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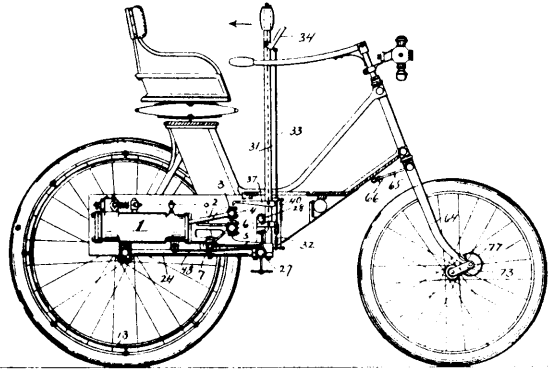
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INVENTIONS PATENTED.

NOTE.—Patents are granted for 18 years. The term of years for which the fee has been paid, is given after the date of the patent.

No. 58,845. Motorcycle. (*Motocycle.*)



58845

Max E. Hertel, Chicago, Illinois, U.S.A., 1st February, 1898; 6 years. (Filed 17th January, 1898.)

Claim.—1st. In a motorcycle, the combination with a vehicle, and a motor carried thereby, of gearing for transmitting motion from the motor to the driving-wheel, said gearing including a two-part shaft, two cog-wheels, one carried by each part of said shaft, a wrist-pin carried by and connecting the cog-wheels eccentrically, a counter shaft and pinions carried by the counter shaft and gearing with the cog-wheels, substantially as set forth. 2nd. In a motorcycle, the combination with a vehicle and a motor carried thereby, of gearing for transmitting motion from the motor to the driving-wheel, said gearing including separable co-operating members and a shaft carrying one of said members and having a universal joint, a movable box in which said shaft is journaled, and means for moving the box and thereby separating or bringing together the separable, co-operating members of the gearing, substantially as set forth. 3rd. In a motorcycle, the combination with a vehicle and a motor carried thereby, of gearing for transmitting motion from the motor to the driving-wheel, said gearing including two co-operating members having frictional engagement with each other, one of said members consisting of a wheel constructed of two discs one of which has a hub upon which the other fits and is movable endwise,

and a spring for forcing them toward each other, substantially as set forth. 4th. In a motorcycle, the combination with a vehicle and a motor carried thereby, of gearing for transmitting motion from the motor to the driving-wheel, said gearing including a shaft having its axis disposed eccentrically with relation to the driving-wheel, a friction-wheel slidably mounted thereon, means holding the wheel against rotary motion relatively to the shaft, and a circular member carried by the driving-wheel with which the friction-wheel has frictional engagement whereby the friction-wheel may slide upon its shaft to accommodate itself to variations in the position of the circular member, substantially as set forth. 5th. In a motorcycle, the combination with a vehicle, a motor carried thereby, and gearing for transmitting motion from the motor to the driving-wheel, said gearing including a member carried by the driving-wheel, and a member adapted to co-operate therewith, the latter member being movable into and out of engagement with the former, of a brake-shoe, means connecting it with the movable member aforesaid, and means for operating them, substantially as set forth. 6th. In a motorcycle, the combination with a vehicle, a motor carried thereby, gearing for transmitting motion from the motor to the driving-wheel, said gearing including a circular member carried by the driving-wheel and a friction-wheel adapted to co-operate therewith, of a brake-shoe, means connecting it with the friction-wheel, and means for moving the brake-shoe and friction-wheel, substantially as set forth. 7th. In a motorcycle, the combination with a vehicle, and a motor carried thereby, of gearing for transmitting motion from the motor to the driving-wheel, said gearing including a friction ring carried by each of the driving-wheels, a movable friction-wheel arranged in operative relation to each of said rings, a single hand lever, and means connecting it with both of the friction-wheels, whereby they may be moved into and out of engagement with the friction rings, substantially as set forth. 8th. In a motorcycle, the combination with a vehicle, and a motor carried thereby, of gearing for transmitting motion from the motor to the driving-wheels, said gearing including a friction ring carried by each of the driving-wheels, and a movable friction-wheel arranged in operative relation to each of the friction rings, a brake-shoe arranged in operative relation to each of the driving-wheels, a single hand lever and means connecting it with both of the friction-wheels and both of the brake-shoes, substantially as set forth. 9th. In a motorcycle, the combination with a vehicle, a motor carried thereby, and gearing for transmitting motion from the motor to the driving-wheel, of a governor, and hand mechanism for operating the valve of the motor, the valve gearing having a part common to and connected with both the governor and the hand mechanism aforesaid, substantially as set forth. 10th. In a motorcycle the combination with a vehicle, a motor carried thereby, and gearing for transmitting motion from the motor to the driving-wheel, of mechanism for throwing the motor into and out of gear with the driving-wheel, mechanism for starting the motor, and a single hand lever common to both of said mechanisms, substantially as set forth. 11th. In a motorcycle, the combination with a vehicle, a motor carried thereby and gearing for transmitting motion from the motor to the driving-wheel, of mechanism for throwing the motor into and out of gear with the driving-wheel, mechanism for starting the motor, brake mechanism, and a single hand lever common to all of these mechanisms, substantially as set forth. 12th. In a motorcycle, the combination with a vehicle, a motor carried thereby, and gearing for transmitting motion from the motor to the driving-wheel, of mechanism for throwing the motor into and out of gear with the driving-wheel, mechanism for starting the motor, a single hand lever common to both these mechanisms, a valve for controlling the supply of fuel to the motor, and hand mechanism associated with the hand lever aforesaid for operating the valve, substantially as set forth. 13th. In a motorcycle, the combination with a vehicle, a motor carried