(No Model.)

H. C. GAMMETER.

SLED.

No. 484,632. Patented Oct. 18, 1892.

Fig. 1.

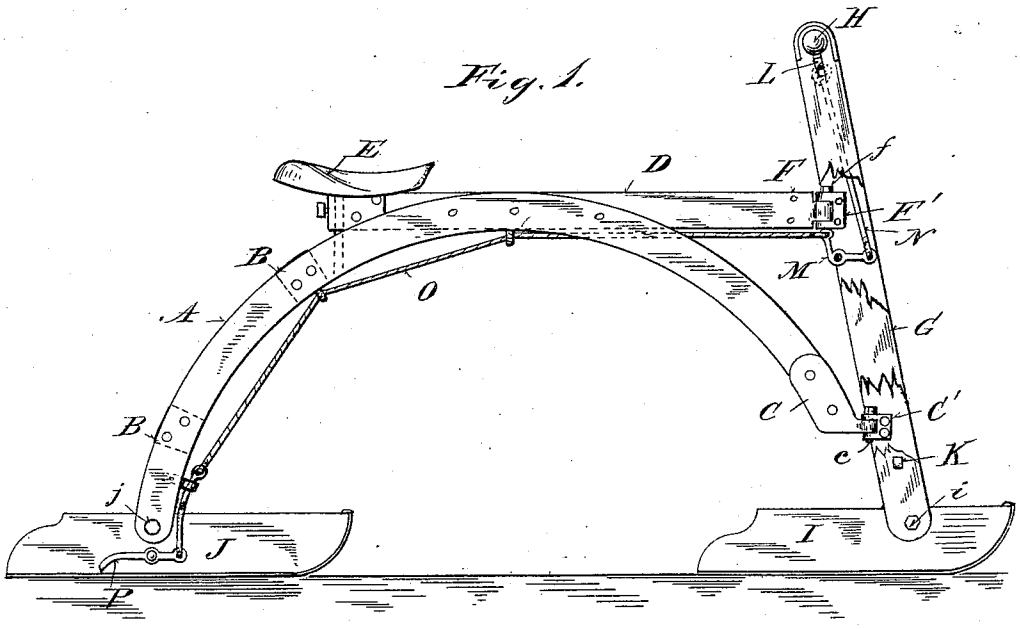


Fig. 2.

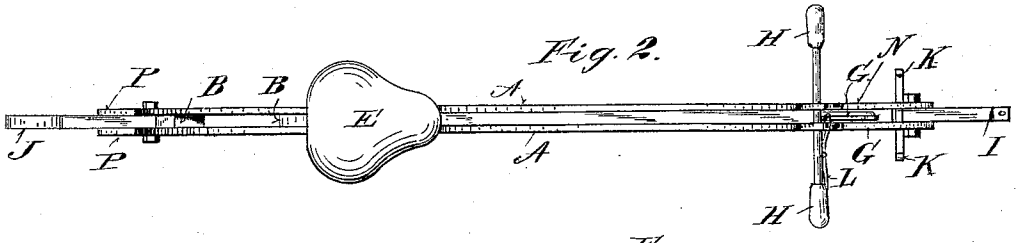


Fig. 4.

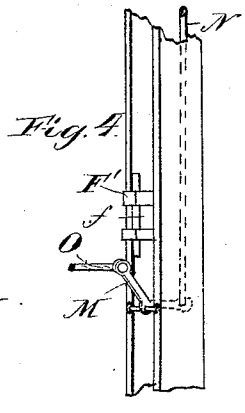
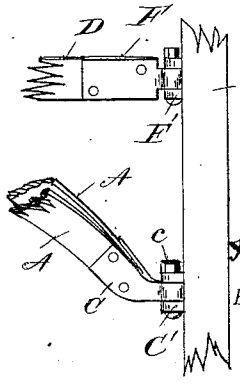


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

HARRY C. GAMMETER, OF AKRON, OHIO.

SLED.

SPECIFICATION forming part of Letters Patent No. 484,632, dated October 18, 1892.

Application filed April 25, 1892. Serial No. 430,489. (No model.)

To all whom it may concern:

Be it known that I, HARRY C. GAMMETER, a citizen of the United States, residing at Akron, in the county of Summit and State of Ohio, have invented certain new and useful Improvements in Bicycle-Coasters, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to certain new and useful improvements in bicycle-coasters.

The object of my invention is to provide a coaster adapted to be controlled in its motion and maintain its equilibrium similarly to a bicycle, the gravity of the rider and the machine effecting the motion thereof in the form hereinbelow described and illustrated.

The peculiarities of my device will be hereinafter fully described in the specification and particularly pointed out and claimed.

In the accompanying drawings, on which like reference-letters indicate corresponding parts, Figure 1 represents a side view of my device, portions being broken away to show the construction; Fig. 2, a plan view of the same; Fig. 3, a fragmentary view showing the hinged connection, and Fig. 4 a similar view showing the brake arrangement.

The letters A A designate side bars of hard wood or other suitable material, bent or otherwise shaped to an arched form, as shown in Fig. 1. These bars are separated by blocks B, bolted between the same, and their forward ends fit into a bracket or clamping-piece C, into which they are tapered, as shown in Fig. 3, and firmly secured. At the top of the side bars, as seen in Fig. 1, is secured a bracing-piece D, serving as a backbone and carrying an adjustable seat E. The forward end is provided with a bracket F, which, together with the bracket C on the side bars, constitute the hinge for the connection of the front posts G, consisting of two bars of wood carrying matching-pieces F′ C′, connected by pivot-bolts *f c* with the main frame, whereby the forward member is turned from side to side. A handle-bar H, secured by straps or otherwise to said posts, gives control of the same. Between the front posts and the rear ends of the side bars are pivoted hard-wood runners I and J, preferably shod with metal and secured by bolts *i j* to allow oscillating motion in passing over uneven surface. The feet of the rider when placed upon foot-rests K assist in the guiding of the coaster.

A brake mechanism for regulating the speed of the coaster is shown, and consists of a brake-lever L under the handle-bar and connected with a bell-crank lever M by a rod N, so that a push on said rod will pull the wire cord O, connected with the said levers P on the rear runner. Any convenient form of brake mechanism may be employed.

It will be seen that the coaster is not a motor-machine in the ordinary sense of the word, but is designed to test the skill of the rider in maintaining his equilibrium and provide exhilarating exercise in the element of danger contained in operating the coaster. Since it is not self-supporting, the balance of the rider is maintained only by his skill in operating the coaster, and it has been found by practical test that the device is an entire practical success, and its merits and novelty have created a demand for the same.

I do not limit myself to the exact construction herein shown and described, and may vary therefrom in working out the device for the manufacturer. I wish to claim broadly, however, the construction of a coaster receiving its motion by gravity on an inclined surface and maintaining its equilibrium by the adjustments of its parts under the skill of the rider.

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

1. In a bicycle-coaster, the combination, with a front runner, of a rear runner normally in the same plane and a connecting-frame adapted to carry a rider and provided with a hinge to allow the balance and guidance of the machine by the rider, the acceleration of the motive impulse being effected solely by the gravity of the balanced machine and rider on an inclined sliding surface.

2. In a bicycle-coaster, the combination, with a front runner and a rear runner, of a connecting-frame pivoted to said runners at its ends and consisting of a front head-stock having handle-bars and a rear seat-carrying frame pivoted to said stock, a pair of dog-levers pivoted on opposite sides of the rear runner, a brake-lever near the handles, and a connection between said dog-levers and said

brake-lever acting equally on the dog-levers to retard the coaster.

3. In a bicycle-coaster, the combination, with side bars arched and braced in their separated position to form a bifurcated rear end, a clamping-bracket for the forward ends to secure them firmly together, a bracing-piece at the top of said side bars, adapted to carry the seat, and a bracket-piece at the forward end of said bracing-piece, of a front post having handle-bars and adapted to be pivoted to said bracket and clamping-pieces, respectively, and bifurcated at its lower end, a forward runner pivotally mounted in said bifurcated end of the post, and a rear runner pivoted to the rear ends of said side bars in line with the said forward runner and adapted to track in the same path.

In testimony whereof I affix my signature in presence of two witnesses.

HARRY C. GAMMETER.

Witnesses:
E. E. OTIS,
E. P. OTIS.