No. 623,606. Patented Apr. 25, 1899.

W. C. HOMAN.

LAMP BRACKET.

(Application filed Jan. 5, 1899.)

(No Model.)

Fig. 1.

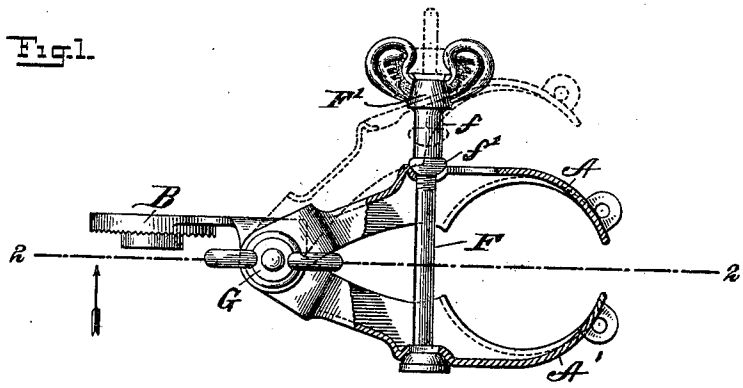


Fig. 2.

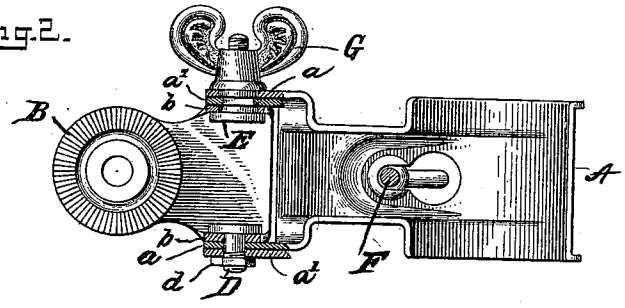
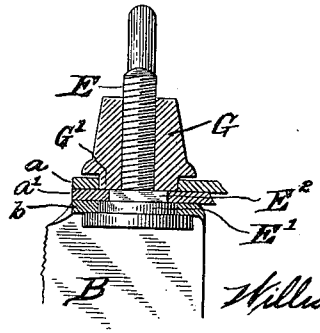


Fig. 3.



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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM C. HOMAN, OF MERIDEN, CONNECTICUT, ASSIGNOR TO THE EDWARD MILLER & COMPANY, OF SAME PLACE.

LAMP-BRACKET.

SPECIFICATION forming part of Letters Patent No. 623,606, dated April 25, 1899.

Application filed January 5, 1899. Serial No. 701,228. (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 invented certain new and useful Improvements in Lamp-Brackets, of which the following is a full, clear, and exact description.

My invention relates to brackets for lamps; and it consists in the novel construction, arrangement, and operation of the parts thereof hereinafter fully described.

The object of my invention is to provide a simple, inexpensive, and effective means of neat appearance for securing a lamp or lantern in a suitable position upon the frame of a bicycle or other vehicle, which means may be quickly and easily attached or detached, as desired.

My invention is illustrated by the accompanying drawings, in which—

Figure 1 is a plan view, partly in section. Fig. 2 is a side elevation, partly in section, on the line 2 2 of Fig. 1, looking in the direction of the arrow thereon. Fig. 3 is a relatively-enlarged detail view, largely in section.

A A′ are clamping-jaws which have suitable depressions or recesses adapted to embrace the frame of the vehicle to which the bracket is to be attached. Each of these jaws A A′ is pivoted one to the other in the manner hereinafter described. Preferably mounted upon the same pivotal means is a supporting member B for the lamp. (Not shown.) As the means for connecting the lamp to the supporting member B is well known, having been disclosed in my earlier patent, No. 577,429, dated February 23, 1897, further description of the same is not necessary. Each of the jaws A A′ is respectively provided with the bearing-lugs *a a* and *a′ a′*. The member B is also provided with laterally-directed bearing-lugs *b b*. These bearing-lugs when the parts are assembled are arranged in two groups or sets of three each, as shown in section, Fig. 2, and have perforations which preferably register and through which the pivotal bearings hereinafter described are passed. The bearing-lugs in one of these sets may be held together by a bolt D and nut *d*. The other set of bearing-lugs is provided with a bolt E and nut G of the special construction hereinafter described. The means for drawing the clamping-jaws toward each other and for releasing them, so that they may be disengaged from the vehicle-frame, comprises a bolt F, headed at one end and having a set-nut F′ at the opposite end. This nut F has an extended tubular shank *f* and an end shoulder *f′*. In Figs. 1 and 2 the slot in the jaw A through which the bolt F passes is shown narrow at one end and wide at the other, the narrow end being smaller than the shoulder *f′* and the larger end of said slot being slightly greater in diameter than said shoulder, so that when it is desired to open the jaws A A′ the nut F′ is loosened and swung into a position so that its shoulder *f′* will be opposite the larger end of the slot in the jaw A. When in this position, the jaw A may be readily thrown back into position indicated in dotted lines in Fig. 1.

The particular form and operation of the clamping-bolt F are fully described in my earlier patent, No. 600,535, dated May 15, 1898, and its construction and operation will require no further detailed description herein. In the bracket of this last-referred-to patent both the set-nut F′ and the set-nut G have to be loosened in order to open the jaws; but in the present case by reason of the improvement hereinafter described it is only necessary to loosen the single set-nut F′ to accomplish that end. This result is due to the form and arrangement of the pivotal connection for one of the sets of bearing-lugs previously alluded to, and the same comprises a headed bolt E. (See Fig. 3.) Adjacent to the headed portion of the bolt E is a shoulder E′ of smaller diameter than the head, and adjacent this shoulder is a second shoulder E^2, preferably angular. Each of the shoulders E′ and E^2 is in length substantially equal or slightly less than the thickness of the bearing-lugs through which they pass. The lug *a′* is preferably provided with an angular opening to correspond with the square shoulder E^2.

G is a set-nut carried by the bolt E and having a shank G′ of slightly-greater length than the thickness of the bearing-lug *a* and

preferably of slightly-greater diameter than the shoulder E^2 and passing freely through said lug *a*.

In operation it will be seen that when the nut G is screwed down tightly it will securely hold in a fixed position the parts B and A′ by reason of its clamping engagement of the bearing-lugs *a′* and *b*. At no time, however, can the set-nut G be so tightened as to rigidly engage the bearing-lug *a* of the jaw A, and hence the jaw A is free to swing independently of the member B and the jaw A′, the position of which may be previously adjusted to determine the alinement or position of the lamp. Thus instead of having three loosely-pivoted parts the alinement of each of which must be adjusted every time the lamp is attached to the vehicle the two parts B and A′ may be clamped together, so that only one part (the jaw A) will be freely pivoted. By reason of this fact not only is the necessary care of alining the lamp each time the bracket is attached obviated, but the act of attaching the lamp is made more easy and expeditious.

The above-described bracket may be largely formed of sheet metal, and therefore possesses the substantial advantages of cheapness and lightness.

It should be stated that while the bolt D and nut *d* may be drawn so tightly together as to clamp the three lugs rigidly together this is ordinarily not done, but the nut *d* is simply screwed on sufficiently to prevent rattling or undue looseness of the parts. If desired, a rivet headed at both ends may be substituted in place of the bolt D and nut *d*.

What I claim is—

1. In a lamp-bracket in combination a pair of clamping-jaws each having a bearing-lug, a lamp-support also having a bearing-lug, said three lugs being perforated and lying adjacent one another, said perforations being in line, a headed bolt passing through the same and having a bearing thereon around which said support is movable, an angular portion on said bolt, a perforation in one of said clamping-jaws being angular and fitting said angular portion on said bolt, and a nut having a round shank of slightly-greater length than the thickness of the lug on the other jaw, said shank passing through said perforations in said other jaw and serving to clamp said support and first jaw fixed with relation to each other.

2. A lamp-bracket comprising a pair of clamping-jaws, two bearing-lugs at the rear of each of said jaws, a lamp-supporting member having two bearing-lugs, all of the above-mentioned lugs being arranged in two sets, each set being provided with an independent pivotal connection, one of said pivotal connections comprising a headed bolt and a nut moving thereon, said nut having a shank of slightly-greater length than the thickness of the next adjacent bearing-lug, said shank passing freely through an opening in said lug and clamping the remaining lugs of its respective set to rigidly connect one of the clamping-jaws and the lamp-supporting member, but leaving the other jaw freely pivoted, and means for drawing said jaws toward each other, substantially as described.

Signed at Meriden, Connecticut, this 29th day of December, 1898.

WILLIAM C. HOMAN.

Witnesses:

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