

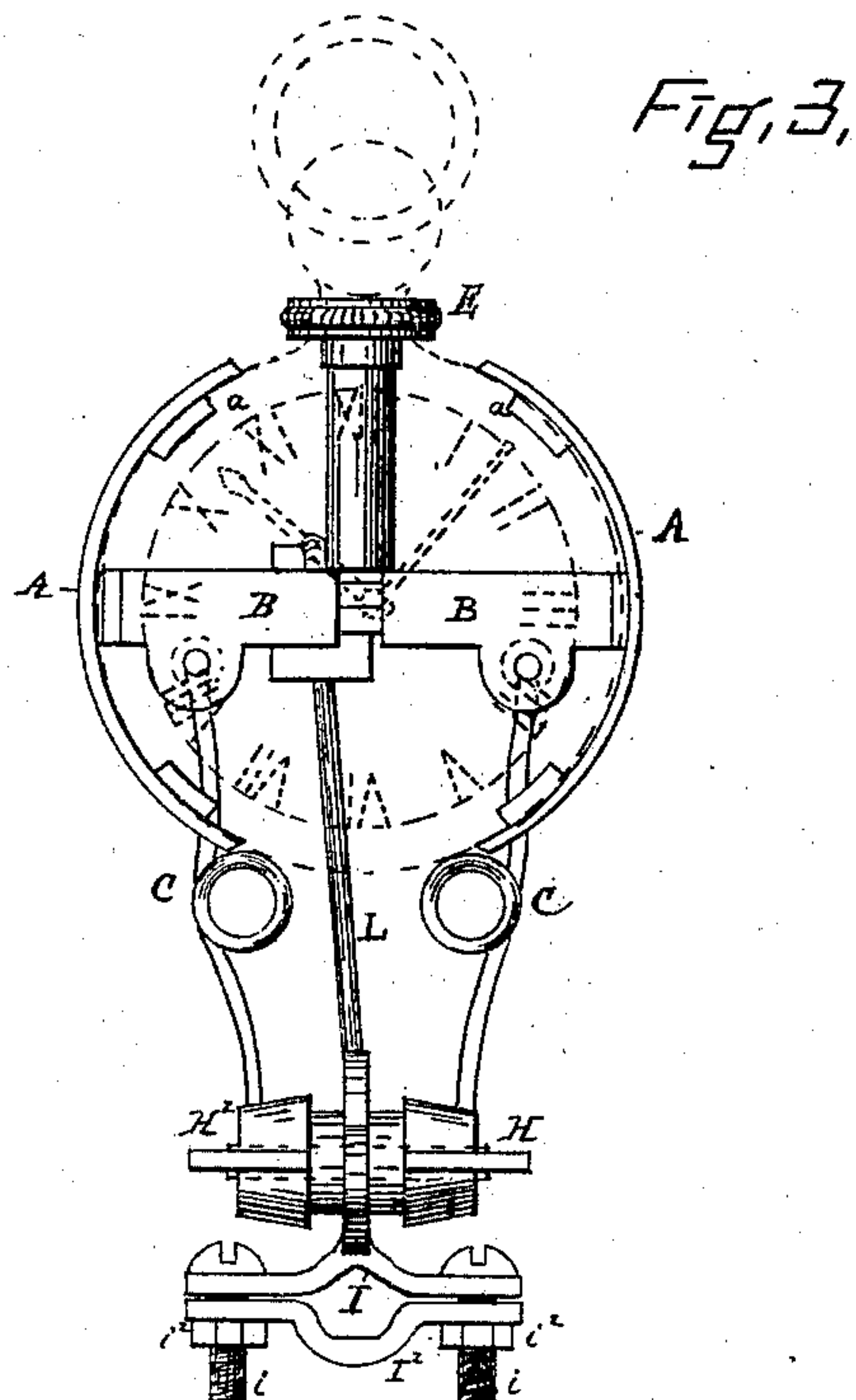
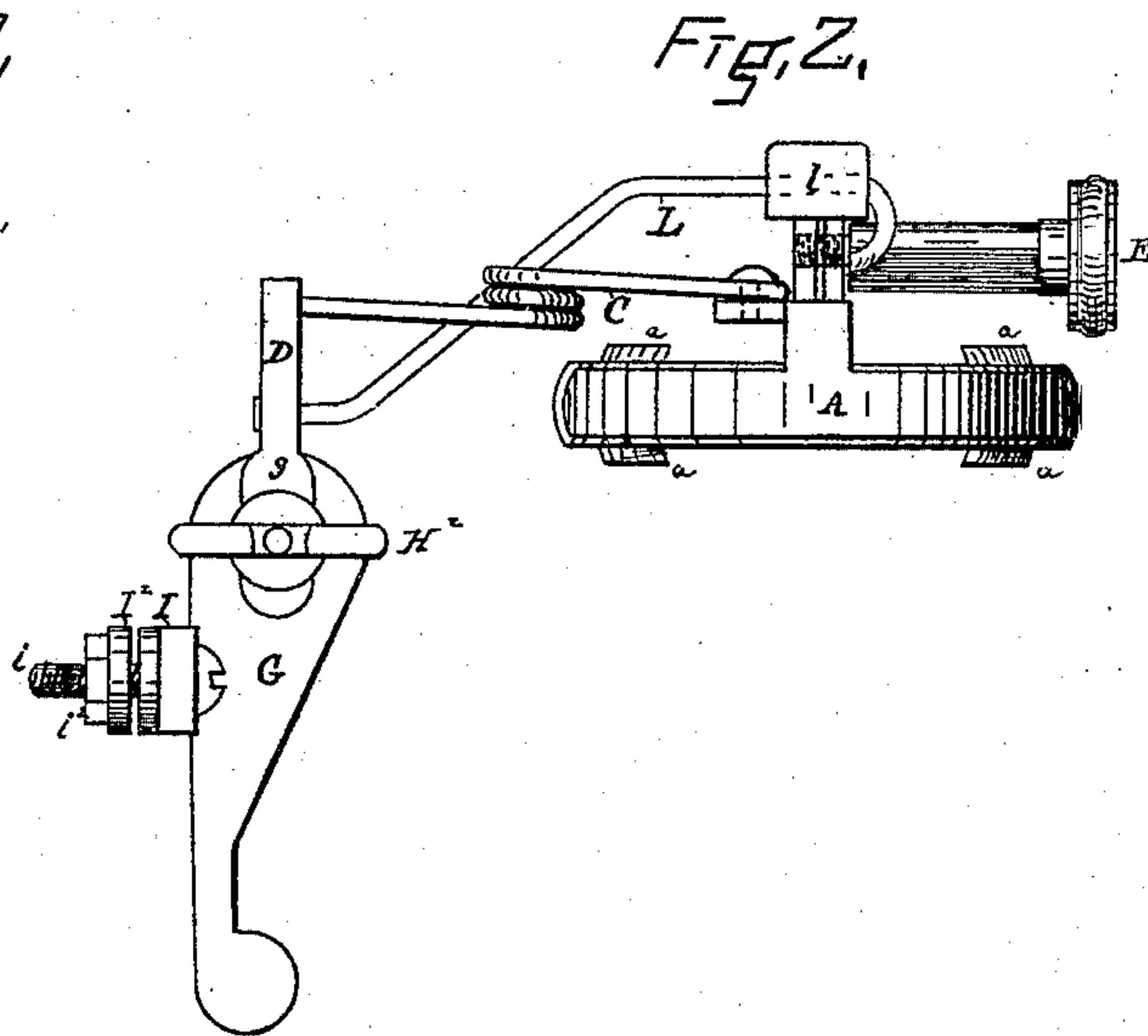
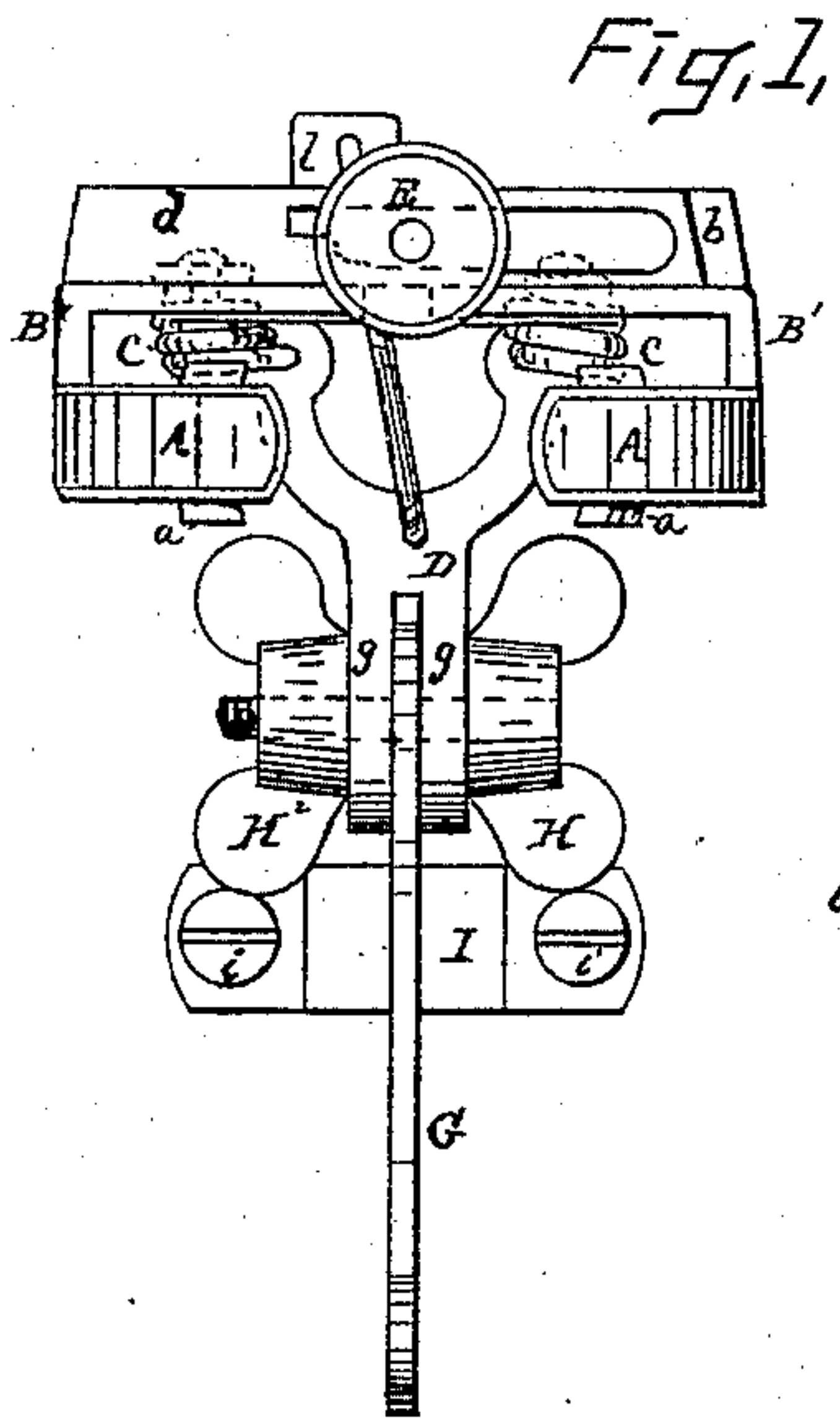
(No Model.)

J. FOLEY, Jr.

WATCH BRACKET FOR VELOCIPEDES.

No. 369,702.

Patented Sept. 13, 1887.



WITNESSES,
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UNITED STATES PATENT OFFICE.

JOHN FOLEY, JR., OF NEW YORK, N. Y.

WATCH-BRACKET FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 369,702, dated September 13, 1887.

Application filed April 6, 1887. Serial No. 233,834. (No model.)

To all whom it may concern:

Be it known that I, JOHN FOLEY, Jr., of the city, county, and State of New York, and a citizen of the United States, have invented certain new and useful Improvements in Bicycle and Tricycle Brackets, of which the following is a specification.

The object of my invention is to provide a metallic watch-bracket or simple device which can be readily attached to whichever arm of a bicycle or tricycle the rider finds most convenient, and which will hold any ordinary size of open-faced watch securely, so that it will neither be injured nor dislodged even should the bicycle or tricycle upset, and will also hold it at all times in such position that the rider can readily ascertain the hour without the least change in his position.

One form of my invention is shown in the accompanying drawings, in which—

Figure 1 is a plan view of the device when it is so placed that the watch is vertical. Fig. 2 is a side elevation. Fig. 3 is a front elevation showing a watch in dotted lines as held by the bracket.

The same letters indicate similar parts in the various figures.

A A are two annular clasps, between which the watch is placed and held, as shown in Fig. 3. *a a* are projections provided both at the top and bottom of these clasps to prevent the watch from slipping either up or down. These clasps are joined together underneath by the elbow-pieces B, forming a part of which is the rigid guide-plate *b*, provided with a screw-threaded hole, the other elbow-piece having integral with it the slotted guide-plate *d*. Thus the clasps, which, by means of the elbow-pieces, are pivoted to the ends of springs C C, which have one or more spiral turns, as shown in the drawings, which in turn are rigidly attached to the ends of the yoke D, can be separated more or less, according to size of watch, and then clamped securely by the binding-screw E, which, being provided with a washer and passing through slot in slotted guide-plate *d* is threaded into the hole in the plate *b*. The tendency of the springs C is to force the clasps A toward each other, thus fitting snugly any ordinary watch, and also preventing the fall or loss of the same should the binding-screw work loose or be carelessly fastened.

The projections *a a* are lined with chamois-skin or other soft material, which prevents them from scratching the watch, and also greatly assists in neutralizing the vibration, which object is principally accomplished by the main springs C C.

The yoke D, which is forked at one end, is slotted at the other to receive the main arm G, to which it is pivoted and clamped, when required, by the thumb-screw H and thumb-nut H². The slot in the end of the yoke D is slightly wedge-shaped inside, tapering toward the bottom of slot, where the main arm fits snugly even when the thumb-nut H² is loose. By this means the watch and clasps can be placed at any angle of inclination and this joint made rigid by screwing up the thumb-nut H², which, pressing the tines *g g* tightly against main arm G, prevents all action of the joint until the thumb-nut H² is released.

To the arm G, which terminates at its free end in any desired fancy or plain ornamentation, is rigidly secured the clamp I I², which is made in two parts adapted to inclose that arm of the bicycle, tricycle, or other machine to which it is desired to attach the bracket, the two pieces of the clamp being drawn together by the screw *i* and the nuts *i*², the arm of the machine of course passing through a curved or angular opening left between I and I².

L is a piece of spring-wire bent somewhat, as shown, firmly attached to the yoke, where its two arms meet and bent over at the top, so that its end enters the slot in *d*, and is held securely there by the rubber washer *l*, through which the wire passes. Besides keeping the end of the spring-wire firmly in place, this rubber washer or block *l* acts to further reduce the amount of vibration transmitted to the watch.

I prefer to attach this watch-bracket in front of the rider, where the watch may be observed without the least change in the rider's position and still not come in contact with the ground if the machine should fall; but it may be attached in various other positions, as suits the fancy and convenience of the rider.

I claim—

1. The above-described watch-pocket, which consists of clasps tending to approach each other under the action of springs, and held to-

gether by an adjusting-screw, substantially as described, and for the purpose specified.

2. The above-described watch-pocket, consisting of a pair of adjustable spring-clasps, in
5 combination with a fixed arm and clamp, the said clasps being intermediately connected by spring supports to the said fixed arm by a screw-threaded pivot and thumb-nut, substantially as described.

10 3. The above-described watch-pocket, consisting of the combination of the segmental clasps A A, provided with the padded auxili-

ary clasps *a a*, the sliding plates *b b*, the latter provided with a slot, as shown, the clamping-screw E, the springs CC, the spring wire brace 15 L, washer *l*, yoke D, fixed on G, clamp I, and thumb-screw and nut H H², all operated substantially as described.

In testimony of which invention I hereunto set my hand.

JOHN FOLEY, JR.

Witnesses:

FREDK. H. DANIS,

GEO. H. SONNEBORN.