

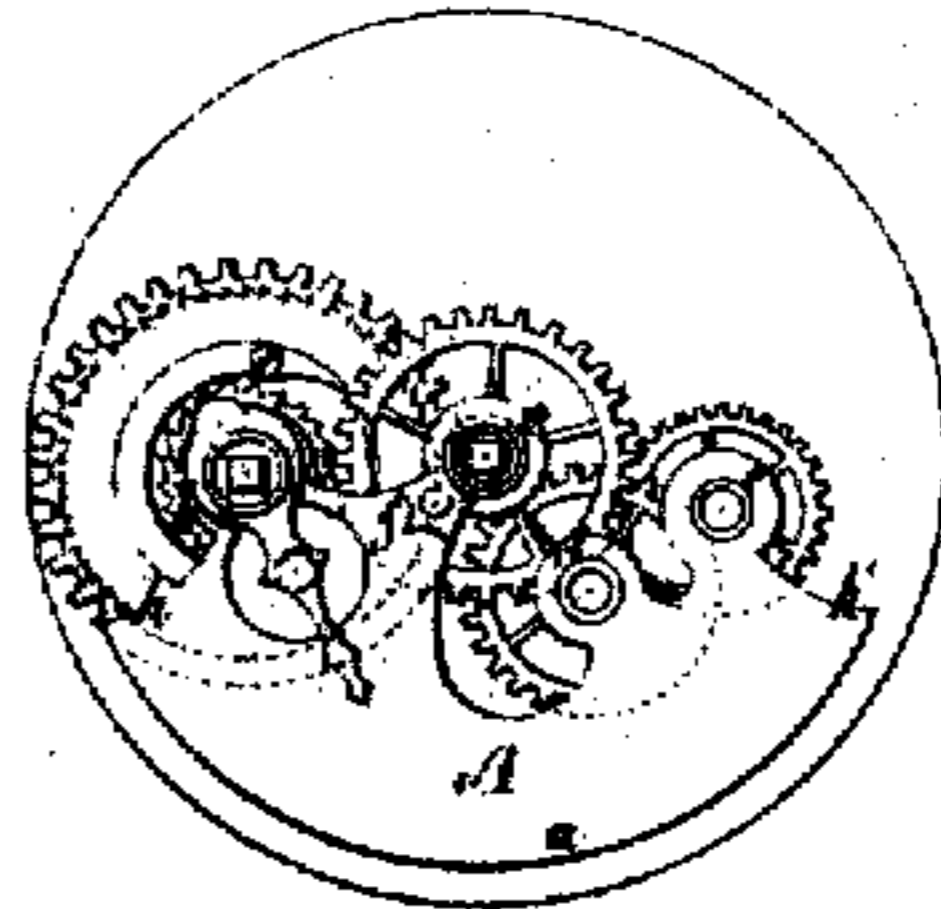
Watches, Plates & Attachments.

*George P. Reed.*

*Design for Watch Plate.*

**3805**

PATENTED DEC 21 1869



Witnesses

Edward Griffith

Geo. A. Loring

George P. Reed

by his Attorney

Frederick Curtis

# United States Patent Office.

GEORGE P. REED, OF BOSTON, MASSACHUSETTS.

*Design No. 3,805, dated December 21, 1869.*

## DESIGN FOR A WATCH-PLATE.

The Schedule referred to in these Letters Patent and making part of the same

*To all to whom these presents shall come:*

Be it known that I, GEORGE P. REED, of Boston, in the county of Suffolk, and Commonwealth of Massachusetts, have originated a certain ornamental as well as useful Design for the Plate of a Watch; and do hereby declare the following to be a full, clear, and exact description thereof, due reference being had to the accompanying drawing, making part of this specification, and which is a plan or diagram of the same, together with a portion of the train of the watch-movement, to exhibit its relationship thereto.

The plate herein described, which supplies the place of the ordinary "stop-works" plate, is intended as a "bridge" for the main, centre, third, and fourth wheels of the train of a watch-movement, and combines with usefulness, elegance and lightness in appearance.

The plate or bridge is, in general contour, a "sector" of a circle, the intercepted arc of which is entire, the inner boundary of the plate, made up of the conjoined radii, abbreviated or entire, being composed of the bearings (circular or polygonal in outline) which inclose and support the pivots of the main, centre, third, and fourth wheels, before mentioned, and of intervening curved or straight lines, which, with the arc, complete the entire circuit or area of the bridge.

The accompanying sketch or diagram represents, at *a*, the intercepted arc of the sector, which composes the outer boundary of the plate or bridge A, the pivot-bearing or support of the main wheel of the train being exhibited at *b*, that of the centre wheel at *c*, of the third wheel at *d*, and of the fourth wheel at *e*, the portion of one radius, or that disposed between

the bearings *b* and *c*, and which is exhibited at *f* in the drawings, being a direct curved or straight line, while the corresponding portion of the opposite radius is subdivided, and irregular or sinuous, or of considerably enlarged area, and is distributed unevenly about or upon opposite sides of the pivot-bearing *d* of the third wheel of the train.

The remaining or extreme outer terminations of each radius are shown at *h h'* as intercepting and uniting with the arc *a*, thus completing the contour of the plate A, its aggregate area, thus composed or bounded, being, in general terms, a sector of about one-third of a circle in extent.

I consider my present design to comprehend or include within its scope substantially a sector of about one-third of an entire circle, composed of an intercepted arc and two sides, whether such sides be radii of such circle, or slightly in excess, or less than radii, such sides or radii being made up of the pivot-bearings of the main, centre, and fourth wheels of the train, and their intervening connections, whether direct, straight, or curved lines, or sinuous and indirect lines.

### *Claim.*

I claim the hereinbefore-described design for the plate or bridge of a watch-movement or escapement, the configuration of such design being particularly exhibited in the accompanying sketch or diagram.

GEO. P. REED.

Witnesses:

FRED. CURTIS,  
EDWARD GRIFFITH.