

(No Model.)

A. LE GRAND PEIRCE.  
VELOCIPEDE PEDAL.

No. 567,161

Patented Sept. 8, 1896.

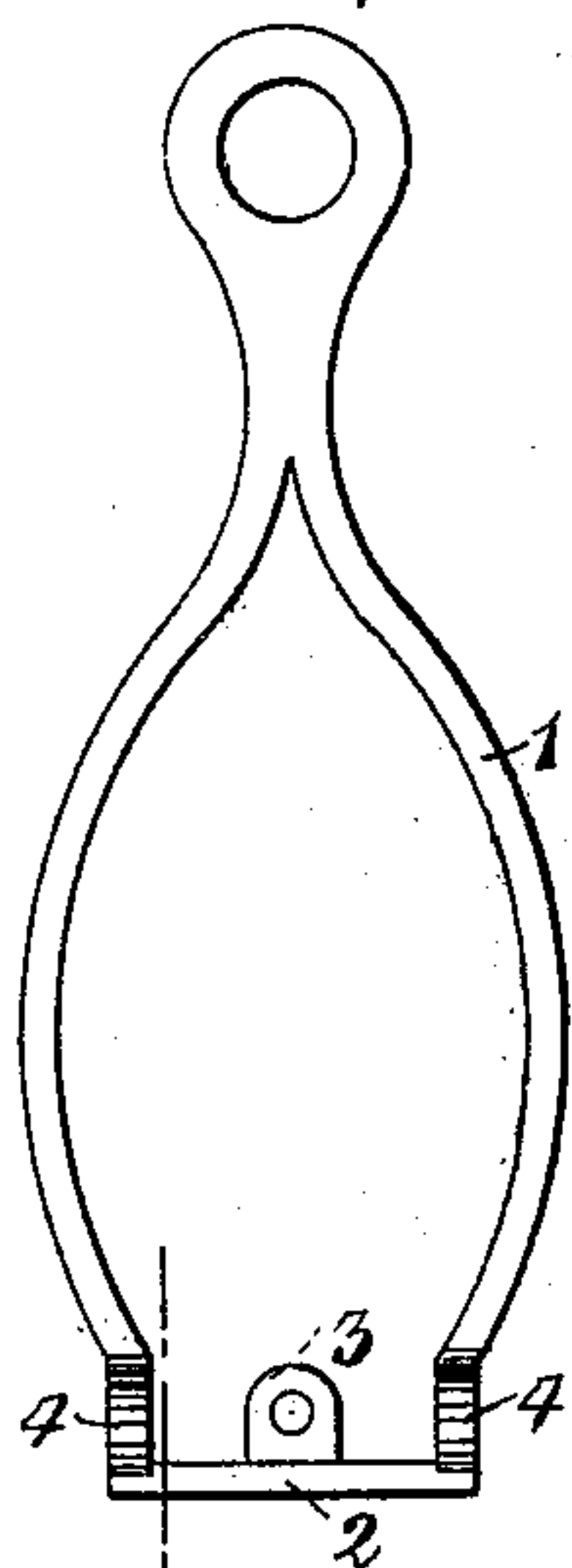


Fig 1

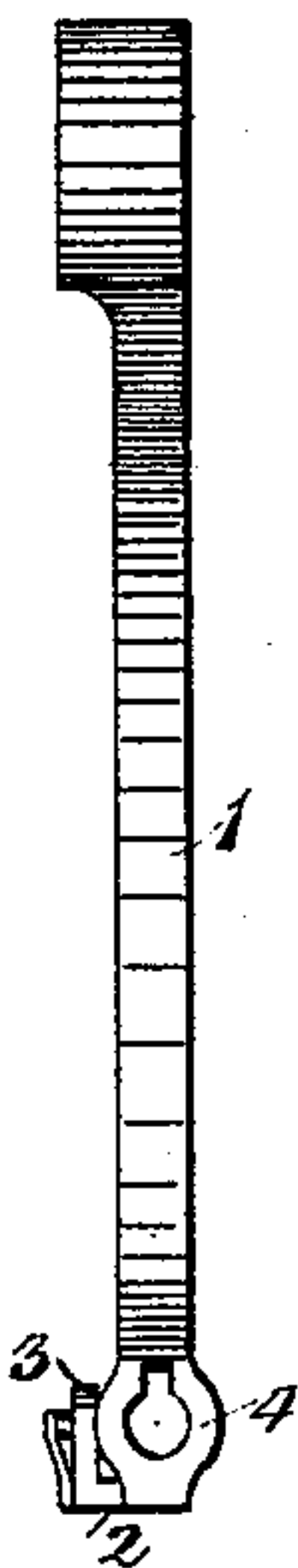


Fig 2

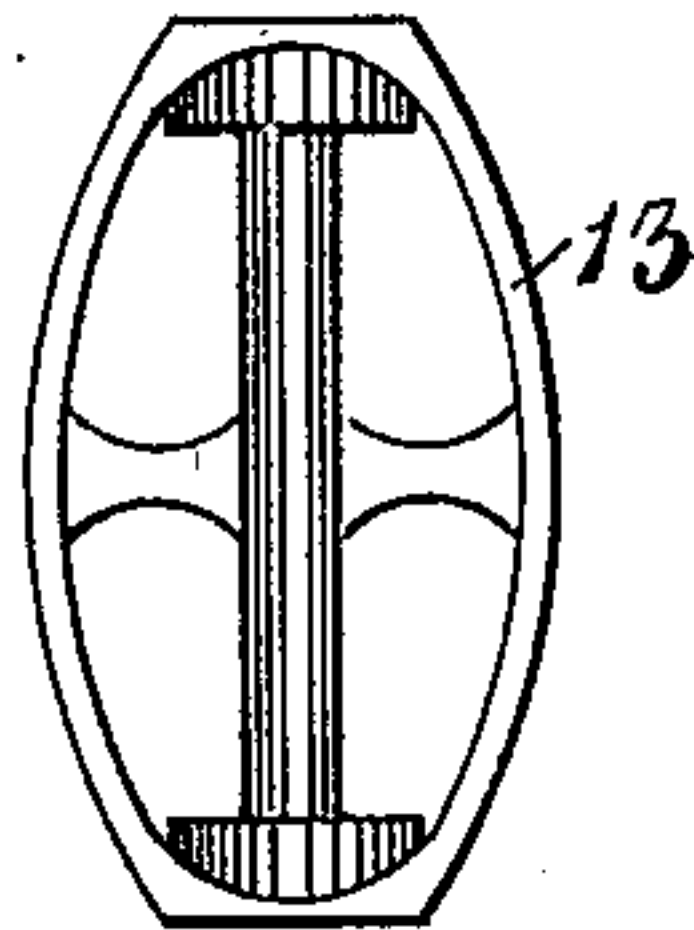


Fig 3

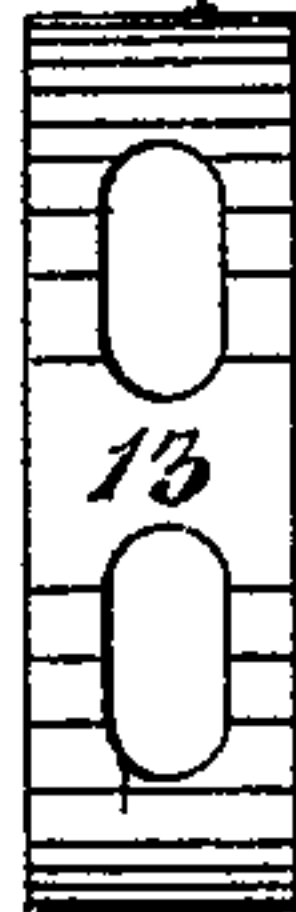


Fig 4



Fig 5

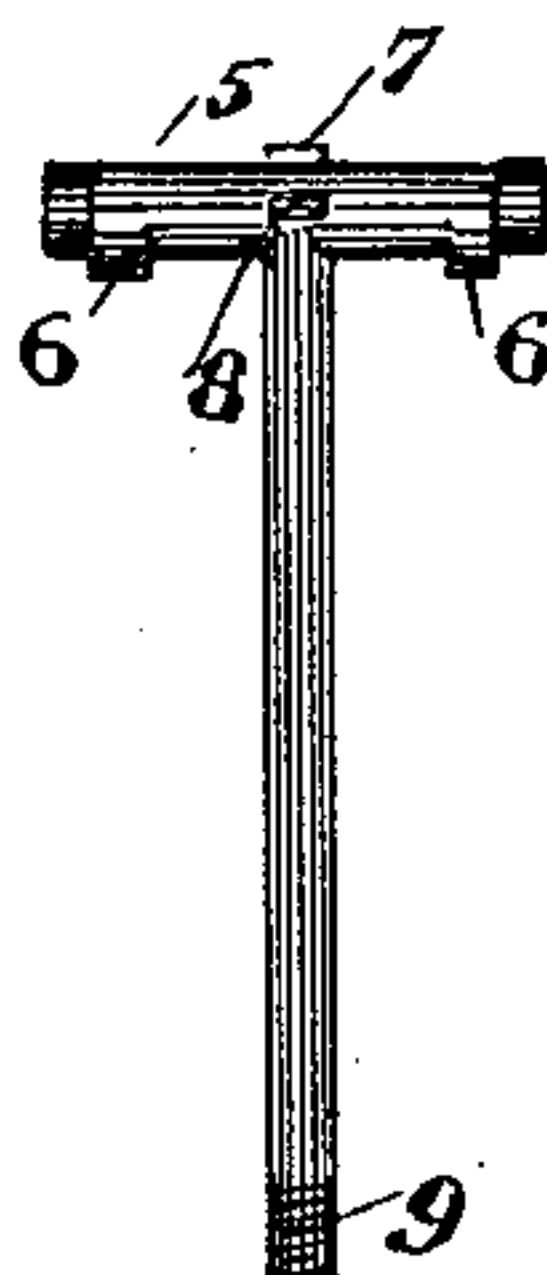


Fig 6

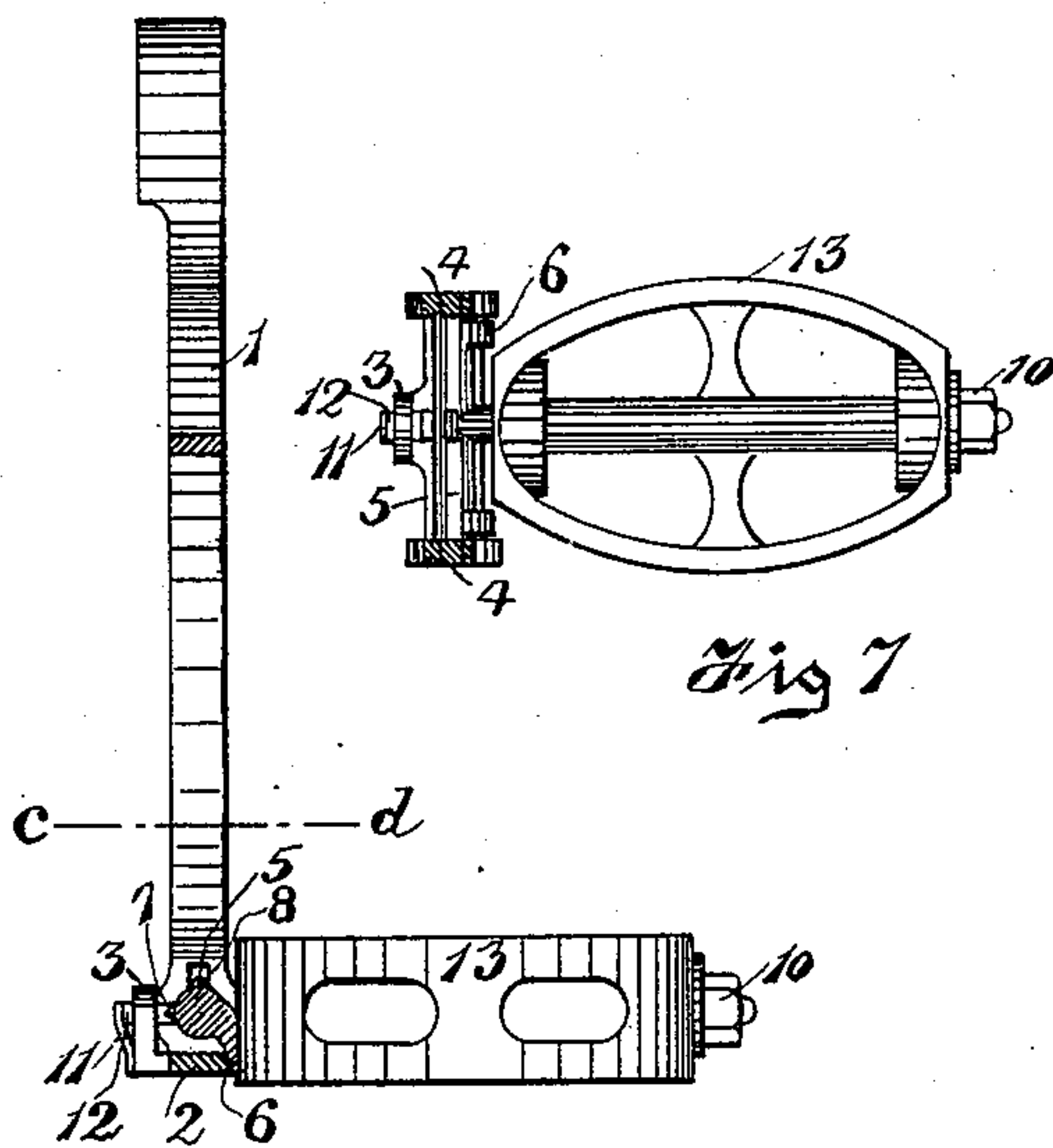


Fig 7

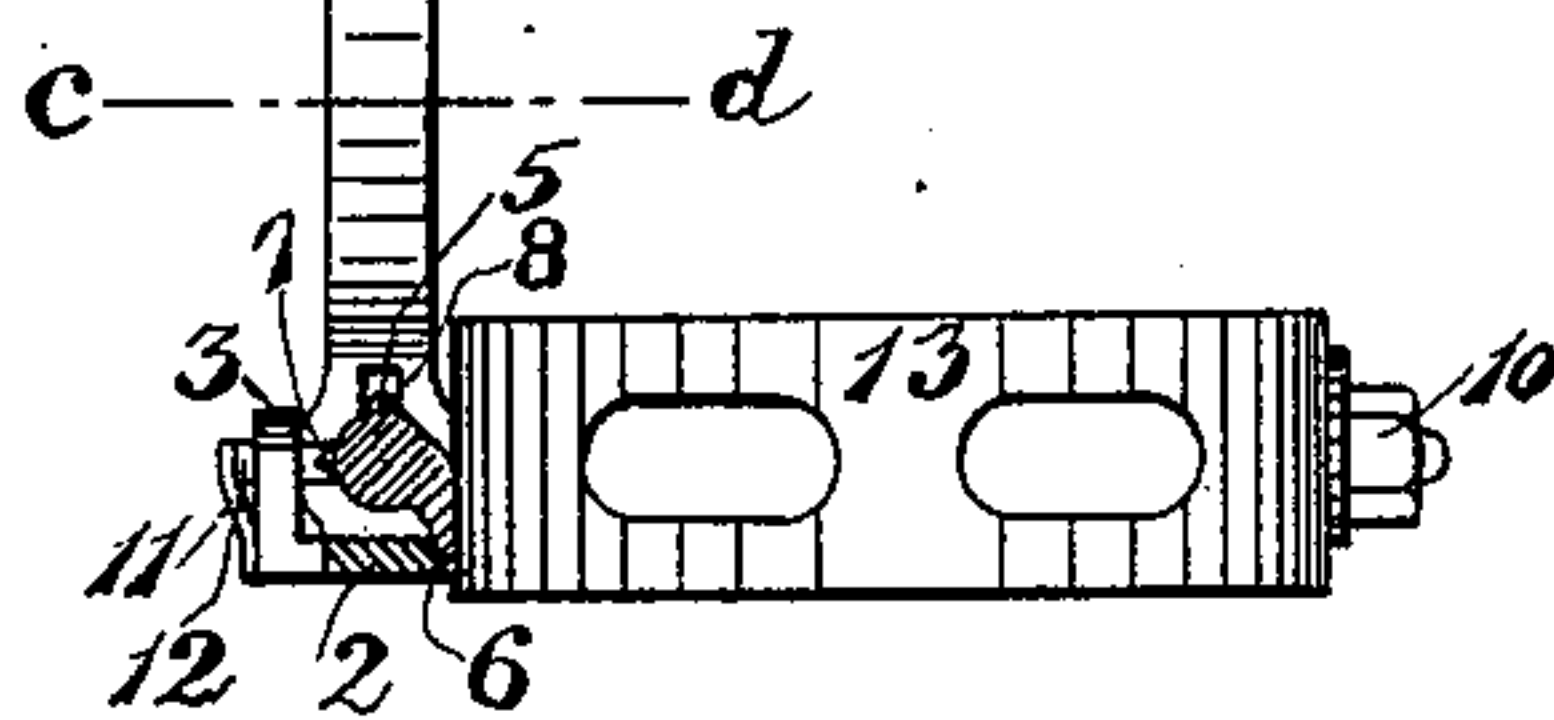


Fig 8

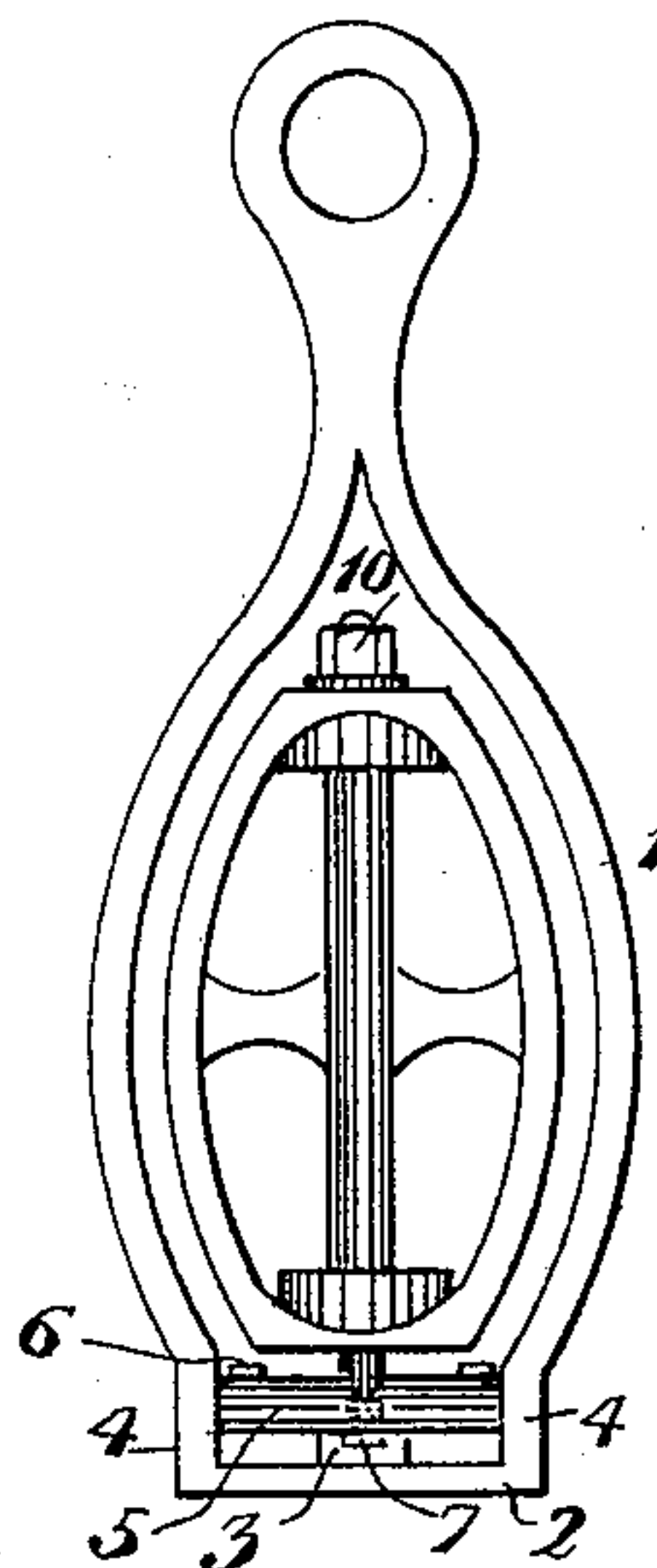


Fig 9

Witnesses  
Samuel S. Meharoc  
A. M. Middlemist

Inventor  
Almy Le Grand Peirce  
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his Attorney

# UNITED STATES PATENT OFFICE.

ALMY LE GRAND PEIRCE, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR, BY  
MESNE ASSIGNMENTS, TO THE U. S. CYCLE IMPROVEMENT COMPANY, OF  
SAME PLACE.

## VELOCIPED-PEDAL.

SPECIFICATION forming part of Letters Patent No. 567,161, dated September 8, 1896.

Application filed October 1, 1895. Serial No. 564,345. (No model.)

*To all whom it may concern:*

Be it known that I, ALMY LE GRAND PEIRCE, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented or discovered a new and useful Improvement in Velocipede-Pedals, of which the following is a specification.

In the accompanying drawings, which make part of this specification, Figure 1 is a front elevation of a pedal-crank; Fig. 2, an edge view of the same; Fig. 3, a plan of the treadle; Fig. 4, an edge view of the treadle; Fig. 5, an end view of the treadle; Fig. 6, a plan and edge view of the T-shaft of the treadle; Fig. 7, a plan of the pedal when down and a section through the crank on line *c d* of Fig. 8; Fig. 8, a side elevation of treadle when down and with the locking devices between treadle and stirrup in section, and Fig. 9 a front elevation of treadle folded.

The lateral projection of the pedals of velocipedes when a machine is being trundled along the streets is a serious annoyance. The teeth of the pedals are liable to catch in the clothing either of the one rolling the machine or of passers by, and particularly in ladies' dresses. When the machine too is leaned against a wall or other support, the projecting treadles act in the same manner, and the machine occupies laterally much unnecessary space. Likewise in shipment the treadles have to be detached or else, remaining upon the machine, present the same embarrassing features and are exposed to injury.

The purpose of my invention, generally stated, is to devise a folding pedal which can be laid back within or against the crank when not in actual use.

In the accompanying drawings, which make part of this specification, 1 is a stirrup-shaped crank, having cross-bar 2 at its base, on which is a perforated lug 3.

4 4 are bearings for the treadle-shaft 5. The treadle-shaft 5 is T-shaped, as seen in Fig. 6, and is provided with locking projections 6 6 near the ends of the head of the T and also with lug 7 on the top of the cross-bar of the T and lug 8 on the face of the cross-

bar, said lugs being ninety degrees apart. The bottom of the T is screw-threaded at 9 to receive nut 10.

11 is a flat spring behind perforated lug 3 and bears spur 12 on its forward face, which spur is notched at its forward end and extends through the perforated lug 3 into contact with either lug 7 or lug 8, as clearly seen in Fig. 8.

13 is the treadle proper or step of the treadle.

The parts are inserted in position in the following manner: One end of the T-head is inserted in a bearing 4 and pushed through a short distance, then the other end of the head is inserted into other bearing 4, and then the T is dropped into position. Lugs 6 6 lock the shaft from movement horizontally along bar 2, as they bear outward and the step 13 slipped upon the shaft and secured thereon by nut 10. It will be noticed that when the treadle is thrown down, as seen in Fig. 8, it is locked in position by lug 7 catching in forked end of spur 12, and when the treadle is folded it is also locked by lug 8 catching in same forked end of spur 12.

Having described my invention, I claim—

1. The combination of a crank with an open frame; a pedal hinged at the base of said crank and adapted to be folded up inside of the crank-frame.

2. The combination of an open crank adapted to receive the pedal when the latter is folded therein; a pedal hinged at the base of said crank; a coacting spring on the stirrup and lugs on the pedal-shaft whereby the pedal is locked when folded or extended.

3. The combination of a stirrup-shaped crank provided with bearings at the lower ends thereof; a T pedal-shaft with journals on the T-head adapted to engage with said bearings and a removable treadle-step to fit on said shaft.

4. The combination of a stirrup-shaped crank with cross-bar at its base; a perforated lug on said cross-bar; a spring attached to said cross-bar and bearing a forked spur projecting through the perforated lug; a treadle-shaft hinged in the base of said stirrup-crank; projections separated by ninety degrees on said



treadle-shaft and adapted to lock alternately with said forked spur when the treadle is folded or lowered and said treadle.

5 The combination of a crank with two side arms; bearings at the lower ends of said arms and recesses above said bearings, and a T pedal-shaft provided with journals, to rest in said bearings and having lugs to prevent the lateral movement of the T-shaft, which lugs

are entered in the crank by means of the recesses above the bearings.

In testimony whereof I have hereunto set my hand this 25th day of September, A. D. 1895.

ALMY LE GRAND PEIRCE.

Witnesses:

L. D. IAMS,

WM. L. PIERCE.