

(No Model.)

B. C. JOLLEY.
MATCH SAFE.

No. 598,939.

Patented Feb. 15, 1898.

Fig. 1.

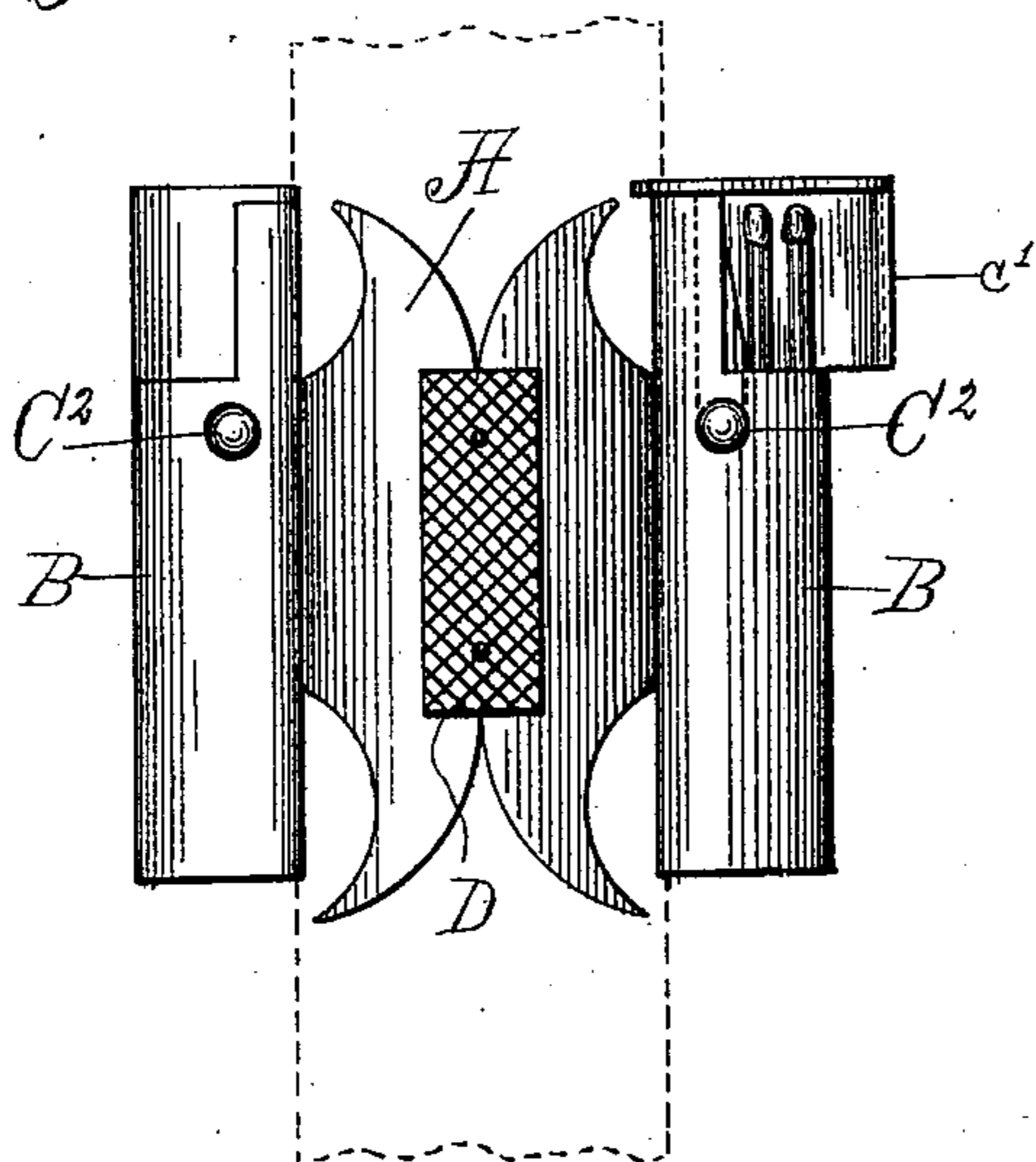


Fig. 2.

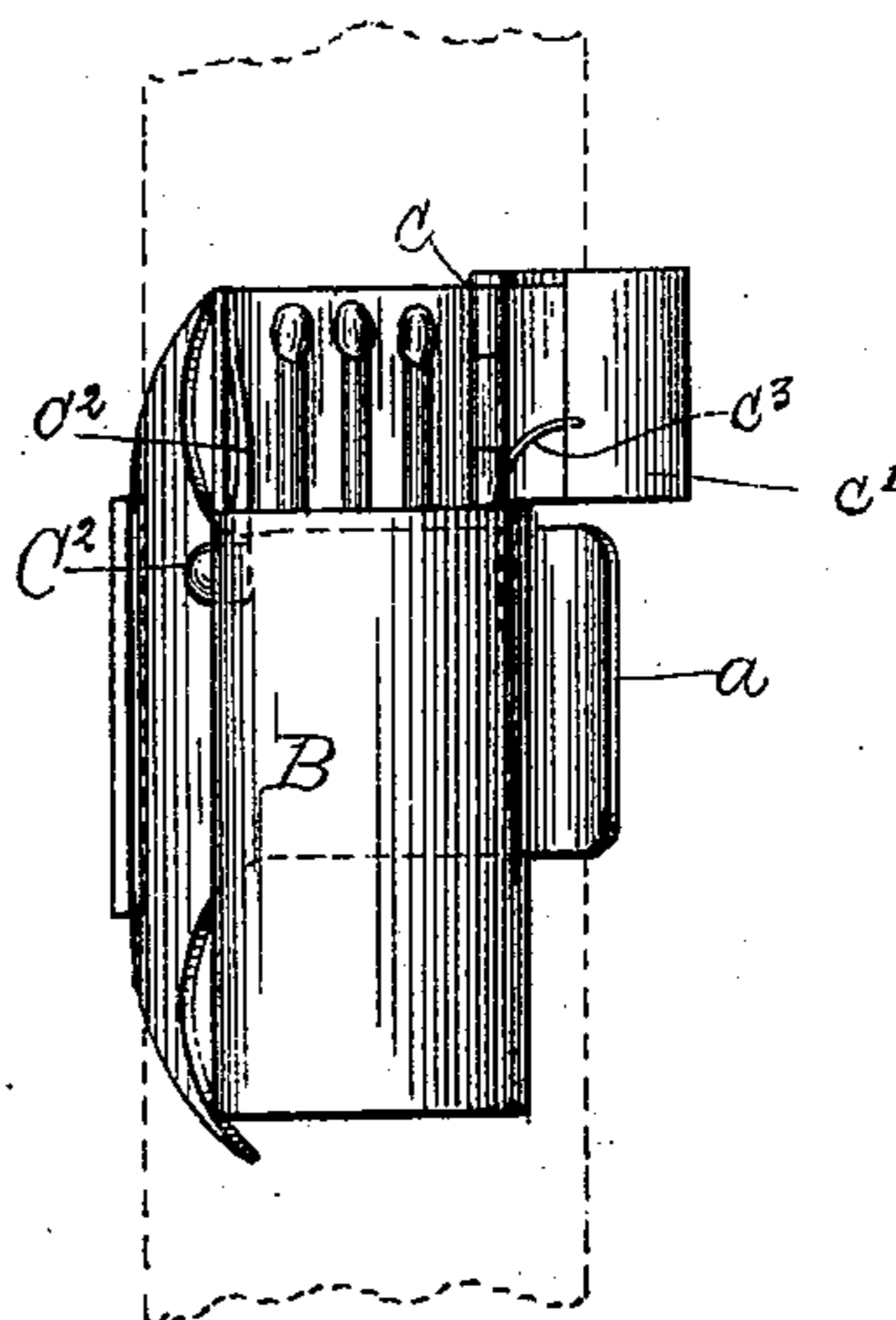
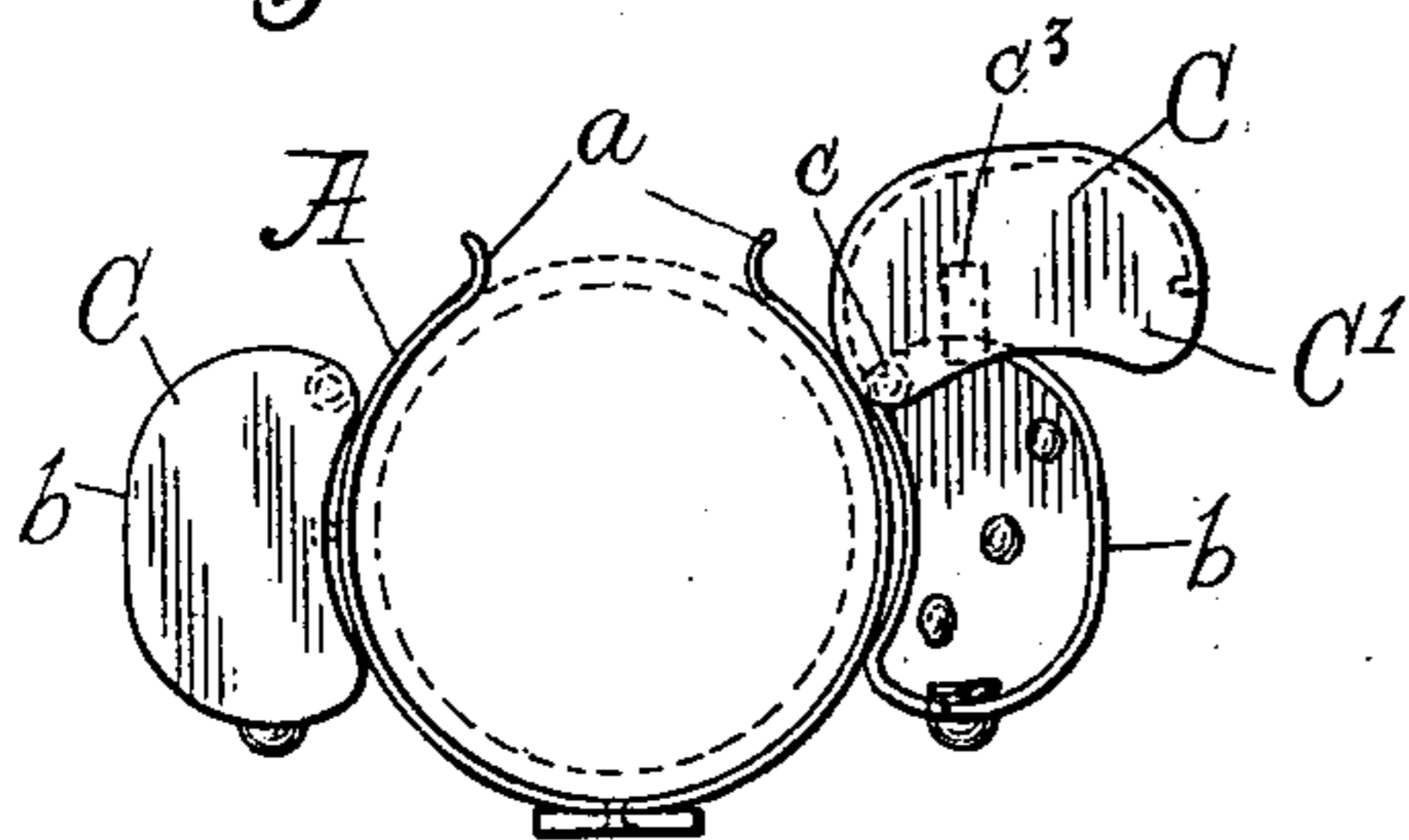


Fig. 3.



Witnesses:

W. J. Jacker,
R. L. Jones.

Inventor:

Benjamin C. Jolley.
By Parkman Carter & Graves
Attys

UNITED STATES PATENT OFFICE.

BENJAMIN C. JOLLEY, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO
IRA C. HUTCHINSON, OF NEW YORK, N. Y.

MATCH-SAFE.

SPECIFICATION forming part of Letters Patent No. 598,939, dated February 15, 1898.

Application filed July 25, 1896. Serial No. 600,465. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN C. JOLLEY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Match-Safes, of which the following is a specification.

The invention relates to portable match-safes, and its object is to provide a safe for holding and carrying matches readily attachable to the frame of a bicycle or other movable object without special provision therefor, while at the same time adapted to pocket use; and it consists, in general terms, in a match safe or receptacle provided with a clasp or equivalent fastener so arranged and proportioned that the safe may be secured upon the steering-head or other suitable frame element and held against the side thereof with the cap or cover in position for easy access and the contents secure against accidental loss, and that, when detached, may be conveniently carried in the pocket.

In the drawings, wherein I have illustrated one practical and preferred embodiment of the invention, Figure 1 is an elevation of my device as seen from the position of the rider when it is carried upon the steering-head of a bicycle; Fig. 2, a side elevation thereof, and Fig. 3 a top plan view.

Referring to said drawings, A represents a spring-clasp, formed of sheet metal and of a generally cylindrical shape, with the ends or free edges curled or beaded over, as at *a*, to present a smooth surface, or one that will not catch. The diameter of this clasp is such that it may be readily sprung over the steering-head or any other suitable frame-tube or handle, rung, or bar to which the safe is to be secured and clamp it with sufficient force to be held in position and against displacement by the jars or vibrations of the machine, vehicle, or other perch. To the side of this spring-clasp are secured receptacles B, one or more, in the present instance two in number, opposing each other at opposite ends of a diameter through its cheeks and having a rounded external contour *b* to avoid catching. These receptacles may, and usually will, be arranged lengthwise of the axis of the

spring, their position relative thereto being determined, in a measure, by the exigencies of the special purpose of attachment, it being, as a rule, desirable that the contents shall be held in such manner as to present one end uppermost and avoid accidental discharge.

At one end—the upper end in the specific form illustrated—each safe or receptacle is provided with a suitable cap or cover C, which, taking said form as a text, is hinged to the front edge of the extended inner side of the safe by a vertical pivot *c* and is fashioned with a top C', corresponding in outline with the cross-section of said safe, and with a depending flange *c'*, which when the cap is closed flushes with and prolongs or continues the outer side of the safe to the top. Near the rear edge of the receptacle is a spring-catch *c²* to hold the cover closed, and a button C² for releasing said catch, and near the front edge is an upstanding spring *c³*, which acts against the inside of the cover, near the hinge thereof, to cause it to fly open, as indicated in Fig. 3, whenever the button is pressed. The cover may be differently arranged and held in place and opened by other agencies, but those above described are particularly suited to the location of the safe upon the steering-head, since the button faces the rider and the cover opens away from him, presenting the contents to his fingers without interference.

To the center or back of the spring-clasp, between the two safes herein shown, where it will be sheltered by the steering-head and safes, is attached a friction or scratch surface D, by which the match may be lighted.

The axial length of the spring-clasp may be the same as the depth or length of the receptacles, and in case the device is constructed with but one receptacle this will be practically the rule, but when two safes or receptacles are employed, arranged on opposite sides of the spring, the axial length of the latter need only be sufficient to give it a firm bearing upon the steering-head or frame-tube, since the safes will counterbalance or equate each other and the whole device present a substantially uniform and smooth ex-

terior, so as to occasion no inconvenience in the pocket, the exposed edges of the spring being, as already explained, beaded or curled to conduce to this end.

5 The spring-clasp may be stamped or slotted out into ornamental skeleton outline and to conduce to lightness or to afford a more extended bearing-surface upon the bar to which it is to be attached than the necessary limitations of its strength will admit in a plain spring.

I claim—

15 1. The combination of the curved spring-clasp, a match-receptacle secured to the side thereof, open at its top and part way down one side, a cover hinged to said receptacle and closing said top and exposed side portion, and means for holding the cover in closed position substantially as described.

20 2. The combination of the curved spring-clasp, the match-receptacles secured to the sides thereof, the covers hinged at the front edges of said receptacles by vertical pivots and closing the top and upper exposed sides thereof, the catches and push-buttons at the

rear edges of said receptacles, and the opening-springs.

3. The combination with a match-safe open at the upper end and partially down one side, of a cover hinged to the front edge thereof by a vertical pivot and having a top to close said upper end and a depending flange to close the lateral opening, the catch at the rear edge of the receptacle and the spring to swing the cover open.

35 4. The match-safe herein described, consisting of the curved spring-clasp open at the front, the receptacles secured to each side thereof and having covers opening to the front, and the scratch-block arranged on the back of the spring-clasp between the receptacles.

In testimony that I claim the foregoing as my invention I hereunto affix my signature, in presence of two witnesses, this 23d day of July, 1896.

BENJAMIN C. JOLLEY.

Witnesses:

S. F. HOERLEIN,
WILLIS D. SHAFER.