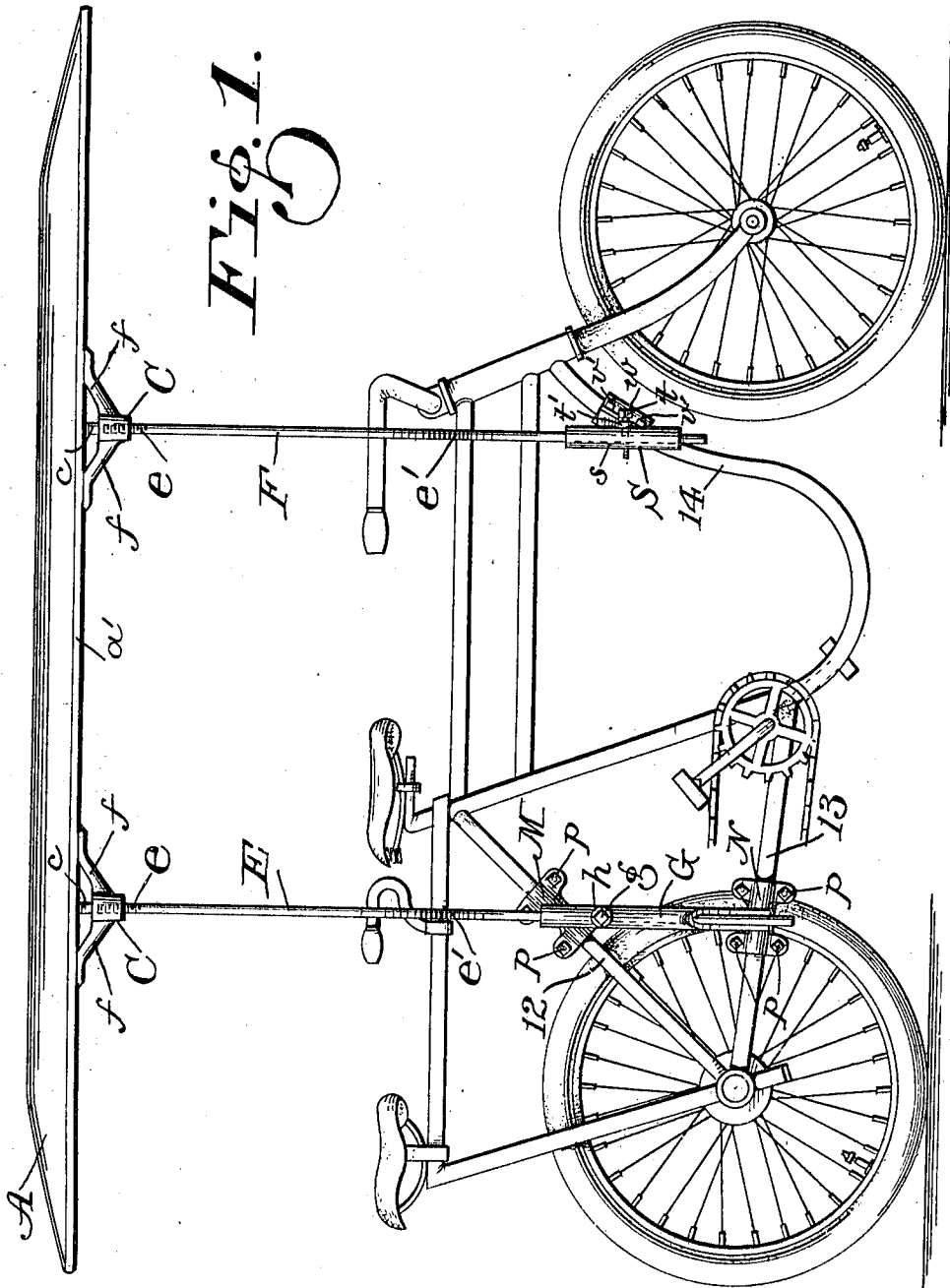


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CANOPY ATTACHMENT FOR MOTOR CYCLES
APPLICATION FILED JAN. 28, 1911.

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Patented Apr. 4, 1911.

2 SHEETS—SHEET 1.



WITNESSES:

Bessie E. Jolley.
William F. Hayn.

INVENTOR:

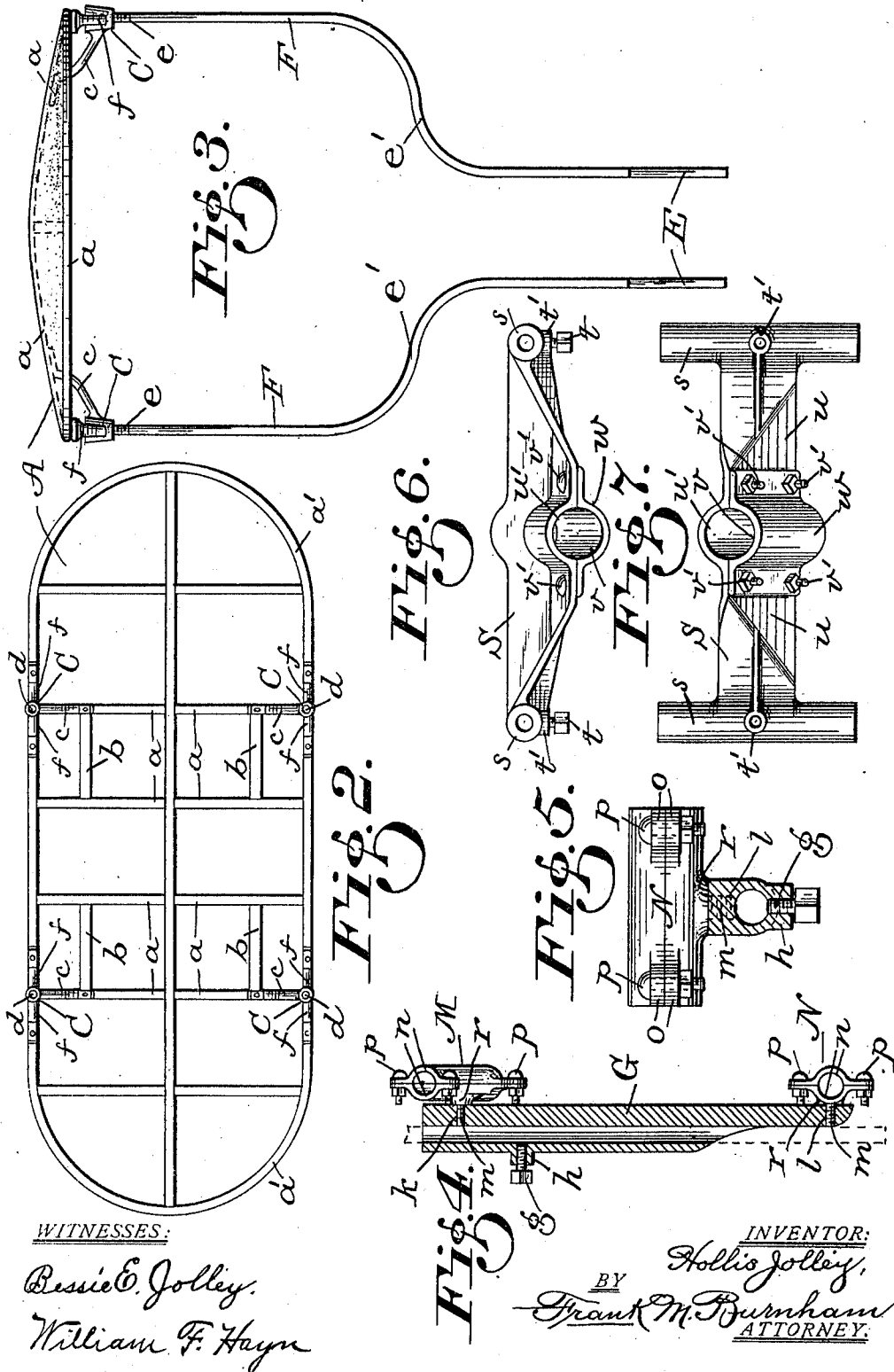
BY Hollis Jolley,
Frank M. Burnham
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UNITED STATES PATENT OFFICE.

HOLLIS JOLLEY, OF DAYTON, OHIO, ASSIGNOR OF ONE-HALF TO JAMES I. BRANIN, OF DAYTON, OHIO.

CANOPY ATTACHMENT FOR MOTOR-CYCLES.

988,349.

Specification of Letters Patent.

Patented Apr. 4, 1911.

Application filed January 28, 1911. Serial No. 605,234.

To all whom it may concern:

Be it known that I, HOLLIS JOLLEY, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Canopy Attachments for Motor-Cycles, of which the following is a specification.

My invention relates to a "canopy attachment for motorcycles."

Some of the principal objects or purposes of this invention consists; in providing a canopy or top covering more especially and particularly designed to be suspended over motorcycles, bicycles and similar vehicles; for protecting and shielding the rider from the effects of the sun's rays and from rain and snow, or like unsettled conditions of the weather. Also, to provide a device of this kind that is readily attached in or detached out of position; is adjustable to constructions of slightly varying forms and dimensions; is strong and durable; simple in construction; and composed of few parts; and which can be manufactured at a small cost and is therefore quite inexpensive.

My invention consists essentially, referring briefly and in general terms to the device, of the very peculiar construction, arrangement and combination of the various mechanical parts or elements and minor details thereof, as will be hereinafter fully and elaborately described in detail and set forth in the subjoined claims, all in accordance with the statutes in such cases made and provided therefor.

Referring to the accompanying drawings constituting a formal part of this specification, and illustrating the objects and principles of the invention and the construction of my canopy attachment for motorcycles, and wherein the same reference letters and numerals are utilized to indicate the same parts wherever occurring throughout the several views:—Figure 1, is a side elevation of a motorcycle—tandem form—with the engine removed and having my canopy attachment connected thereto in operative position, thereby illustrating the practical application of the invention. Fig. 2, is a plan view of the underside of the canopy. Fig. 3, is a front elevation of the canopy and its four standards. Fig. 4, is an end view par-

tially in section of one of the rear sleeves and its supporting clamps; and Fig. 5, is a plan view—partially in section,—of the sleeve and its lower clamp shown in Fig. 4, on a slightly enlarged scale therefrom. Fig. 6, is a plan view of front double supporting socket; and Fig. 7, is front elevation of double supporting socket as shown in Fig. 6.

In describing my said invention specifically, and referring in detail to the various mechanical parts or features of construction of the device, as pointed out in the drawings by means of the reference characters as aforesaid:—A refers to the canopy or top, the covering of which may be formed out of a suitable grade of strong, light weight oil-cloth, or other like tough material adapted to shed rain or moisture, secured over any preferred style or shape of frame *a'*—one form of which is more particularly shown in Fig. 2,—and having ribs *a* so shaped that said canopy-top will have a gradual slope or incline on each side from the center, also slightly at the ends. Near the outer edge of each side of said canopy—as fully shown in Fig. 2, may be located between ribs *a*, bearing-strips *b* adapted to receive the foot of brace *c* of the four brackets *C*, each of which is provided with an eye *d* adapted to receive the screw-threaded end *e*, of one of the four standards or uprights by which the canopy is supported; there being two rear standards *E*—one for each side;—and two front standards *F*—one on each side;—see Fig. 3, each of said standards being bent in a compound curve at *e'*, so that each pair will have the proper space or distance apart at the top and base as desired for the purpose intended; while the foot of each of the legs *f* of said brackets are firmly secured to said canopy frame *a'*.

It will be understood that for the usual or ordinary sized motor-cycle frame, the foot of each brace *c* will be secured to rib *a*; but for the purpose of adapting the canopy to motorcycle frames of various constructions and dimensions when necessary, by locating each of said brackets and its standard or upright, whether the rear or front or both pairs of standards in the proper position; I provide the bearing-strips *b*; to which in this instance I now secure the foot of bracket-braces *c*.

The lower portion of each of the two rear standards or uprights E, are held and supported vertically adjustable in a supporting sleeve G, by means of a set screw *g* which rests and moves in boss *h* of said sleeve. Supporting sleeves G—which of course are located one on each side of the rear wheel,—are each further provided with screw-threaded eyes at *k* and *l*, adapted to receive the screw shank *m* of an upper and lower sectional retaining clamp M and N respectively. Said clamps, which are both alike, have the inner face of each section or half formed with a concavity or groove *n*, as fully shown in Figs. 4 and 5, and are formed with ears *o* through each of which is passed a bolt *p* having a nut by which means said clamps can be adjustably clamped or connected to the portions 12 and 13 of the motorcycle frame. The section of said clamps from which extends shank *m*, are each formed at base of said shank with a bearing boss or swell *r*, adapted to abut against the sleeve when in operative position. It will here be observed that by means of said bolts and nuts, also said shanks, clamps M and N can be made adjustable to portions 12 and 13 of slightly varying size and degrees of inclination, it of course being understood that as portions 12 and 13 are repeated on each side of the rear wheel, there will be located one of said sleeves on each side thereof, thus supporting both of the two rear standards as heretofore referred to.

The two forward standards or uprights F, each have their lower portion supported or held vertically adjustable in one of the sockets *s*, of front double supporting socket S, by means of a set screw *t* which rests and moves in boss *t'* of socket *s*. Front double supporting socket S, has its body portion which connects sockets *s*,—for the purpose of lightness and economy, somewhat web shaped as shown in Figs. 6 and 7, and formed with an inclined face *u* having a semi-circular concavity *u'*, over which rests a similar semi-circular concavity *v* of clamping member *w*, which when adjustably connected to said inclined face by means of bolts *v'* having retaining nuts, will leave an opening as shown in Figs. 6 and 7, in which is firmly but adjustably clamped the curved or goose necked single forward member 14 of the motorcycle frame; thus bringing one of said sockets on each side of the front wheel, and spaced the proper distance one from the other for the reception of said forward standards.

Having thus described my canopy attachment for motorcycles—in connection with

the illustrations,—as my invention and as new:—

I claim—

1. The combination in a canopy attachment for motorcycles, of a canopy-portion for covering said motorcycles; standards detachably connected to said canopy-portion; sleeves for adjustably supporting the rear standards; upper and lower clamps for adjustably connecting said sleeves to the motorcycle frame; and a double supporting socket adapted to adjustably support the forward standards, and provided with a clamping section for adjustably connecting said double socket to the front member of the motorcycle frame; all substantially in the manner and for the purposes described.

2. A canopy attachment for motorcycles, etc., having a canopy-top provided with brackets; uprights removably connected to said brackets for supporting said canopy-top; sleeves adjustably supporting two of said uprights; sectional clamps for adjustably connecting said sleeves to the motorcycle frame—one on each side thereof; a double supporting socket for adjustably supporting the other two of said uprights—one on each side of the wheel; and a clamping member adjustably attached to said double socket for adjustably connecting same to the forward member of the motorcycle frame; all substantially as described.

3. A canopy attachment for motorcycles, comprising the following parts or mechanical elements of construction,—to wit: a canopy-top provided with rear and forward brackets; rear and forward standards adapted to detachably engage said brackets; rear supporting sleeves each provided with a set-screw for adjustably supporting said rear standards; sectioned clamps adjustably and removably connected to said sleeves—the sections of each clamp when assembled forming an opening sufficient to engage portions of the motorcycle frame, and connecting said clamps adjustably to said frame portions; a double supporting socket provided with a socket at each side for adjustably supporting the forward standards, the body of said double supporting socket adapted to receive a clamping member for adjustably connecting and supporting same from the single front member of the motorcycle frame; all substantially as described.

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

HOLLIS JOLLEY.

Witnesses:

WILLIAM S. RHOTEHAMEL,
ALLEN C. McDONALD.