

(No Model.)

G. OPENSHAW & C. A. CARR.
ATTACHMENT FOR VELOCIPEDES.

No. 482,271.

Patented Sept. 6, 1892.

Fig. 1.

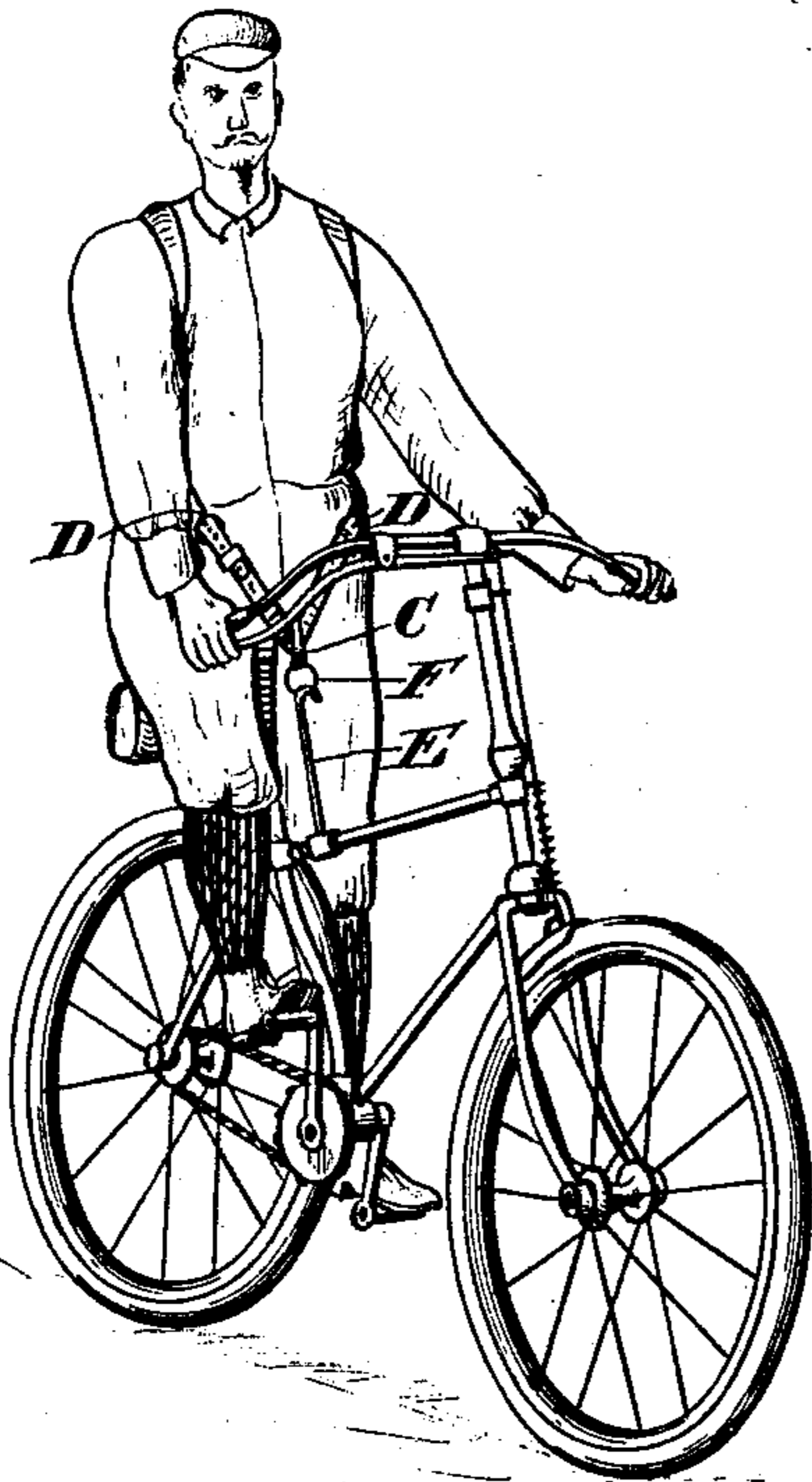


Fig. 2.

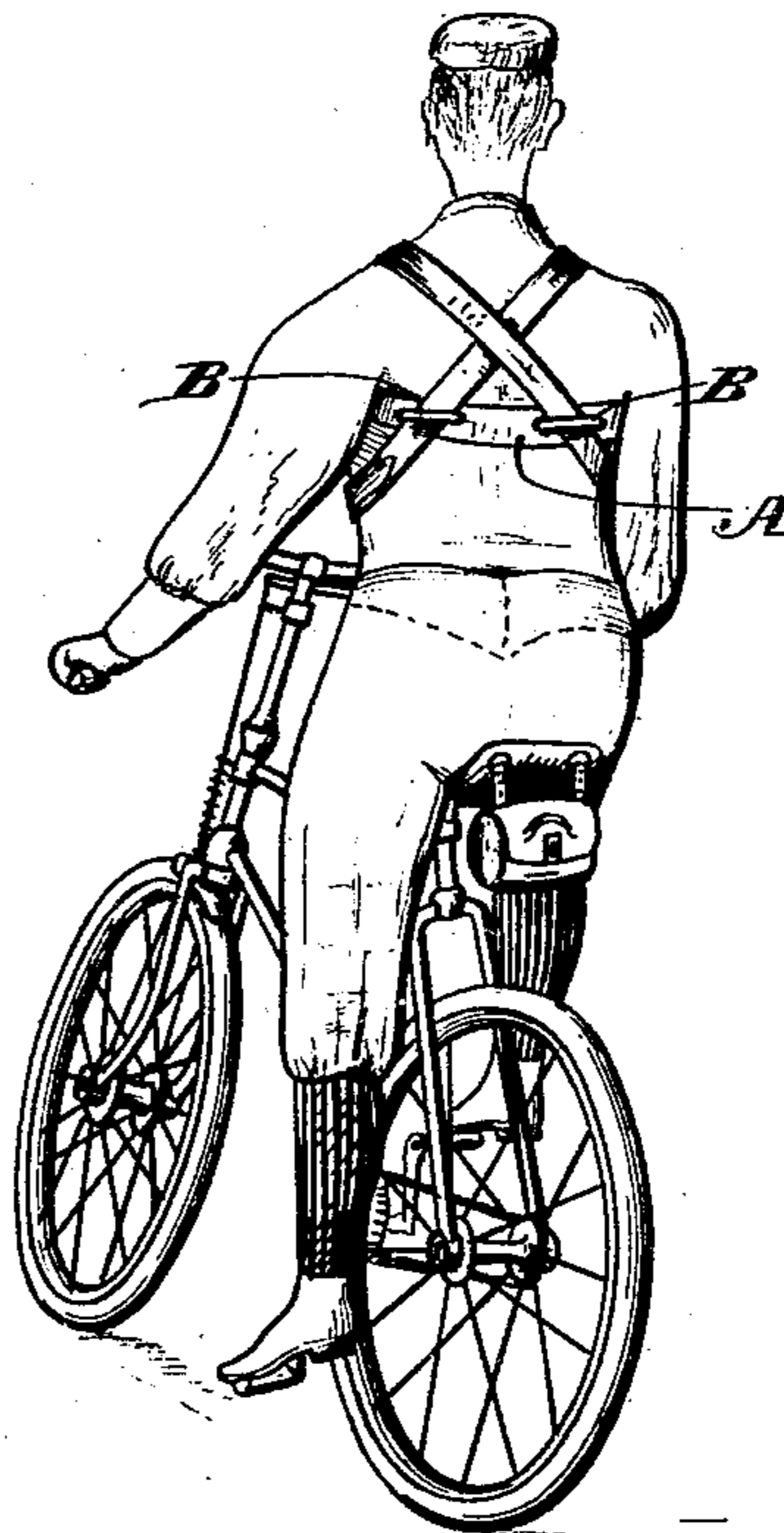


Fig. 3.

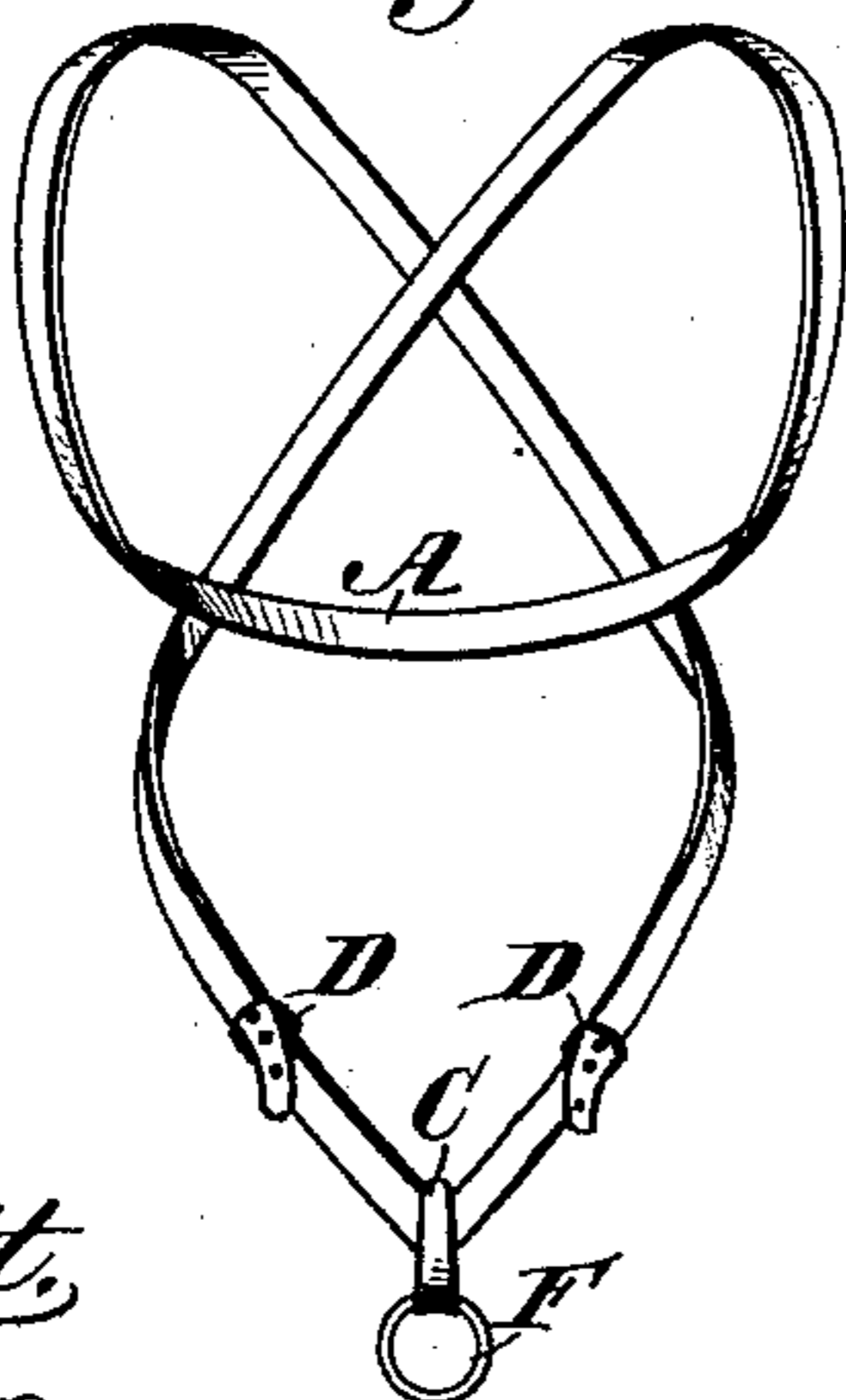
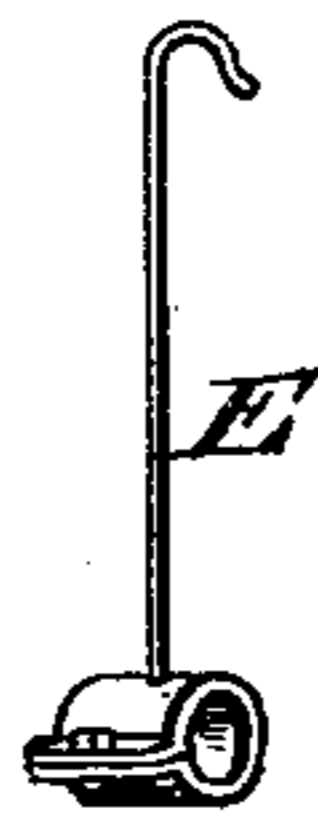


Fig. 4.



Witnesses.

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GEORGE OPENSHAW AND CHARLES ALBERT CARR, OF BURY, ENGLAND.

ATTACHMENT FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 482,271, dated September 6, 1892.

Application filed October 10, 1891. Serial No. 408,398. (No model.)

To all whom it may concern:

Be it known that we, GEORGE OPENSHAW and CHARLES ALBERT CARR, subjects of the Queen of Great Britain and Ireland, and residents of Bury, in the county of Lancaster, England, have invented new and useful Improvements in or Connected with Bicycles, Tricycles, Safeties, and other Velocipedes, of which the following is a specification.

10 The object of our invention is to afford a means whereby the rider of a bicycle, tricycle, Safety, or other velocipede shall be able to exert a greater amount of power on the treadles of a machine than heretofore, and thereby obtain a considerable increase of speed.

15 Now this invention consists in employing a strap or belt composed of leather, webbing, textile, or other suitable material or two or more of such substances combined, which is wrapped round the person of a rider in any convenient manner, the respective ends of which are caused to meet in front of the rider and are attached to any convenient part of the machine.

25 In the accompanying drawings, Figures 1 and 2 are front and rear views, respectively, of a rider and his machine, showing the way in which the strap or belt is worn by the rider and attached to the machine. Fig. 3 shows the belt alone folded in the same way as when on the person of the rider, and Fig. 4 shows the attaching-hook.

35 The mode or method of applying the belt may be described as follows: The central portion of the belt (marked A) is placed across the back of the rider, as shown, and the respective ends passed under the armpits. The extremities are then passed over the shoulders, across the back, and laced through loops B B to keep them in position, and terminate in front of the rider, as illustrated. These extremities may be connected directly to the machine, but

are by preference provided with a number of holes and connected to a straddle or breeches strap C by means of the buckles D. In this way it will be obvious that the strap can be adjusted to suit any rider or machine.

In attaching the strap to the machine, and especially in the case of Safety bicycles, we prefer to employ a rod or hook E, (see Fig. 4,) clamped to the framework of the machine, as seen more clearly in Fig. 1, to which the ring F of the breeches-strap is hooked and which rises up in front of the rider and enables him to readily connect or disconnect the strap in mounting and dismounting. It will now be apparent that by means of our improved strap or belt, which constitutes a "yoke" and serves to hold the rider to his seat, a greater amount of power may be exercised on the treadles than heretofore and a considerable increase of speed be attained, as it will be seen that the thrust on the treadles is determined by the muscular strength of the rider and not by his or her weight, more or less, as heretofore.

65 Having thus described our invention, what we claim is—

The combination, with a bicycle or other velocipede, of a hook E, secured thereto, a strap or belt to surround the body of the rider, the ends of which strap or belt terminate in front of the rider, a straddle C, to which the ends of the strap or belt are adjustably attached, and a ring secured to the breeches-strap and adapted to be connected to the hook on the vehicle, substantially as described.

75 In testimony whereof we affix our signatures to the foregoing specification.

GEORGE OPENSHAW.
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Witnesses:

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