

BIKING IN AMERICA - A CHRONOLOGY

Grades: Upper Elementary - 4-6

Content: *English Standards of Learning* 4.6, 4.7, 4.8, 4.9, 5.6, 5.7, 5.8, 5.9, 6.6, 6.7, 6.8, 6.9
(Nonfiction reading, composing, editing, research)

Resources:

<http://www.ibike.org/library/history-timeline.htm>

<http://www.bicyclemuseum.com/otherlinks.htm>

http://amhistory.si.edu/onthemove/collection/image_626.html

Lesson plan:

- ❖ Review the graphic and descriptions below from the Smithsonian Institute's American History Museum's Collection of *America on the Move*
- ❖ Have students write a description of one of the bicycles and a brief expository paragraph describing the features of their chosen model. Share the descriptions with the class.
- ❖ Brainstorm types of bicycles, bike manufacturers, types and uses of bicycles. In groups or individually, have students choose a particular type of bike or bike company to research. Allow several class periods for the research focusing on both print and online resources collaborating with the media specialist on using both primary and secondary sources.
- ❖ Students should write a brief research report about their bicycle research. The research report will be included in a poster presentation of the research. It is vital that each poster have graphics of the specific bicycle or bike company. The back of the poster must include a complete bibliography of the sources used.
- ❖ When all the posters are complete, spend some class time on a gallery walk so that all the posters/research are displayed.

RUDGE RACING ORDINARY BICYCLE

Catalog #: 318,212, Accession #: 232,558

In collection

From the Smithsonian Collection

D. Rudge & Co., of Coventry, England was a prominent bicycle manufacturer. This racing model, undoubtedly sold by their U.S. agents, Stoddard, Lovering & Co., of Boston, Massachusetts, was originally owned by Godfrey A. S. Wieners who used it in racing events held by the Manhattan Athletic Club. It was donated to the Smithsonian in 1960.

http://amhistory.si.edu/onthemove/collection/image_626.html

BIKING ON A RAILROAD TRACK

In collection

From the Smithsonian Collection

An early group of Safety cyclists using rail attachments to enjoy a smooth ride on a spur line of the Pittsburgh and Western Railroad, between Cluffs Mills and McCrays, Pennsylvania, in the 1890s.

http://amhistory.si.edu/onthemove/collection/image_544.html

EARLY BICYCLE CLUB GROUP AT READVILLE, MASSACHUSETTS

In collection

From the Smithsonian Collection

Participants in one of America's first organized tours lined up with their Ordinaries on the road outside of Readville, Massachusetts, 11 September 1879. The first rider is Charles E. Pratt, noted bicycle author, coorganizer, and first president of the League of American Wheelmen, and later attorney for the Pope Manufacturing Co. The second man is Col. Albert A. Pope, president of the famed company bearing his name, manufacturer of the Columbia bicycle.

http://amhistory.si.edu/onthemove/collection/image_543.html

STANDARD COLUMBIA ORDINARY BICYCLE

Catalog #: 330,156, Accession #: 288679

In collection

From the Smithsonian Collection

The Standard Columbia, built by the Pope Manufacturing Co., of Hartford, Connecticut, was available in models with front-wheel diameters ranging from 42 to 58 inches. This particular Standard Columbia Ordinary sold for \$95. It was acquired by the Museum in 1970. Mr. Frank E. Waring (the donor's father) used this machine to participate in cycling activities in the Washington, D.C., area.

http://amhistory.si.edu/onthemove/collection/image_1362.html

COLUMBIA LIGHT ROADSTER ORDINARY BICYCLE

Catalog #: 307,217, Accession #: 66,456

In collection

From the Smithsonian Collection

Sold originally for approximately \$135.00, this bicycle was owned in turn by Herschal Mulford and Lawrence Worstall, of Millville, New Jersey. It is an early Columbia Ordinary made by the Pope Manufacturing Company. It is an 1886 Light Roadster model. The machine was donated to the Smithsonian in 1921.

http://amhistory.si.edu/onthemove/collection/image_1096.html

KLAHR BICYCLE MODEL

Catalog #: 309,259, Accession #: 89,797

In collection

From the Smithsonian Collection

William Klahr, of Myerstown, Pennsylvania, was issued patent number 285,821 on 2 October 1883, for a bicycle of the Star type, propelled by single-acting pedal levers in combination with racks, pinions, and

clutches on the rear axle. This patent office model of the bicycle was transferred to the Smithsonian from the Patent Office in 1926. No evidence has been found to indicate that it was ever manufactured.
http://amhistory.si.edu/onthemove/collection/image_1092.html

SMITH STAR BICYCLE

Catalog #: 248,836, Accession #: 48,354
In collection
From the Smithsonian Collection

This cycle was built by the H. B. Smith Machine Company, of Smithville, New Jersey. It bears the serial number 1200, and patent dates of 1880 and 1884. It was donated to the Smithsonian in 1908. According to the donor, this machine was given to his father, Benjamin F. Wilkins, around 1900. Mr. Wilkins, a member of the Capitol Bicycle Club of Washington, D.C., never rode it, as it was considered a relic when he acquired it.
http://amhistory.si.edu/onthemove/collection/image_1360.html

NEW YORK AND CONEY ISLAND CYCLE MARCH TWO STEP, BY E. T. PAULL

In collection
From the Smithsonian Collection

This two-step depicts bicycling as a modern, heterosocial form of entertainment. Both men and women are riding on the wide avenue depicted on the front cover.
http://amhistory.si.edu/onthemove/collection/image_1384.html

HOBBY HORSE

In collection
From the Smithsonian Collection

One of only a few original Hobby Horses to be found in the United States, this machine is unidentified, but is believed by the donor to be possibly of French origin. It was donated to the Museum in 1964.
http://amhistory.si.edu/onthemove/collection/image_1108.html

VAN ANDEN DEXTER VELOCIPEDA

Catalog #: 310,206, Accession #: 112,749
In collection From the Smithsonian Collection

This velocipede was donated to the Smithsonian in 1930. It was built by William Van Anden, of Poughkeepsie, New York, who was granted Patent 88,238 on 23 March 1869, covering an "improvement in velocipedes." This improvement, well ahead of its time, consisted of a "ratchet device," or free-wheeling unit, in the hub of the front wheel that enables the rider's feet to remain motionless while the velocipede continues to move by momentum, as will a bicycle equipped with a coaster brake. Use of the device is optional, however, for the movement of a small plunger in the hub joins the pedal cranks fast to the axle, as in the conventional velocipede. A notice in the *Brooklyn Daily Eagle* of 20 February 1869 describes the velocipede and mentions that it had been on exhibition the previous week at Burnham's velocipede school.
http://amhistory.si.edu/onthemove/collection/image_601.html

SNYDER BICYCLE

Catalog #: 309,382, Accession #: 99,530

In collection

From the Smithsonian Collection

This bicycle was donated to the Smithsonian in 1927. It was made by the Homer P. Snyder Manufacturing Co., Inc., of Little Falls, New York. At the time of its receipt at the Museum, it was among the most modern types of bicycles then manufactured in the United States.

http://amhistory.si.edu/onthemove/collection/image_533.html

SCHWINN PANTHER GIRL'S BICYCLE

Catalog #: 1986.1021.01, Accession #: 1986.1021

Currently on display

From the Smithsonian Collection

Balloon tire bicycle, model D-77, made by Arnold, Schwinn, and Co., Chicago, IL.

http://amhistory.si.edu/onthemove/collection/image_404.html

SCHWINN SUPER DELUXE STING-RAY BICYCLE

Catalog #: 326,804, Accession #: 265,701

In collection

From the Smithsonian Collection

This bicycle was donated to the Museum by the company who made it in 1965. The Schwinn Super Deluxe Sting-Ray was a children's bicycle and was designed to be sturdy and durable.

http://amhistory.si.edu/onthemove/collection/image_1361.html
