

(No Model.)

W. H. SCHOENBERG.
WATCH CASE OR HOLDER.

No. 594,834.

Patented Nov. 30, 1897.

Fig. 1

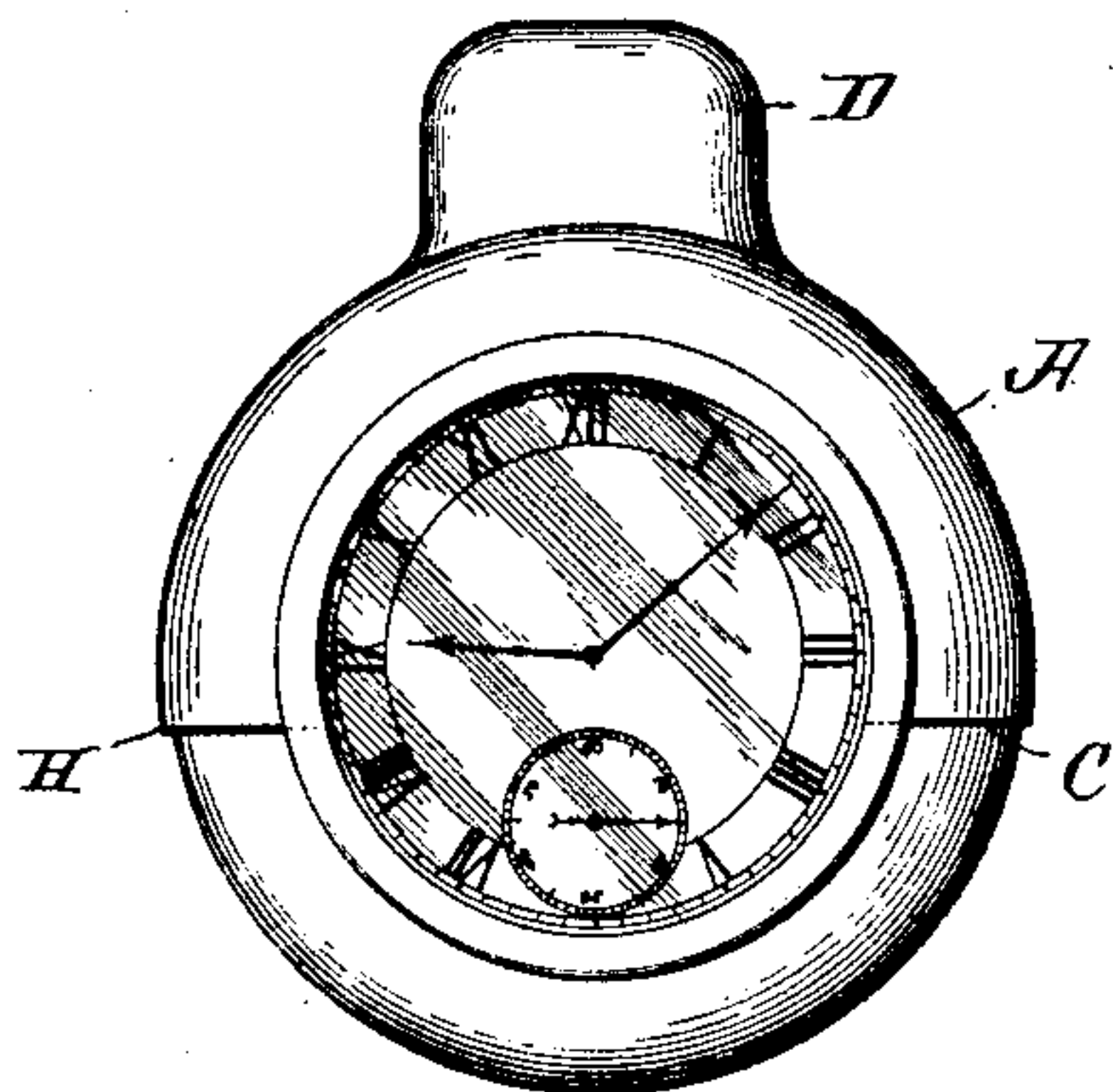


Fig. 2.

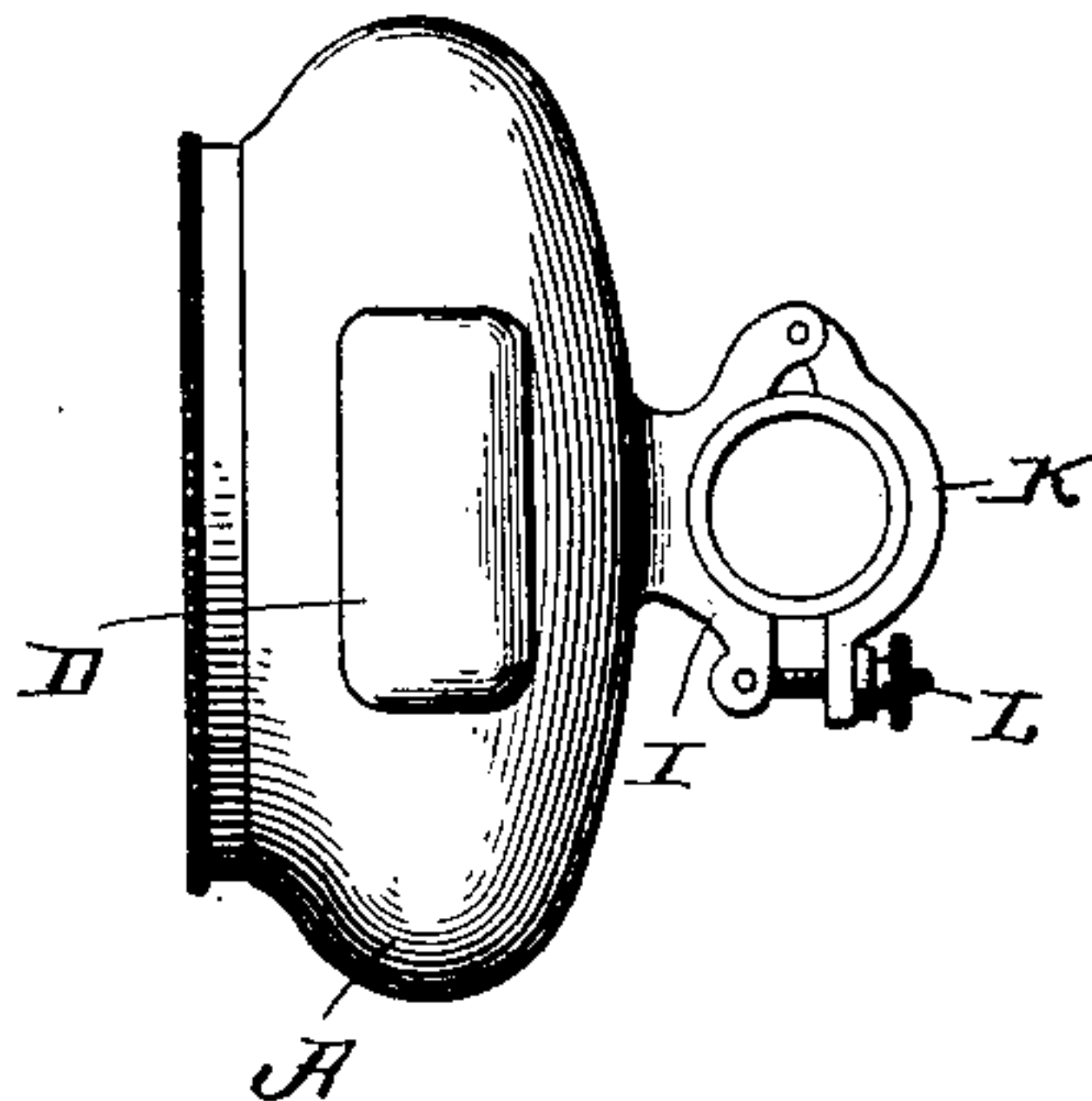


Fig. 3.

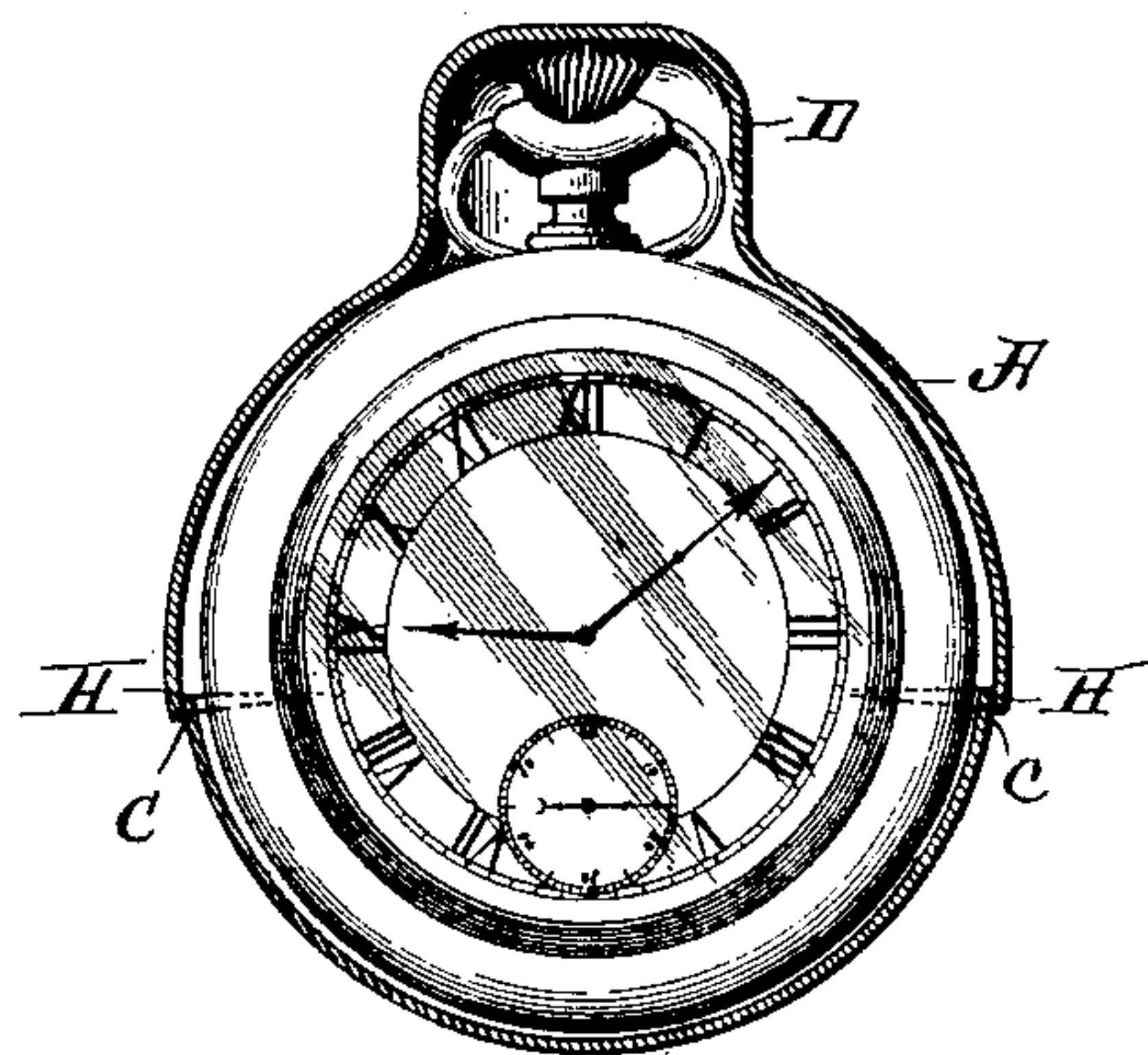
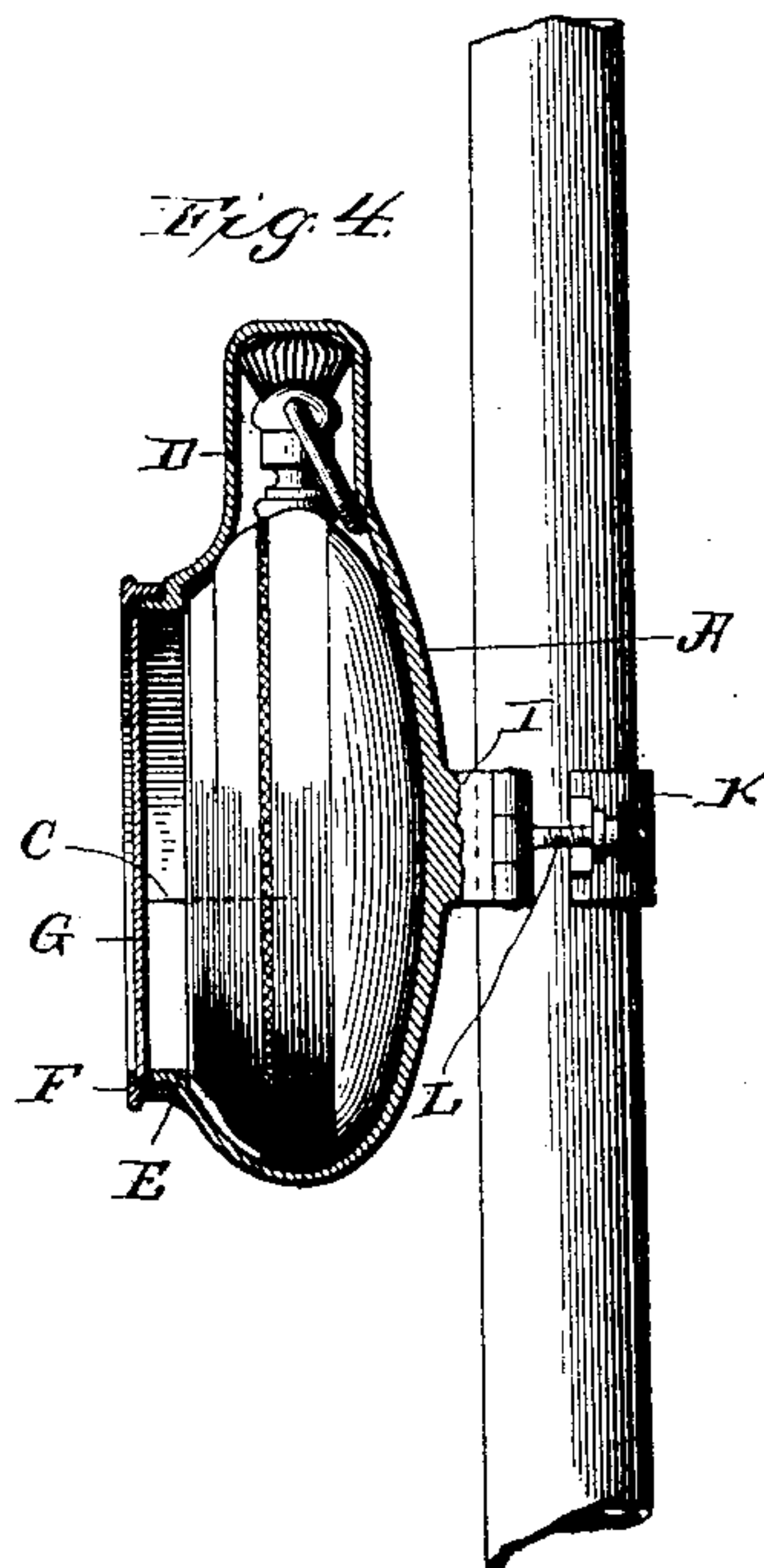


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

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WATCH CASE OR HOLDER.

SPECIFICATION forming part of Letters Patent No. 594,834, dated November 30, 1897.

Application filed February 2, 1897. Serial No. 621,722. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. SCHOENBERG, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improvement in Watch Cases or Holders, of which the following is a specification.

My invention relates to a new and useful improvement in watch cases or holders, and has for its object to provide a simple, cheap, and effective device by means of which a watch may be protected from the elements and yet its face be exposed to view when the holder is secured upon the platform of a trolley-car or any like position in order that a motorman may readily observe the time of day without having to withdraw his watch from his pocket or without altering his position.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, the construction and operation will now be described in detail, referring to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a front view of a case or holder made in accordance with my improvement and having a watch inclosed therein; Fig. 2, a plan view thereof; Fig. 3, a vertical section showing the watch in place, and Fig. 4 a like section taken at right angles to Fig. 3 and showing the case or holder secured to one of the support-rods.

In carrying out my invention as here embodied I provide a casing A, which may be made of soft rubber or other suitable material, and which is preferably so constructed that a portion thereof may be sprung downward or open for the free insertion of a watch-key, which latter is of ordinary construction; and I have here shown the case as divided at C, so that the lower half thereof may be thus sprung downward in the insertion or removal of the watch. Formed with the upper portion of this case is an offset D for the recep-

tion of the stem and ring of the watch, as clearly shown in Figs. 3 and 4, and a threaded flange E may be formed with or secured to the case around the open face thereof in order to receive the cap F, which latter has secured therein the glass or other transparent disk G. By this arrangement, after the watch is inserted within the case, the screwing of the cap upon the flange will hold the sections of the case in their proper relative position, and thus prevent the falling out of the watch or the access thereto of the elements; and to further facilitate this the upper portion of the casing may be provided with overlapping flanges H for protecting the meeting edges of the two sections.

Formed with or secured to the back of the case is a bracket or arm I, adapted to fit against the support-rod of the platform, and a clamp K is hinged to this bracket and adapted to be bound tightly against the rod by the set-screw L, or if found desirable this clamp may be omitted and a strap and buckle substituted therefor, so as to support the case upon the rod.

In practice the case is secured to the rod in such position that the face of the watch will at all times be in plain view of the motorman, and he will thereby be enabled to distinguish the time of day without the necessity of withdrawing a watch from his pocket or altering his position. This is of great importance, especially in stormy weather, when the motorman is usually incased in an overcoat as well as a storm oil-cloth coat and sometimes having a blanket strapped tightly about him, so that it is almost impossible for him to gain access to his watch, and when an ordinary clock is secured to the front of the car, as is sometimes done, it is constantly disarranged from the violence of the vibrations transmitted thereto from the movements of the car, as well as the accumulation of snow and sleet thereon, and, besides, it requires that the motorman shall alter his position to view said clock, which is objectionable; but by the use of my improved case a watch is securely held and at the same time given a certain amount of elastic movement due to the flexibility of the case as well as the bracket, and is protected from the elements, while the

time of day may be observed without the motorman altering his position.

Instead of splitting the case, as above described, it may be made of such flexible material that the watch may be inserted therein through the open face, or the cap may be secured in place by friction or otherwise, thus obviating the threading of the flange E.

The cost of manufacture of a case or holder made in accordance with my improvement will be very small; but its usefulness will be apparent to those who have had occasion to time the movements of a car in stormy weather.

Having thus fully described my invention, what I claim as new and useful is—

1. In a watch-carrier, a casing having a concaved bottom in which the back of a watch is adapted to fit, sides curving up and over fitting against the rounded sides of a watch to prevent rattling, said curved sides leaving an opening exposing only the dial of the watch, a threaded annular flange formed around the opening, an offset formed at one side of the casing where the stem can be inserted, said casing having transverse cuts running from opposite sides of the opening through the sides to permit of one-half of the casing being sprung downward to enlarge the opening, the edges of the cuts overlapping to prevent the entrance of dust, a cap threaded to the flange, holding the two parts of the casing together, and a glass disk secured between the cap and

the flange, and a clamp to secure the casing to a rod or tube, substantially as described.

2. A suitable casing, the sides of which are adapted to curve up and over leaving an opening exposing only the dial of a watch, said casing being divided at opposite sides by transverse cuts so that one-half of said casing may be sprung downward to enlarge the opening to admit a watch, a threaded flange formed around the opening, a cap threaded thereto, holding the curved sides of the casing against the sides of the watch to prevent rattling and causing the edges of the cuts to overlap, substantially as described.

3. In a watch-carrier, a suitable casing, the sides of which are adapted to curve up and over leaving an opening exposing only the dial of a watch, said casing being divided at opposite sides by transverse cuts so that the lower half of the casing may be sprung downward in order to enlarge the opening to admit a watch, a threaded flange formed around the opening, a cap threaded on the flange, a glass disk secured in the cap and a clamp formed with the casing to secure it to a rod or tube, substantially as described.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

WILLIAM H. SCHÖENBERG.

Witnesses:

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R. M. PIERCE.