A. W. EDWARDS.

MOTOR CYCLE ATTACHMENT.

APPLICATION FILED AUG. 3, 1909.

958,607. **Patented May 17, 1910.**

Fig. 1.

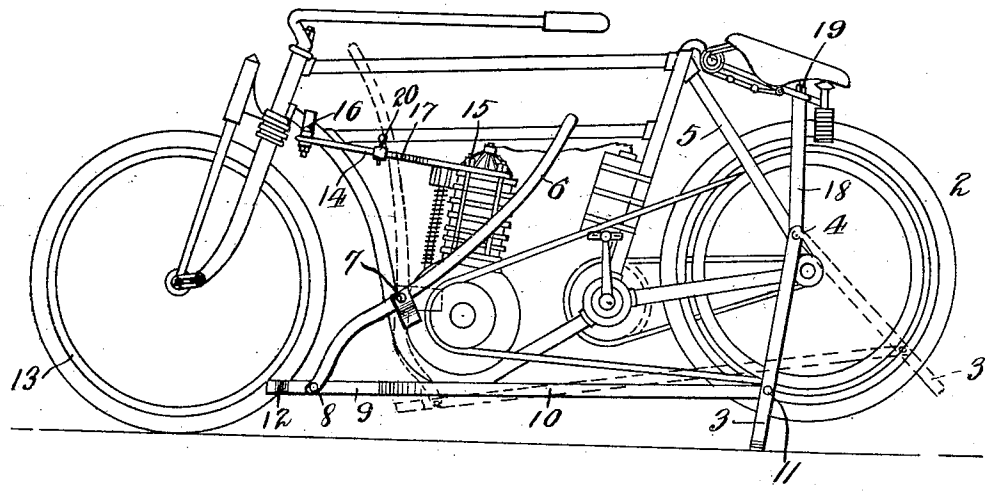


Fig. 2.

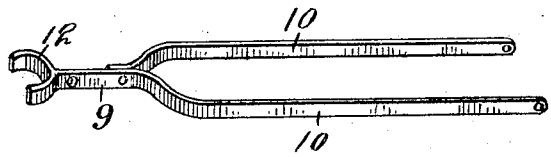


Fig. 3.

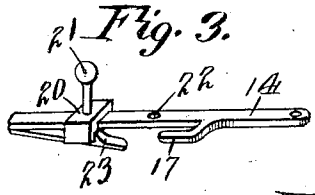


Fig. 4.

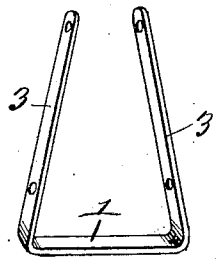
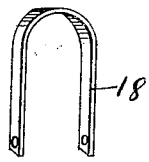


Fig. 5.



Witnesses

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MOTOR-CYCLE ATTACHMENT.

958,607. Specification of Letters Patent. Patented May 17, 1910.

Application filed August 3, 1909. Serial No. 510,982.

To all whom it may concern:

Be it known that I, ARTHUR W. EDWARDS, a citizen of the United States, residing at Chatham, in the county of Barnstable and State of Massachusetts, have invented new and useful Improvements in Motor-Cycle Attachments, of which the following is a specification.

This invention relates to motor-cycle attachments, the object of the invention being to provide a folding stand adapted to be attached to a motor-cycle for the purpose of supporting the motor-cycle with the rear driving wheel out of contact with the ground when the machine is not in use, combined with operating means enabling the driver of the machine to swing the supporting stand out of contact with the ground and allow the driving wheel of the machine to rest and operate in contact with the ground, while the driver is in the saddle and without the necessity of dismounting.

With the above and other objects in view the invention consists in the novel construction, combination and arrangement of parts herein fully described, illustrated and claimed.

In the accompanying drawings:—Figure 1 is a side elevation of a motor-cycle showing the improved stand and operating means therefor applied. Fig. 2 is a detail perspective view of the forked connecting rod. Fig. 3 is a detail perspective view of the keeper. Fig. 4 is a similar view of the stand proper. Fig. 5 is a similar view of the saddle bar brace.

In carrying out the present invention I employ a stand such as is shown in detail in Fig. 4 the same comprising a bottom or body portion 1 adapted to rest upon the ground and support the driving wheel 2 of a motor-cycle out of contact with the ground, and a pair of upwardly converging arms 3 which are pivotally connected at 4 to the frame of the motor-cycle and preferably to the rear braces 5 of said frame so as to adapt the stand to swing to either of two positions illustrated by full and dotted lines in Fig. 1.

The operating mechanism for the stand comprises an operating hand lever 6 which is fulcrumed at 7 on the frame of the motor-cycle and is pivotally connected at its lower end at the point 8 with a forked connecting rod 9, the arms or blades 10 of which are pivotally connected at their rear extremities to the arms 3 of the stand at the points 11. The rod 9 extends forward in advance of the pivot point 8 where it terminates in a substantially semi-circular brake shoe 12 adapted to embrace and engage frictionally the tire of the front or steering wheel 13 of the motor-cycle as illustrated in Fig. 1.

14 designates a keeper in the form of a bar having the rear end thereof fastened to the top of the motor cylinder by means of one of the cylinder head bolts as shown at 15 while the forward end of said keeper is secured to the frame of the motor-cycle by means of a clip 16. On its outer side the keeper is provided with a lip 17 behind which the hand lever 6 is adapted to engage and by means of which it is held in a forward position indicated by dotted lines in Fig. 1, in which dotted line position, the stand is held backward as shown by dotted lines in Fig. 1, thus allowing the driving wheel to rest upon and operate in contact with the ground.

18 designates an inverted U-shaped brace the central portion of which connects to the saddle bar 19 and the lower extremities of which are connected to the rear braces 5 of the motor-cycle frame by means of the same pivots 4 which connect the arms 3 of the stand to the frame.

From the foregoing description it will be understood that with the parts of the device arranged as shown in full lines in Fig. 1, the driver may mount the machine and start the motor. After the motor is started, by pressing forward on the hand lever 6, he may throw the supporting stand to its rearward position indicated by dotted lines in Fig. 1 and as soon as the driving wheel 2 of the machine rests upon the ground, the machine will start forward under the impulse of the engine.

In order to prevent the lever 6 from jumping out of engagement with the keeper, I provide a slide or stop 20 adapted to be slid toward and away from the lip 17 and to be held in such position by means of a pin 21 adapted to pass through a hole 22 in the keeper bar. This prevents the lever from moving outward from behind the lip 17. When the slide 20 is pushed forward it is engaged by a depressible spring catch 23 and held in such position until needed.

I claim:

1. The combination with a motor-cycle, of a supporting stand pivotally connected to

the machine frame, an operating hand lever fulcrumed on the machine frame and arranged within reach of the driver while in the saddle, and a connecting rod pivotally connected to said lever and to the stand, said rod being provided at its forward end with a brake shoe adapted to rest in contact with the steering wheel of the machine.

2. The combination with a motor-cycle, of a supporting stand pivotally connected to the machine frame, an operating hand lever fulcrumed on the machine frame and arranged within reach of the driver while in the saddle, a connecting rod interposed between said lever and stand, a keeper bar connected with the machine frame and provided with a forwardly projecting lip, a slide movable on said bar toward and away from said lip, and means for fastening said slide, substantially as described.

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

ARTHUR W. EDWARDS.

Witnesses:

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