, it is obviously very desirable to relieve the rider from such muscular effort at a time when the machine is propelled without his aid. Such relief I afford by furnishing the 35 steering-rod with a foot-rest adapted to support the rider's feet when removed from the pedals. Such foot-rest is preferably made adjustable upon the rod, to suit different riders, and is projected at each side of the rod, to afford a separate support for each foot. Where 40 the steering-rod operates inside a tubular casing, the combination of the foot-rest and the rod is effected by securing the rest to the casing.

45 The construction will be understood by reference to the annexed drawings, in which—

Figure 1 represents a "Star" bicycle in perspective with my improvement applied to the steering-rod. Fig. 2 represents the foot-rest in plan; Fig. 3, in side elevation; and Fig. 4 50 shows an interior view of the clamping-socket parted on line *x x* in Fig. 2.

A is the main driving-wheel; B, the frame of the bicycle; C, the pedals; D, the seat; E, the front steering-wheel; F, the steering-handle, and G the steering-rod connecting the 55 steering wheel and handle.

The foot-rest is shown at *a a* secured upon the rod G by a clamp-socket, *b*. In Figs. 2 to 4, inclusive, the clamp-socket is shown split into halves and united at one side by a hinge-joint, 60 *c*, and at the other by a bolt, *d*. From each side of the socket one of the foot-rests *a* projects at right angles with the rod G, and thus affords, in a natural location nearly level with the pedals C, a support for each foot when the 65 machine and rider are moving by acquired momentum. The construction of the socket in halves greatly facilitates its application to and removal from the steering-rod, as well as its adjustment vertically, to suit the convenience 70 of the rider. Such adjustment may be effected by clamping the foot-rest upon the rod in any other convenient manner.

In machines where the steering-rod operates within a hollow casing which is rigidly 75 fixed to the frame of the machine the desired combination is effected by clamping or otherwise securing the foot-rest upon such casing. I do not therefore limit myself to the construction herein shown and described, but consider 80 the essential part of my improvement to consist in the combination of the foot-rest with the steering-rod or its casing, the support afforded to the rider's feet being precisely the same in either case, and the modes of attachment 85 being precise equivalents in respect to one another for the purposes of my invention.

I am aware that a step or construction analogous to my foot-rest has been combined with a bicycle-frame at such points as would assist 90 the rider to gain his seat; but the location of my foot-rest entirely precludes its use for such a purpose, and indicates very clearly the entirely different function which it possesses in my invention.

95 What I claim herein, and desire to secure by Letters Patent, is—

1. In a bicycle having a steering-rod before the driving-wheel, the combination, with the steering-rod or its casing, of a foot-rest adapted 100 to support the feet of the rider.

2. In a bicycle having a steering-rod before

the driving-wheel, the combination, with the steering-rod or its casing, of an adjustable foot-rest adapted to support the feet of the rider.

3. In a bicycle having a steering-rod arranged to carry a steering-wheel before the driving-wheel and having treadle-levers to actuate the driving-wheel, the combination, with such steering-rod, of a foot-rest projecting at each side of the steering-rod and adapted to support the rider's feet when removed from the treadle-levers.

4. The combination, with the steering-rod G, or its casing, of the socket *b*, having a foot-rest, *a*, projecting at each side, as and for the purpose set forth.

5. The combination, with the steering-rod G, or its casing, of the socket *b*, having a foot-rest, *a*, projecting at each side, the socket being hinged as described, and clamped removably upon the bar by a screw, *d*, as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

ANSON A. CARTER.

Witnesses:

THOS. S. CRANE,
FREDK. A. CARTER.