



**This document is brought to you by courtesy of
the National Cycle Archive
In partnership with the
Veteran-Cycle Club**

Please acknowledge the source if you refer to this material.

Find out more about the National Cycle Archive [here](#)



1898.

ÆGIR CYCLES

MANUFACTURED BY
BAINES & SONS, LIMITED,
GAINSBOROUGH

CALDICOTT, TYPO.
GAINSBOROUGH.



INTRODUCTION.



IN ISSUING our Catalogue for 1897, we make our bow to the Public as Cycle Manufacturers on a commercial basis.

Before giving particulars of our Machines, we will place before you a brief sketch of the history of the Cycle in Gainsborough.

The first Cycle used in Gainsborough, so far as we can learn, was a Tricycle made by a Mr. Rhodes, who worked for Mr. Hardisty, Coach Builder. This machine was driven by hand levers and steered by foot, and was ridden by Mr. Rd. Hammond and Mr. Hardisty, 55 years ago.

The next attempt appears to have been made by a Mr. Sheriff, who had a machine built to his order by Mr. Burton, Coach Builder, Silver Street, in 1845. This machine had 4 wheels, and was driven by hand, but had no provision for steering. His attempt to ride the machine on the level being unsuccessful, he took it to the top of Spital Hill (in the days before it was cut down.) He mounted his machine at the top of the Hill and then the fun began. After getting up steam, he found that the machine would only run in a straight line, which unfortunately for him headed straight for the ditch, then at the side of the road, of which, he shortly afterwards made an enforced inspection.

Some time after this, in fact in February, 1868, Mr. Hammond, Coach Builder, built a Bicycle, or as it was then called a Velocipede, with wooden wheels and iron frame-work ; and so far as can be gathered it was one of the earliest practical machines used in England. Within a few weeks of this machine being put into use, Mr. F. Baines of the Old Hall, used one which he had built himself entirely of iron, which machine may be said to be the Pioneer of the Iron Horse ; Mr. W. A. Baines, late of this firm following him in August of the same year.

Soon after the introduction of these machines, Races at local feasts became common, and led to the invention by Mr. Threadgold, of High Gear (in the shape of 9in. Cranks) and a non-slipping Band (tar band wrapped round rim.) With these inventions, you may be sure, he easily beat all competitors on the ridged and furrowed fields in which the races were held.

Coming to more modern times and introducing the high ordinary, one of the first to use this machine was a Mr. James, who did some good long distance rides, notably one to London and back, the journey there, being done in one day. Mr. F. G. Barnes shortly after purchased a similar mount, this was over 20 years ago. About this time a local factory was started for the Manufacture of Cycles known as the "Globe," which for some reason or other, was abandoned after a short time.

There were also several Machines made by local people, among which was a monstrosity, of the type known as the "Xtraordinary" (not without reason), the front wheel being 66in., and the driving by pedals at the end of levers. This type was built to revolutionize the trade, but luckily for riders it did not succeed. You will observe, that up to this time the tendency had been upward, but now a downward tendency sets in, and a type of machine known as the "Kangaroo," was introduced by Mr. Winn. Owing to the heavy running and dangerous character (of this machine although styled a Safety) it did not become popular.

Early in the year, 1887, two rear driving Safeties were made and used by Mr. E. A. Baines and Mr. Frank Baines (our Managers.) These machines were constructed with a somewhat small front wheel, and were built throughout by the riders and are still in use. Several points were introduced into these machines which have since become universal—notably the dished chain wheel and wide bearings. In 1888, a tandem was made and used by Messrs. E. A. and Frank Baines, and caused a great sensation in the district.

In 1889 the first Lady's Safety was introduced by Messrs. W. Baines & Sons. This machine was ridden by Miss Baines, and had the loop frame so popular at the present time. The next step in Cycle improvement was the introduction of the Cushion and Pneumatic Tyres.

The first Pneumatic Tyred machine used in Lincolnshire was a "Success" Safety ridden by our Mr. E. A. Baines, early in 1890, he having used a Cushion tyred "Rover" towards the end of 1889.

The Reader will see by these sketches that our Managers have had an unique experience in the Cycle Trade, having introduced in one form or another, all improvements of modern times. It has been their aim, and will continue to be, to serve the public to the best of their ability, by adopting all practical improvements and recommending nothing that is likely to prove unsatisfactory, and in introducing the "Ægir" Cycles, we wish to point out that this experience will be used in the design and manufacture of the Machines. Our factory is fitted up throughout with tools of the very best quality, and each particular tool has been selected with a view to accuracy and economy in manufacture.

We shall make the Machines on the interchangeable system which ensures accuracy in every detail. Our Workmen will be the best obtainable for their respective departments and no piece work will be permitted.

The material we have bought and contracted for, is specially manufactured for high grade Cycles, and one quality will be used throughout the three grades we purpose making. Our Crank Axles, are what is known as the "Soft Centre" type. They are when finished extremely hard on wearing surfaces, to ensure durability, while the centre is soft to prevent danger of fracture, in case of a fall on end of pedal.

The cups and cones throughout are made of Tool Steel. We do not use any case hardening process whatever on wearing parts.

We are making the machines in 3 heights of frame, with the exception of the "Populars" which we make in only 2 heights viz :—

Gent's	Nos. 1 & 2	22½in.	24in.	26in.	length of seat tube.
Gents'	Popular	22½in.	24in.	"	"
Lady's	Nos. 1 & 2	19in.,	21in.	24in.	" "
Lady's	Popular	19in.	21in.	"	"

WE FIT ANY OF THE 3 PATTERN HANDLEBARS AS ORDERED.



1



2



3

The Chief Novelties we are introducing this season, are the Steering Lock on Nos. 1 and 2, the double tube back forks, and the cup adjusting Hubs.

The steering Lock is a simple one and has the advantage of locking in any position, which will be a great boon to riders short of storage room.

The double tube back forks have the advantages of rigidity and strength. They are quite straight, thus doing away with the unsightly kinks so common in back forks and do not increase the tread.

During last season there was an influx of American Cycles and one of the greatest points claimed for them is their lightness. We would however point out that in many cases brought to our notice, the machines have been considerably heavier than the weight specified, and where light machines have been supplied, this lightness has been obtained by fitting paltry saddles, guards, brakes, &c., and single tube tyres, no thicker than Path Racing tyres, which give considerable trouble when used on the Road. We can of course supply Machines as light as any American, if fitted in the same style. So far as we know there is no difference between the weight of Steel, etc., in England and America.

Guarantee.

WE give the following guarantee with our machines instead of the guarantee implied by statute, or otherwise, as to the quality or fitness for the purpose of cycling of goods supplied by us ; any such implied guarantee being in all cases excluded. In the case of machines which have been used for " hiring out " purposes no guarantee of any kind is given, or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, and we undertake to make good at any time within a year any defects in these respects in our Cycles. This guarantee does not apply to defects caused by wear and tear, misuse or neglect.

Conditions of Guarantee.

If a defective part be found in any of our machines it must be sent to us by passenger train, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our Guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased, and the date of the purchase.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of senders.

We guarantee only those machines which are bought either direct from us, or from one of our duly authorised agents, who must have a certificate of appointment, and under no other conditions.

We do not guarantee the specialities of other firms, such as tyres, saddles, chains, lamps, gear cases, bells, &c., supplied with our Cycles or otherwise. We endeavour to secure the highest quality of these articles, and the makers whose names usually appear thereon are in nearly every case willing to replace any defective part, and we will at all times furnish the maker's name as a proof of the quality.

The Term Agent

Is used in a complimentary sense only, and those firms whom we style our agents are not authorized to advertise, incur any debts or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us.

Terms of Business.

All Cheques and P. O. O's. to be made payable to Baines & Sons, Limited.

This List is subject to a discount for Cash only. Machines will be sold on the Hire Purchase system at the Prices given.

Railway Transit.

All goods are free at Gainsborough Station and are signed for as being so by the Railway Company. They then become the property of the Purchaser, who pays all charges for carriage, etc. Clients should therefore examine the Machines when received, and if damaged, sign for them as such, and make an immediate claim against the Carriers.

All Machines are sent by Passenger Train, at Company's Risk, unless otherwise specified.

If sent by Goods Train, a Crate will be required, for which we charge 2/6 per machine, which amount will be credited if the Crate is returned to us, in good condition, carriage paid within one month.

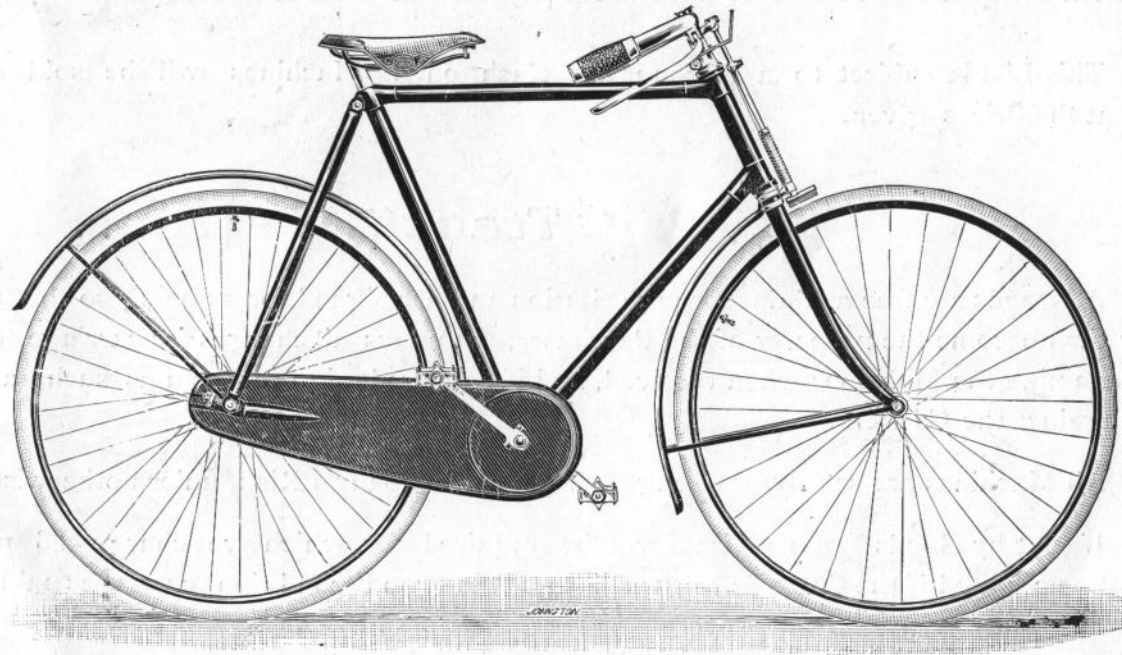
Repairs.

Machines or parts, forwarded to us for repair, must be sent CARRIAGE PAID and advised at the time of despatch.

Charges for repairs are strictly NET, and the amounts charged must be remitted before goods will be allowed to leave our works.

Loose parts, such as Lamps, Bells, Tool Bags, &c., not requiring Repair should be removed from Machine before sending, as we cannot be responsible for loss of same.

Gentleman's No. 1 Ægir.



SPECIFICATION.

SADDLE.—Brook's B 90 or 92.

FRAME.—22½in., 24in. or 26in., length of seat tube.

GEAR.—To order.

GEAR CASE.—Leather Gear case, transparent side.

CRANKS.—6½in. square.

PEDALS.—Combined rubber and rat trap, dust proof.

CHAIN.—Best quality block.

HANDLE BAR.—Rational pattern or to order.

WHEELS.—28in. Hollow rims.

SPOKES.—Tangent.

TYRES.—Dunlop, 1¼in. and 1½in.

BRAKE.—Detachable with rubber block.

GUARDS.—Steel or aluminium.

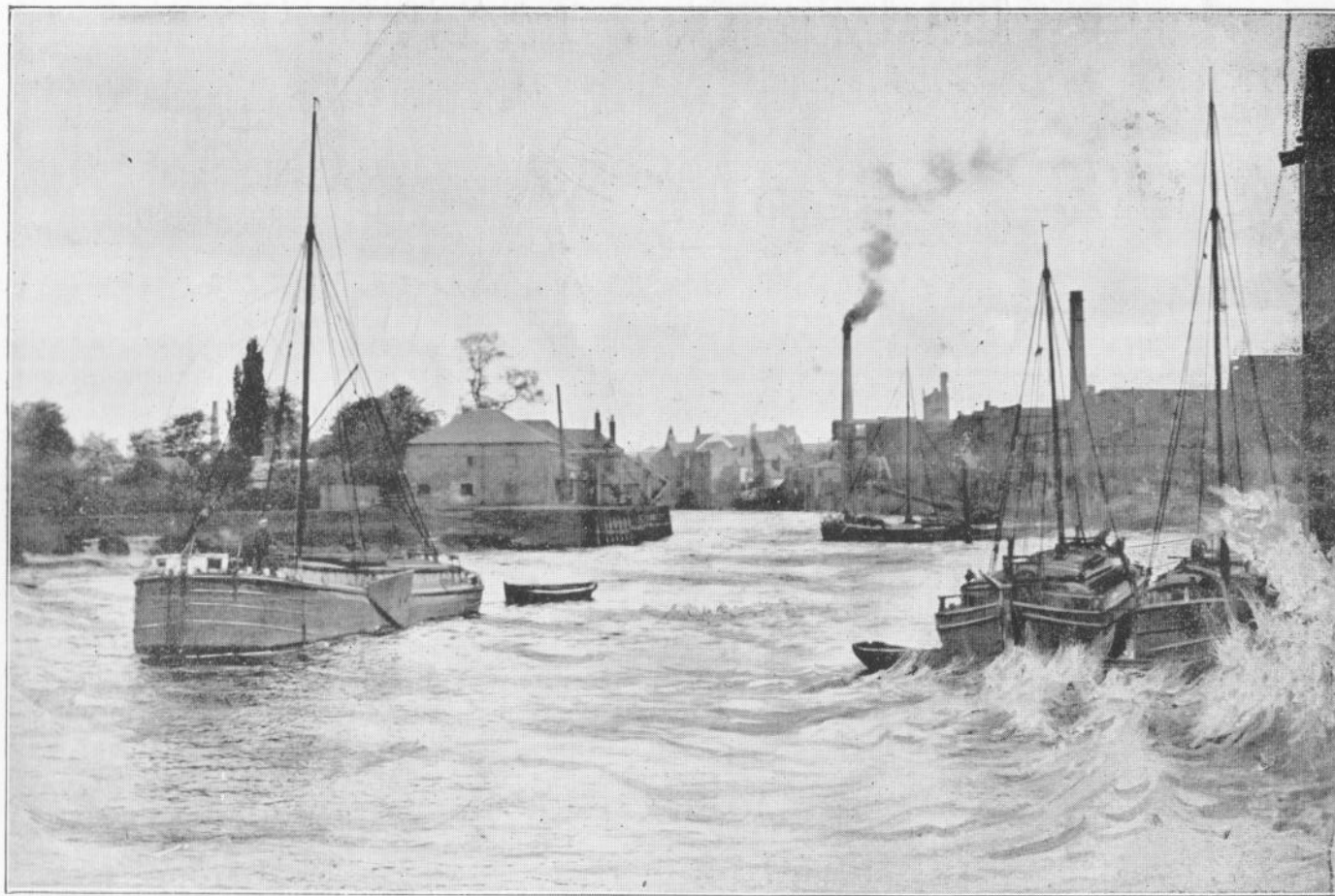
STEERING.—Dust proof with steering lock.

BEARINGS.—All cups and cones made of best cast steel and ground by special machinery after hardening.

FINISH.—Black, lined in 2 colours or in coloured enamels to order.

Standard Pattern.—PRICE £20.

This Machine is also built as a Road Racer, without Brake or Guards. SAME PRICE.



From a Photograph

by Hancock, Gainsborough.

RIVER TRENT AT GAINSBOROUGH.

THIS view was taken when the Ægir or tidal wave was rushing up the river. Tradition says it was from the grounds of the Old Hall, which formerly extended to the river side, that Canute gave that rebuke to his Courtiers which will live to the end of time. The situation of the grounds would favour this supposition, for on the King determining to check the fulsome adoration of his flatterers, it would be easy on the approach of the Ægir to go down to the river side and show his want of power to command the waves.

Lady's No. 1 Ægir.



SPECIFICATION.

SADDLE.—Brook's B 10 special, or B 85.

FRAME.—19in., 22in. or 24in., length of seat tube.

GEAR.—58in. or to order.

GEAR CASE.—Transparent.

CRANKS.—6in. square.

PEDALS.—Special combined rubber and rat trap, dust proof.

CHAIN.—Best block.

HANDLE BARS.—Flat or upraised pattern.

HANDLES.—E.H. with celluloid tips.

WHEELS.—28in. front, 26in. back, hollow rims.

TYRES.—Dunlop.

BRAKE.—Detachable with rubber block.

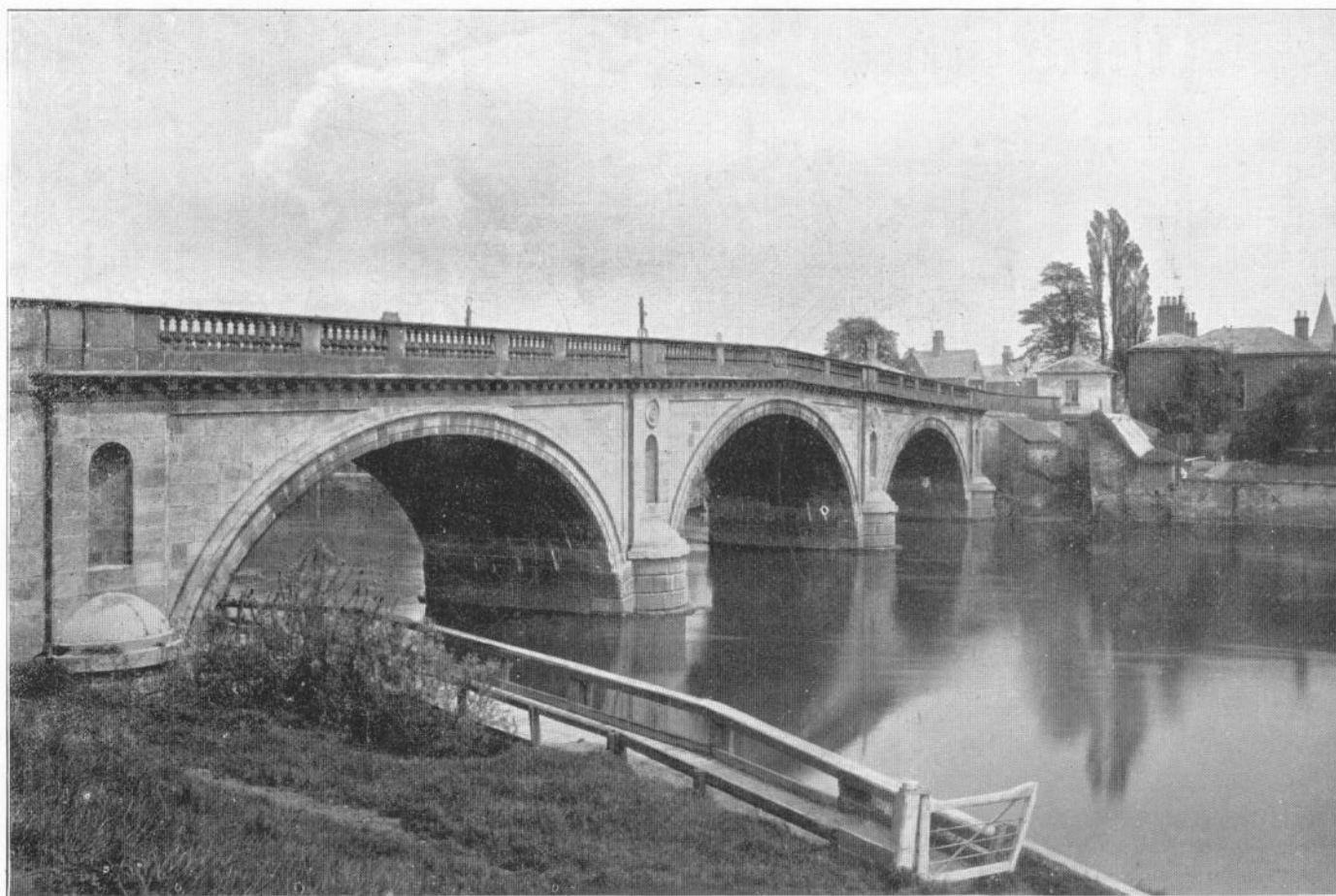
GUARDS.—Best light steel, laced dress guard.

STEERING.—Dust proof with steering lock.

BEARINGS.—All cups and cones made of best cast steel and ground by special machinery after hardening.

FINISH.—Black lined in 2 colours or in coloured enamels to order.

Standard Pattern.—PRICE £20.



From a Photograph

by Poulton & Son, London.

THE TRENT BRIDGE.

OUR Picture is taken from the South West of this famous stone Bridge, built on the site of an ancient Ferry in 1791 by a private company who are entitled to toll from foot passengers and vehicles alike. Cyclists are charged the same rate as foot passengers, namely, one halfpenny each way.

Gentleman's No. 2 Ægir.



SPECIFICATION.

FRAME.—22½in., 24in. or 26in. length of seat tube.
GEAR.—63in.
CRANKS.—6½in. square.
PEDALS.—Rubber or rat trap.
WHEELS.—28in. solid rims.
SPOKES.—Tangent.

TYRES.—Dunlop or other best.
BEARINGS.—All cups and cones made of best cast steel and ground by special machinery after hardening.
FINISH.—Black enamel. Bright parts nickel plated on copper.

Standard Pattern.—PRICE £15.

This Machine is also built as a Roadster with Brake and Guards. SAME PRICE.

Extras for this Machine on page 18.



From a Photograph

by Poulton & Son, London.

THE OLD HALL.



VIEW of the North side showing the Kitchen, Oriel Window and Tower. Tradition says King Alfred was married from this place.

Lady's No. 2 Ægir.



SPECIFICATION.

FRAME.—19in., 22in. or 24in., length of seat tube.

GEAR.—58in.

GEAR CASE.—Leather.

CRANKS.—6in. square.

WHEELS.—28in. and 26in., solid rims.

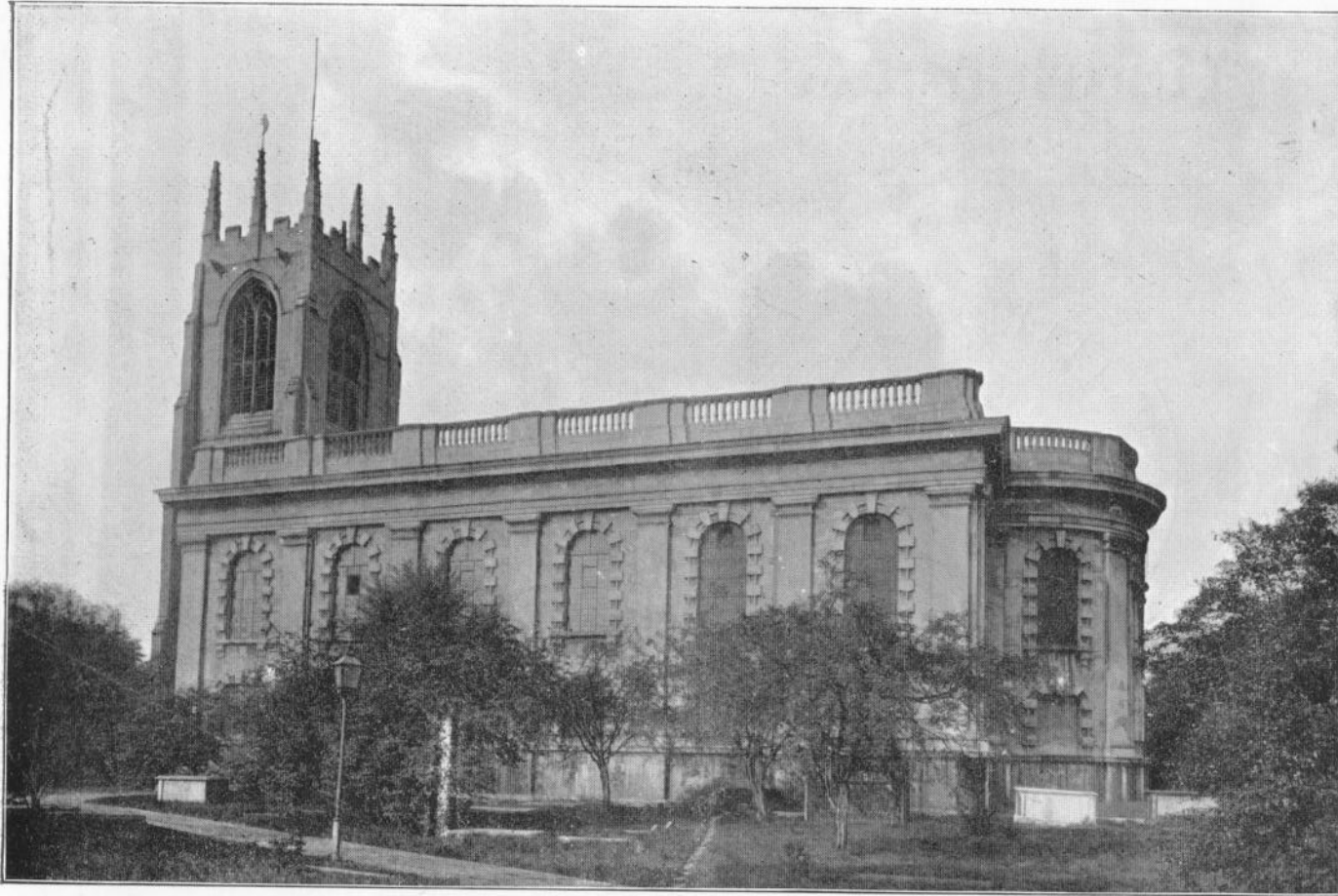
TYRES.—Dunlop or other best.

BEARINGS.—All cups and cones made of best cast steel and ground by special machinery after hardening.

FINISH.—Black enamel Bright parts nickel plated on copper.

Standard Pattern.—PRICE £15 15s.

Extras for this Machine on page 18.



From a Photograph

by Poulton & Son, London

PARISH CHURCH.

OUR illustration is from the south east of the church dedicated to All Saints. The tower dates from the 13th century. The body of the church (which is the third) was re-built about 1745.

Gentleman's Popular Ægir.



SPECIFICATION.

FRAME.—22½in. or 24in. length of seat tube.
 CRANKS.—6½in. square.
 PEDALS.—Rubber.
 CHAIN.—Block.

SPOKES.—Tangent.

WHEELS.—28in. solid rims.

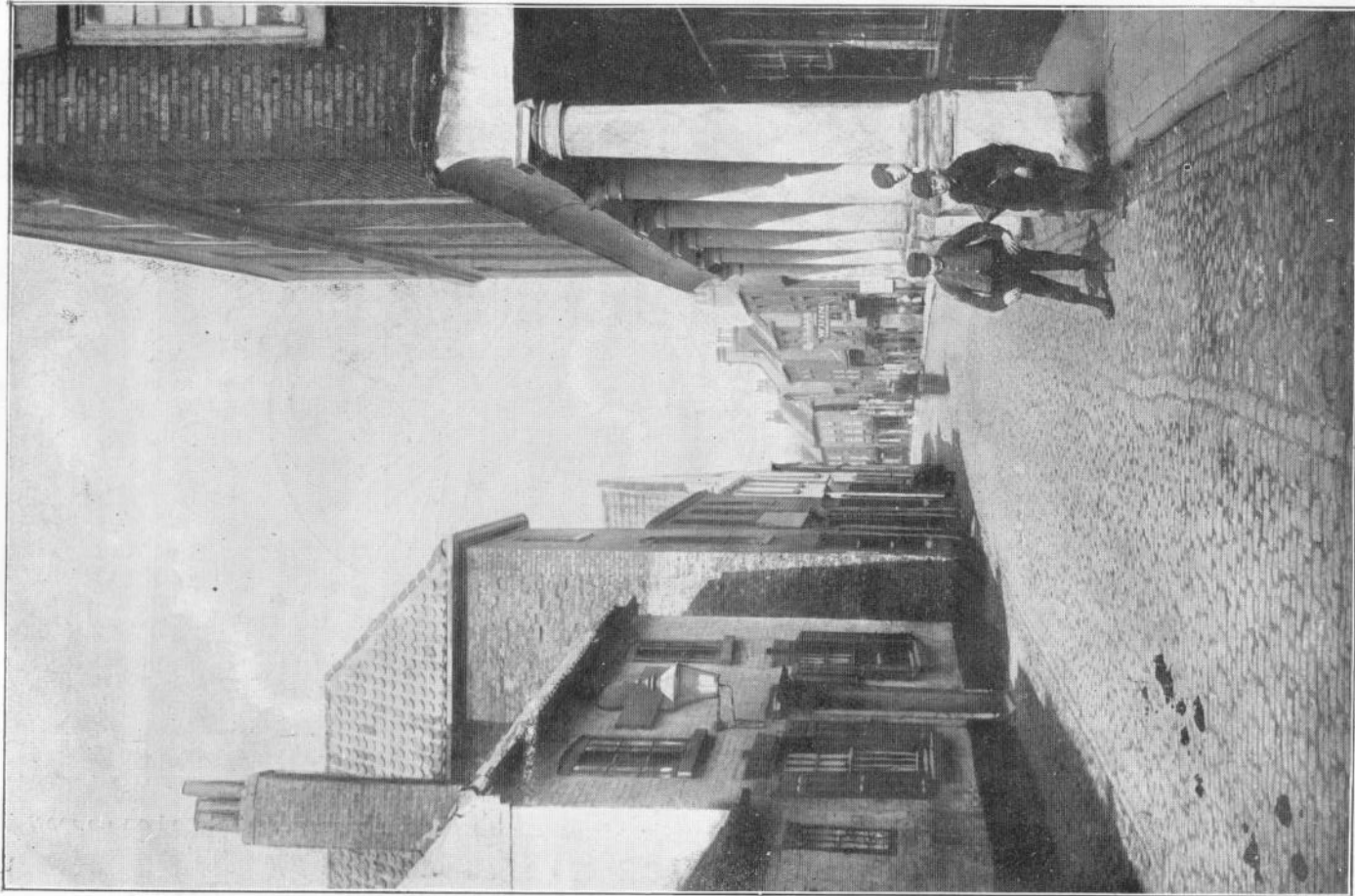
TYRES.—Beeston, Clincher, or Standard.

FINISH.—Black enamel, bright parts nickel plated on copper.

Standard Pattern.—PRICE £12. Fitted with Cushion Tyres, £8 10s.

This Machine is also built as a Roadster with Brake and Guards. SAME PRICE.

Extras for this Machine on page 18.



From a Photograph

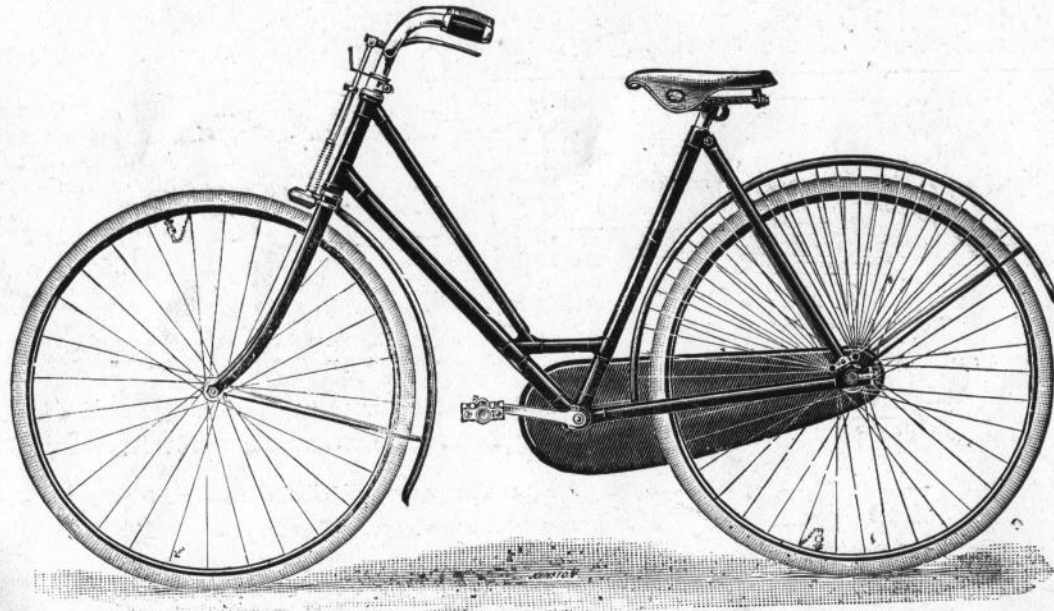
by Poulton & Son London.

PILLARED HOUSE.

FINE old house situate in Bridge Street, Gainsborough, built about
1670.

A

Lady's Popular Ægir.



SPECIFICATION.

FRAME.—19in. and 22in. length of seat tube.
 CRANKS.—6in. square.
 PEDALS.—Rubber.
 CHAIN.—Block.

GEAR CASE.—Bransom.
 WHEELS.—28in. and 26in. solid rims.
 TYRES.—Beeston, Clincher, or Standard.
 FINISH.—Black enamel, bright parts-nickel plated on copper.

Standard Pattern.—PRICE £12 15s.

Extras for this Machine on page 18.



From a Photograph

by Hancock, Gainsborough.

A VIEW IN THE ANCIENT VILLAGE OF LEA.

THIS Scene is well known to local cyclists, and was a place of rest and refreshment to many a rider in the solid tyre age. The old lady is doubtless exclaiming at the splendid appearance of a lady mounted on a new Ægir cycle who is riding past.

List of Extras.

	GENT'S NO. 2.	LADY'S NO. 2.	GENT'S POPULAR.	LADY'S POPULAR.
LEATHER GEAR CASE ...	12/6	—	12/6	—
SEMI TRANSPARENT GEAR CASE ...	18/-	5/-	18/-	5/-
ENAMELLING IN COLORS ...	15/-	15/-	£1	£1
LINING IN TWO COLORS OR GOLD ...	7/6	7/6	10/-	10/-
HOLLOW RIMS ...	15/-	15/-	15/-	—
PEDALS RAT TRAP ...	—	—	5/-	—

Railway Rates.

The following are the charges made by the M.S. & L., G.N. & G.E. Railway Companies for the carriage of
CYCLES AS PASSENGER'S LUGGAGE AT OWNER'S RISK.

Any distance not exceeding 12 miles	...	...	6d.
„ over 12, but not exceeding 25 miles	...	...	9d.
„ „ 25, „ 50 „	...	...	1/-
„ „ 50, „ 75 „	...	...	1/6.
„ „ 75, „ 100 „	...	...	2/-
and 6d. extra for each additional 50 miles.			

AS PARCELS AT OWNER'S RISK.

Any distance up to, but not exceeding 50 miles	...	...	1/6.
„ over 50, „ 75 „	...	...	2/3.
„ „ 75, „ 100 „	...	...	3/-
and 9d. extra for each additional 50 miles.			

Mints to Riders of Aegir Cycles.

Cleaning.—Never wash your machine with the hose pipe or sluice it with water. This means rust in the ball bearings. When the machine is muddy, wipe over first with a very oily cloth, then again with a soft clean one. This leaves the plating and enamelling bright.

Bearings.—Never allow any of the ball bearings to get loose, always keep them well adjusted. This requires care and if you do not know how to do it, we recommend you to allow some competent person to show you. The Hubs in the Ægir Cycles are adjusted by means of the collar on the left hand side or side opposite the chain. Slack back the nut on end of axle and then turn the collar a little way round, until the wheel is tight, then tighten up the nut on axle again.

The crank bracket is adjusted by first slackening the small screw at the bottom side of the bracket and then tighten up the cup, by means of the pin hole spanner provided, when sufficiently tight, tighten up the locking screw again.

Oiling.—This should be done about every 100 miles, it is not advisable to flood the bearings with oil, as any excess of oil is liable to run down the spokes and damage the tyre.

Position of Handle Bar.—The bar should be at such a height as to allow the rider to sit upright with the arms straight.

Position of Saddle.—Do not ride with the Saddle too high, it is most uncomfortable and it is impossible to use your full power in doing so. To get the correct height, place the foot under the pedal when it is at its lowest point, and if this can be done comfortably when on the seat it is about right.

Chain.—Never allow this to get too loose as it is dangerous, neither allow it to be too tight, as this means hard work. A little play or back-lash is best.

General.—It is impossible to give here, full details for the care of your machine, but we shall always be pleased to give the fullest information, and we advise you to have your machine periodically over-hauled by a competent repairer.

Points for Cyclists.

A Cycle is a "carriage" within the legal meaning of the word, and the rider is therefore responsible for the control of his machine in the same way as the driver of a carriage, and is liable for any damage caused by wilful negligence, recklessness or carelessness.

The absence of a brake and bell, or other means of giving warning is strong evidence against the Cyclist in case of an accident.

A Cyclist is legally bound, under penalty to carry a light from one hour after sunset, until one hour before sunrise, and also to give audible and sufficient warning when OVERTAKING any passenger or vehicle on the road.

Where two or more Cyclists are racing or riding furiously upon the road, each of them is liable for the result of an accident caused by any one of them.

The "rules of the road" in Cycling are the same as for carriages. 1. In meeting, keep to the left. 2. In overtaking, pass on the right.

There is no legal "law of the road," but the non-observance of the well-recognised rule throws upon the rider the onus of exercising more care and diligence to avoid collision with others. Foot passengers are not required to observe the rule of the road, nor are they restricted to the use of the footpath if there is one, but they have equal rights on the road with Cyclists.

Led horses should always be passed on the "off" side, *i.e.*—that on which the attendant walks.

Caution should always be used when approaching a street crossing, or the entrance to a bye street or road.

Riding at an improper pace or without having the machine under proper control or without exercising great caution where necessary, *e.g.*—in turning a sharp corner, or entering a crowded thoroughfare, will constitute contributory negligence, and bar the Cyclist's remedy in case of a "running down" accident.

It is the duty of the Highway Authorities to keep the road in a condition safe for all kinds of traffic and in a proper and sufficient state of repair for the lightest kind of traffic passing over it.

The Authority liable for the maintenance of the road is responsible for an accident caused by dangerous obstacles on the road—a projecting water-plug or a sewer grating, so fixed that a Cyclist would be thrown from his machine by his wheel coming in contact with it, but it has been held that the Company by whom the plug was fixed, is only liable in case it is not kept in perfect order.

Cases of projecting plugs or tram-lines and dangerous sewer gratings should be at once reported to the N.C.U., and in case of a claim arising through an accident caused thereby, one month's notice of action must be given to the responsible authority, and that notice must expire within three months from the date of the accident.

It is illegal to ride on any path set aside for foot passengers even when the roadway is unpleasant for the Cyclist to ride on.

An Hotel keeper is not liable for the loss of a Cycle belonging to a person using his Hotel, unless it was given into his care for safe custody, *i.e.*—placed in a room or building provided for the purpose.

