

No. 639,853.

Patented Dec. 26, 1899.

W. C. HOMAN.
LAMP BRACKET.

(Application filed Sept. 28, 1899.)

(No Model.)

Fig. 1.

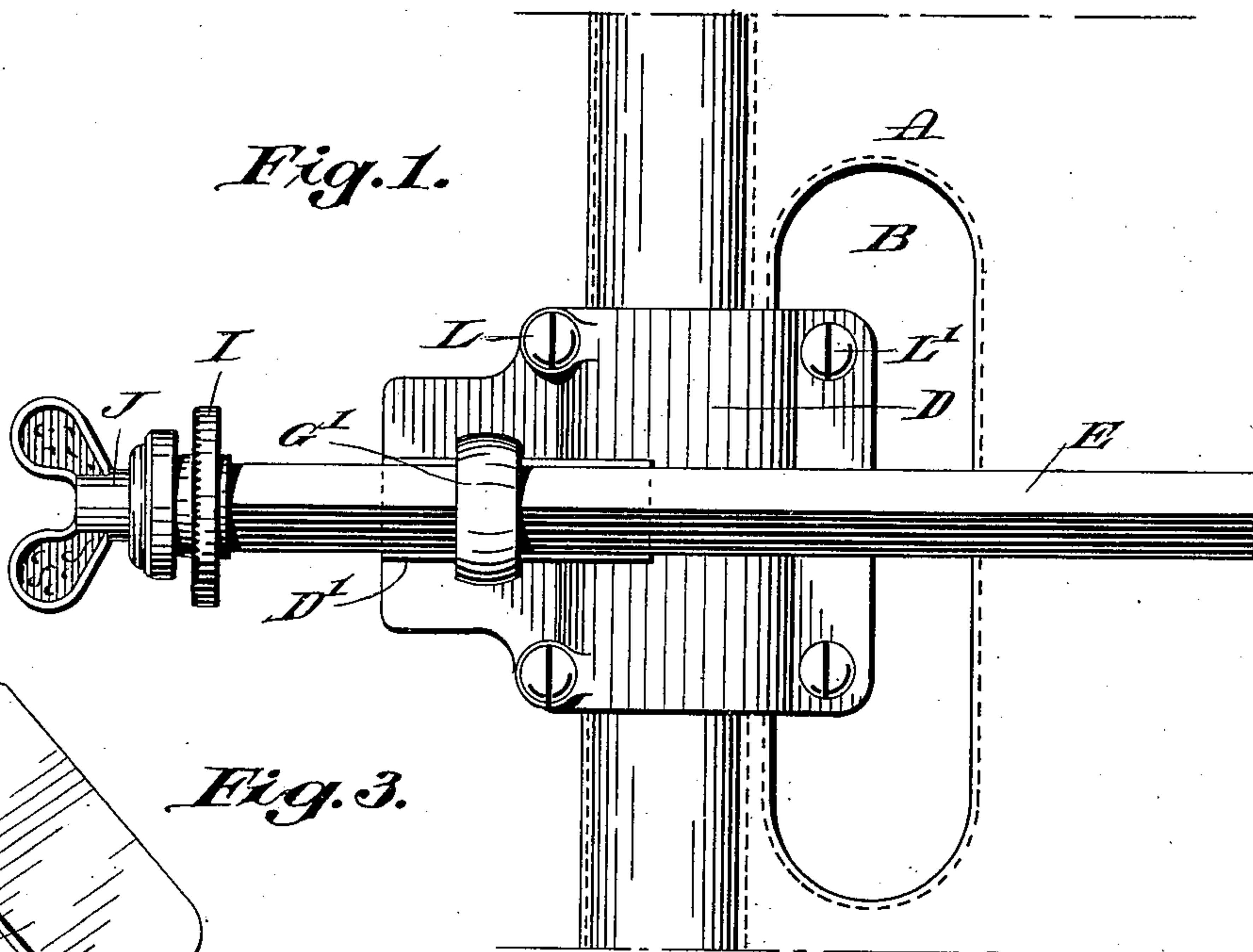


Fig. 3.

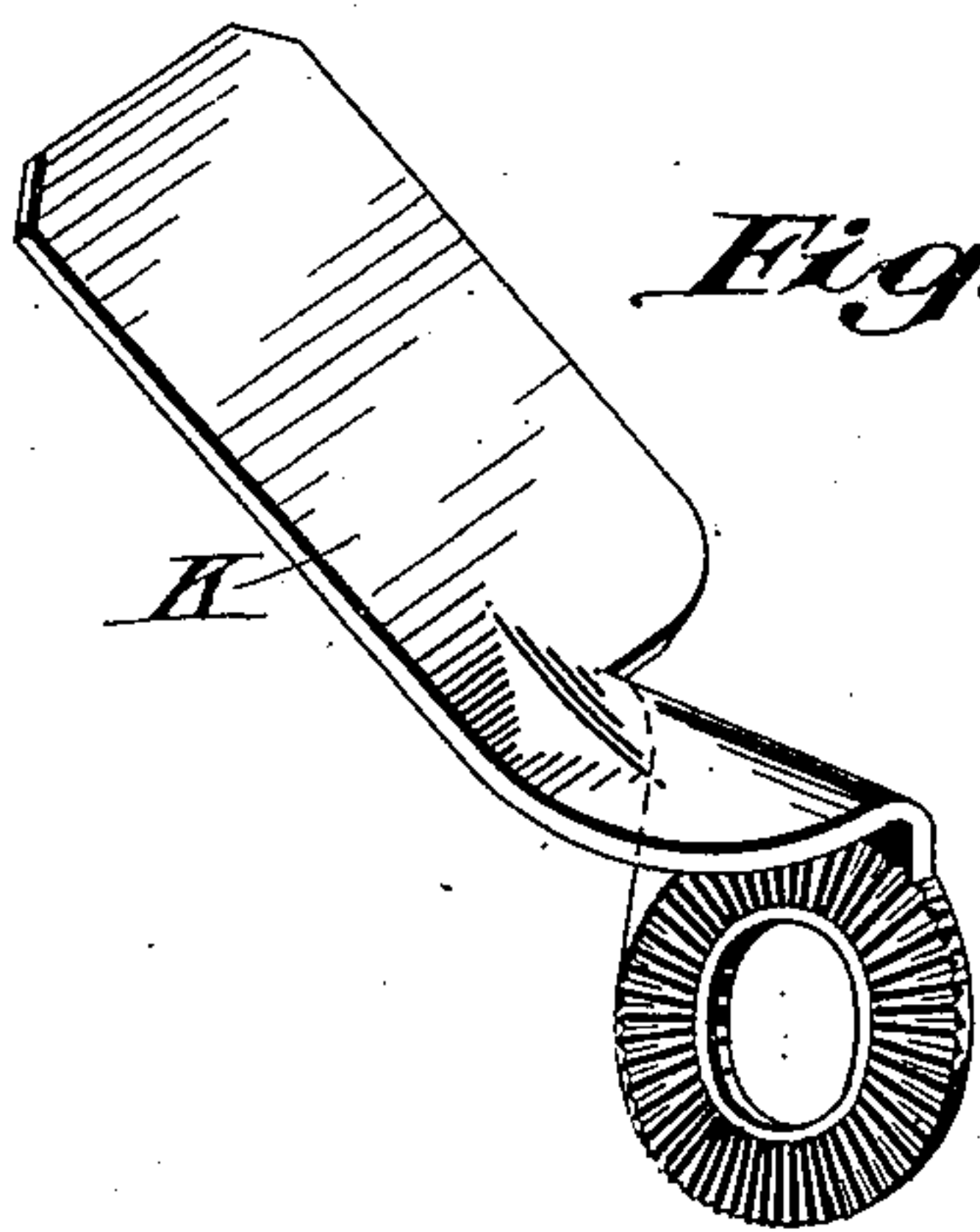


Fig. 2.

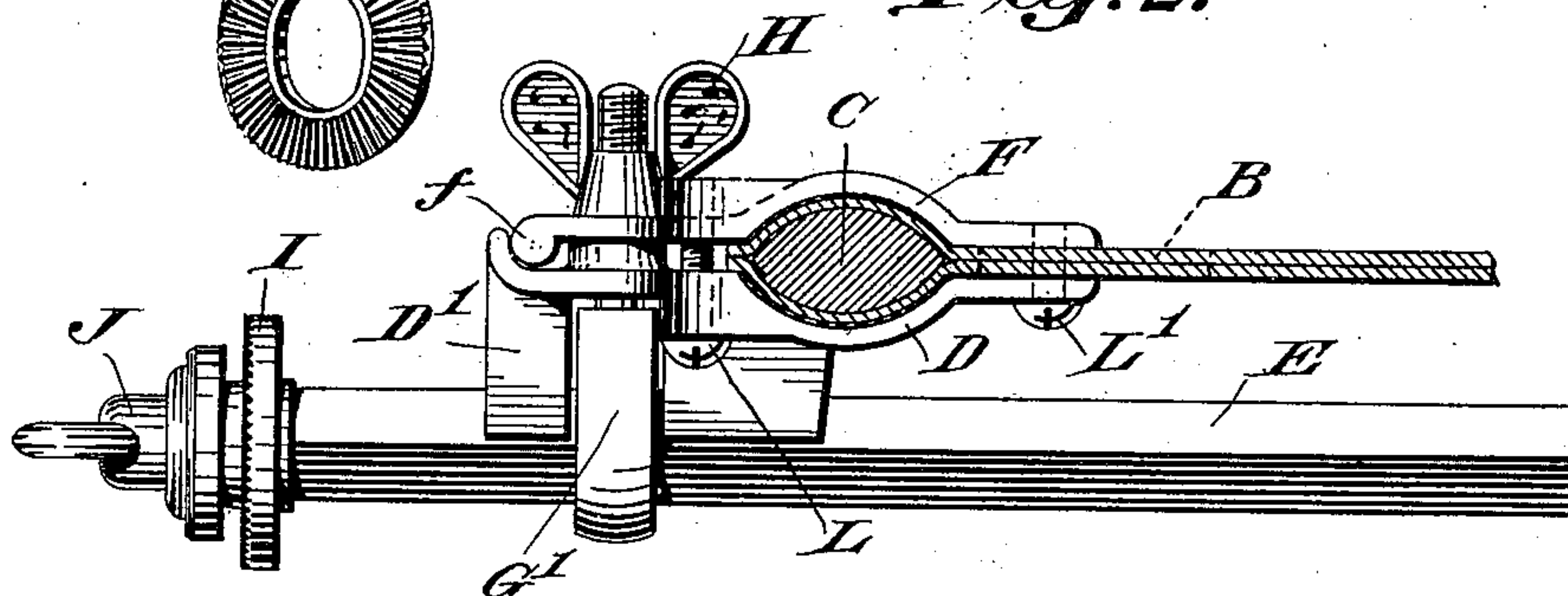
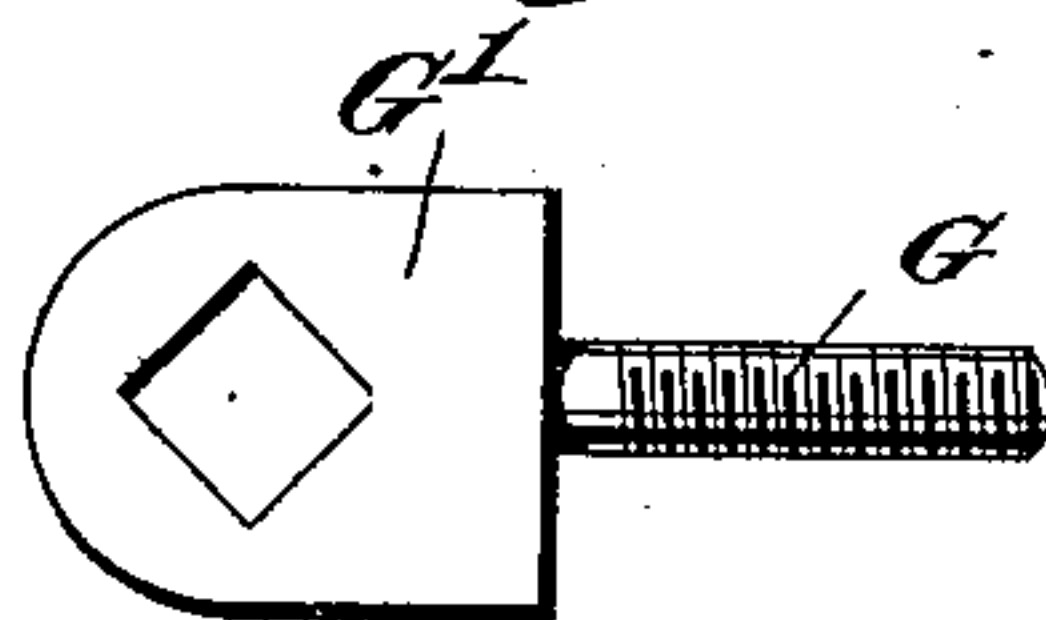


Fig. 4.



WITNESSES:

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WILLIAM C. HOMAN, OF MERIDEN, CONNECTICUT, ASSIGNOR TO THE
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LAMP-BRACKET.

SPECIFICATION forming part of Letters Patent No. 639,853, dated December 26, 1899.

Application filed September 28, 1899. Serial No. 731,887. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM C. HOMAN, a citizen of the United States, residing at Meriden, New Haven county, Connecticut, have
5 invented certain new and useful Improvements in Lamp-Brackets, of which the following is a full, clear, and exact description.

This invention relates to lamp-brackets for vehicles and the like; and it consists in the
10 novel construction and arrangement of the parts hereinafter fully described.

The object of my invention is to provide an adjustable and conveniently detachable lamp-bracket, which construction is simple and in-
15 expensive and capable of ready operation.

In the drawings, Figure 1 is a rear elevation. Fig. 2 is a plan view. Fig. 3 is a detail view of an attachment. Fig. 4 is a view of a detail of construction.

20 A is the dashboard of a vehicle.

B represents the hand-hole, such as is commonly provided in dashboards of the character illustrated. The lamp-bracket is designed chiefly to be attached to dashboards in which
25 the edge is reinforced by a metallic reinforce C.

D is a clamping-jaw having an offset guide-piece D' for a slide-bar E, which by preference is adjustably carried so as to be capable
30 of longitudinal adjustment. F is another jaw, which may be fulcrumed at f and through which may pass a clamping-screw G, having a perforated or hooked head G', through which by preference passes the bar E. The
35 jaw D and piece D' are preferably perforated or cut out to allow the passage of a clamping-screw G and prevent the independent rotation of the head G' thereof. By forming this cut-out or perforation intermediate of the
40 length of the piece D' the slide-rod E may get a bearing on the opposite sides of the head G'.

H is a wing-nut or its equivalent taking onto the screw G. At one end of the rod E may be provided a suitable holder I and ad-
45 justing-nut J for the lamp. The construction and mode of operation of this holder may be varied as desired. For example, if it is desired to carry a lamp rigidly it may be attached to the holder I by clamping it di-
50 rectly against the same, as shown in Fig. 2, or if it is desired to flexibly mount the lamp

a spring-piece or a supporting device K may be attached to the holder directly, and the lamp may be attached to the spring-piece K, or the lamp itself may be provided with a
55 spring-frame to be attached to the holder I directly, as first described, or indirectly, as last described.

To attach the bracket to a bicycle, the nut H is unscrewed to a sufficient degree to en-
60 able the clamping-jaws to be passed over the edge of the supporting-framework—for example, the edge of a dashboard. The rod E is then inserted in the proper position through the head G' of the adjusting-screw G, and the
65 adjusting-nut H may then be tightened, which operation will not only cause the jaws F D to clamp tightly upon the edge of the supporting-frame, but may also clamp the slide-
70 rod E firmly in the desired position. Independent clamping devices may also be employed, such as screws L L', which may pass freely through one clamping-jaw, as F, and screw into the opposite clamping-jaw, as D,
75 so that by tightening up said screws said clamping-jaws may be brought into still more rigid engagement with the supporting-frame of the dashboard. In the construction shown the bracket may be placed adjacent to the
80 hand-hole G of a dashboard, and when in that position there will be no necessity of additionally perforating the dashboard to afford a passage for the screw L'.

When the device is in use, the rod E can be pushed out, so that the lamp may take a
85 desired position, and when not in use the rod E may be loosened and pushed back, so that the lamp will be close to the dashboard, thereby taking up less room and being less liable to accident.
90

What I claim is—

1. A rod, means on said rod for fastening an attachment thereto, a plurality of jaws, a guide on one of said jaws, and means for simultaneously clamping said rod to said guide
95 and moving said jaws.

2. A rod, means on said rod for fastening an attachment thereto, a plurality of jaws, a pair of oppositely-disposed guides, and means engaging said rod between said guides for si-
100 multaneously clamping said rod to said guides and moving said jaws.

3. A rod, means on said rod for fastening
an attachment thereto, a pair of jaws, a pair
of oppositely-disposed guides, and a screw
5 passing through both of said jaws and hav-
ing a recess in the head thereof for engaging
a portion of said rod.

4. A rod, means on said rod for fastening
an attachment thereto, a pair of jaws, a pair
of oppositely-disposed guides, a clamp lying
10 between said guides for rigidly securing said
rod to said guides, and means for operating
said jaws independently of said clamp.

5. A rod, an attachment-plate thereon,

means for varying the angular position of
said attachment-plate, a pair of jaws, a pair 15
of oppositely-disposed guides, a clamp be-
tween said guides for securing said rod to
said guides, and means for operating said
jaws independently of said clamp.

Signed at Meriden, Connecticut, this 22d 20
day of September, 1899.

WILLIAM C. HOMAN.

Witnesses:

L. W. STADTMILLER,
F. S. PARKER.