No. 785,830. PATENTED MAR. 28, 1905.

W. E. PORTER.

AUTOMOBILE CLOCK.

APPLICATION FILED OCT. 6, 1904.

Fig. 1

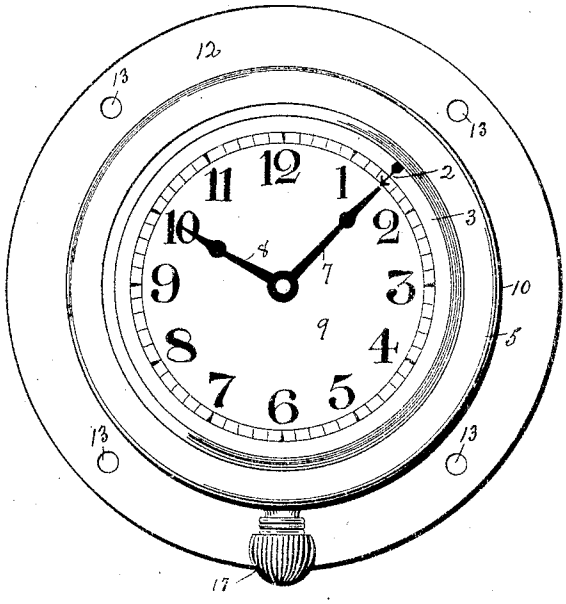



Fig. 2

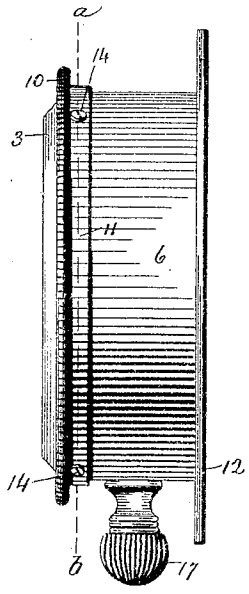



Fig. 3

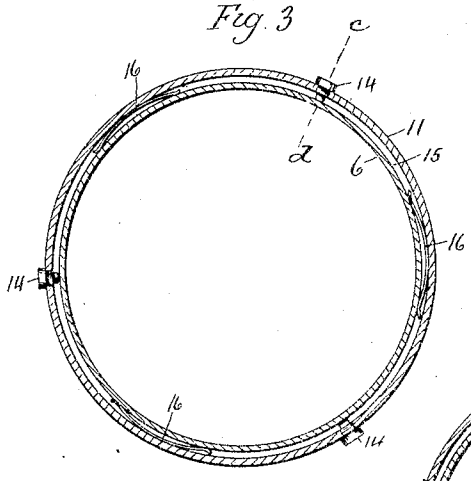



Fig. 4

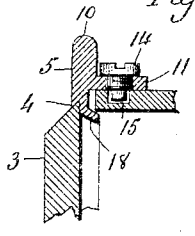



Fig. 5

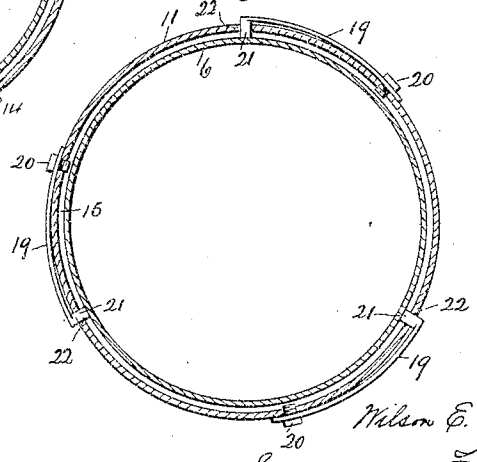
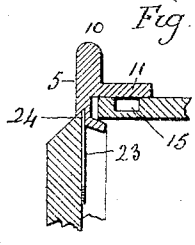



Fig. 6




Witnesses.
J. H. Shumway
Clara L. Wedd.

Wilson E. Porter
Inventor.
By Atty. Seymour & Earle

No. 785,830. Patented March 28, 1905.

# UNITED STATES PATENT OFFICE.

WILSON E. PORTER, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO THE NEW HAVEN CLOCK CO., OF NEW HAVEN, CONNECTICUT, A CORPORATION.

## AUTOMOBILE-CLOCK.

SPECIFICATION forming part of Letters Patent No. 785,830, dated March 28, 1905.

Application filed October 6, 1904. Serial No. 227,418.

*To all whom it may concern:*

Be it known that I, WILSON E. PORTER, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Automobile-Clocks; and I do hereby declare the following, when taken in connection with the accompanying drawings and the figures of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a view in front elevation of an automobile-clock constructed in accordance with my invention; Fig. 2, a view thereof in side elevation; Fig. 3, a view in vertical section on the line *a b* of Fig. 2; Fig. 4, an enlarged broken sectional view on the line *c d* of Fig. 3; Fig. 5, a view corresponding to Fig. 3, but showing a modification of the means employed for frictionally holding the rotary sash; Fig. 6, a view corresponding to Fig. 4 and showing a modified form of index or pointer for the rotary sash.

My invention relates to an improvement in those clocks designed with particular reference to use in automobiles, and for that reason known as "automobile-clocks," the object being to produce a simple, compact, and convenient clock constructed with particular reference to being used to indicate at a glance the amount of time spent in covering the distance between any two points.

With these ends in view my invention consists in a clock having a rotary sash furnished with an index or marker which by the rotation of the sash is set either with respect to the minute or hour hands of the clock or to the figures or graduations on the clock-dial.

My invention further consists in an automobile-clock having certain details of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In carrying out my invention as herein shown I locate a radially-arranged arrow-like index or marker 2 near the edge and upon the inner face of a disk-shaped sash-glass 3, the edge of which is beveled and entered into an angular groove 4, formed in the sash 5, which is mounted upon the clock-case 6 so as to be rotated in either direction, whereby the index or marker 2 may be set at any time with respect to the minute-hand 7 or the hour-hand 8 or to any of the figures or graduations upon the dial 9. The said sash 5 is formed with a knurled bead-like edge 10 and provided with an inwardly-extending flange 11, which, as shown, is sleeved over the forward edge of the clock-case 6, which consists of a heavy band or ring furnished at its rear edge with a circular plate 12 larger than it is in diameter and formed with screw-holes 13 for the reception of the screws by means of which it is fastened in place in the automobile. The flange 11 is provided with three retaining-screws 14, the inner ends of which enter an annular peripheral groove 15, formed in the forward edge of the clock-case 6, whereby the sash 5 is secured to the case 6 with a capacity for being rotated in either direction thereon. In order that the sash may be held in any position in which it may be set, I employ three springs 16, located in the groove 15 and interposed between the inner face of the flange 11 and the bottom of the groove and developing enough friction to hold the sash in any desired position without interfering with its manual rotation in either direction. A winding-crown 17, located centrally below the case 6, is secured to a winding-stem. (Not shown.) The sash 5 is formed with an integral mat 18, which just clears the dial 9.

It will be readily understood from the foregoing that without in any way interfering with the clock as a timepiece its sash 5 may be turned so as to set the index or marker 2 with respect either to the minute-hand 7 or the hour-hand 8 or to any of the figures or graduations on the dial 9 to facilitate the measurement of the time spent in covering the distance between any two points by the automobile. By setting the index or marker 2 to register with the minute-hand 7 any time within an hour required by the automobile to cover the distance between two points

may be seen at a glance. If the time to be spent in the automobile in covering the distance between two points is expected to occupy more than an hour, the index or marker 2 may be set with respect to the hour-hand 8, or, if desired, it may set with respect to any of the figures or graduations on the dial. In any use of my improved clock the setting of the index or marker carried by the rotary sash with respect to the minute or hour hands, or to a given point upon the dial makes the clock a source of great convenience in measuring the time required to cover the distance between any two points by the automobile.

In the modification shown by Fig. 5 the flange 11 of the sash 5 is furnished upon its outer face with three friction-springs 19, held in place by screws 20 and furnished at their free ends with fingers 21, which pass through holes 22 in the flange and engage with the bottom wall of the groove 15 in the clock-case 6.

In the modification shown by Fig. 6 a thin sheet-metal index 23 is secured in place between the sash-glass 3 and the bottom of the groove 21, formed in the sash 5 for the reception of the edge of the glass.

In view of the modifications shown and described and of others which may obviously be made I would have it understood that I do not limit myself to the constructions shown and described, but hold myself at liberty to make such departures therefrom as fairly fall within the spirit and scope of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In an automobile-clock, the combination with the case and dial thereof, the case being formed with an annular peripheral groove, of a rotary sash provided with an index or marker and furnished with an inwardly-extending flange, screws mounted in the said flange and entering the groove in the case for securing the sash to the case, and friction-springs located in the said groove and confined therein by the said flange, for holding the sash in any position in which it may be set.

2. In an automobile-clock, the combination with the case and dial thereof, the case being formed with an annular peripheral groove, of a rotary sash provided with an index or marker and formed with an inwardly-extending flange, screws mounted in the said flange and entering the groove in the case for securing the sash to the case, and means for holding the sash in any position in which it may be set.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILSON E. PORTER.

Witnesses:

FREDERIC C. EARLE,

GEORGE D. SEYMOUR.