

(No Model.)

G. K. BURLEIGH.
WATCH CARRIER FOR BICYCLES.

No. 516,998.

Patented Mar. 20, 1894.

Fig: 1.

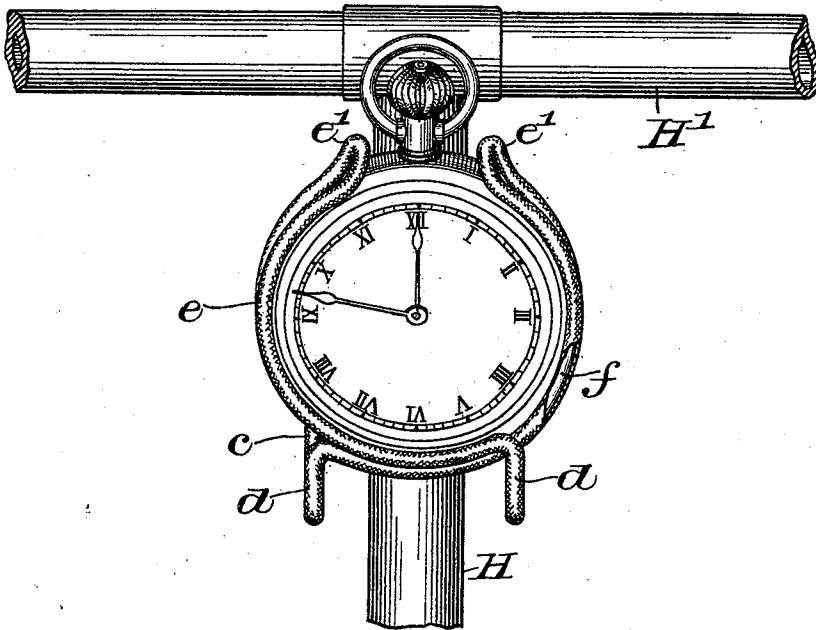
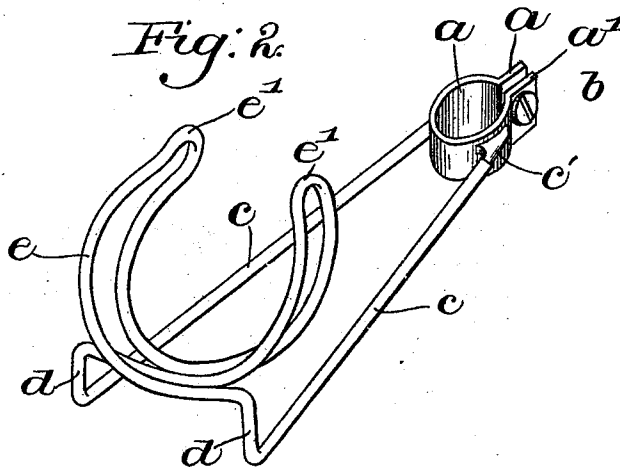


Fig: 2.



Witnesses.
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UNITED STATES PATENT OFFICE.

GEORGE K. BURLEIGH, OF TILTON, NEW HAMPSHIRE.

WATCH-CARRIER FOR BICYCLES.

SPECIFICATION forming part of Letters Patent No. 516,998, dated March 20, 1894.

Application filed August 8, 1893. Serial No. 482,667. (No model.)

To all whom it may concern:

Be it known that I, GEORGE K. BURLEIGH, of Tilton, county of Belknap, State of New Hampshire, have invented an Improvement in Watch-Carriers for Bicycles, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

It is often desirable for bicyclists to know the rate of speed they are maintaining, or to locate some point or points by the time of passing, and when the watch has to be removed from the pocket of the rider and returned thereto when the time has been ascertained considerable time is consumed and must be allowed for in addition to the inconvenience incurred by the rider. Again, in speeding the time must be taken by a bystander, as it is obviously impossible for the rider to do it.

This invention has for its object the production of a watch carrier for bicyclists, whereby a watch is securely supported in full view of the rider at all times, so that the time may be ascertained whenever desired.

My invention, therefore, consists in a carrier of peculiar shape or construction, as will be described, it being shaped to leave spring arms to constitute a clip to hold a watch, and adapted to be secured to the frame of a bicycle in front of the rider, substantially as will be described.

The particular features of my invention will be hereinafter described and particularly pointed out in the claims.

Figure 1 of the drawings is a rear view of a portion of the head and handle bar of a bicycle to be understood, with my invention holding a watch applied thereto, and Fig. 2 is a perspective view of the carrier detached.

As best shown in Fig. 2 the carrier consists of spring arms *c, c*, bent as hereinafter described, and a split ring *a* provided with ears *a'* through which is passed a tightening device, herein shown as a screw *b*, the split ring enabling the carrier to be secured to the bicycle, preferably to the head *H* as in Fig. 1, or it might be secured to the handle

bar *H'* if desired, particularly if the watch has a cover. The arms *c, c*, of moderately stiff wire are secured to the clamp at *c'* in any suitable manner, the arms being bent up at their outer ends at *d*, and then curved oppositely and doubled to form spring jaws to receive the watch between them.

The spring jaws surround the greater part of the periphery of the watch, the handle thereof coming into the space between the extremities *e'* and the double arms of which each jaw is composed rest upon the front and back of the watch, as clearly shown in Fig. 1, and the elasticity of the wire entering into the arms forming the jaws causes them also to pinch the watch in the direction of its thickness, and so hold it firmly in place.

In order to prevent scratching or marring the watch case, I have shown the wire as covered with some soft textile material *f* to act as a shield.

From the foregoing it will be seen that the face of the watch is always in view of the rider, and the carrier holds it securely to the frame.

The user of the holder may readily expand the jaws by pinching the holder between the thumb and finger acting upon the shoulders *d* of the wire arms.

I do not broadly claim a wire loop into which may be sprung or confined a watch.

I claim—

1. A watch carrier for bicycles, it consisting of a piece of wire bent to form separable and double spring arms or jaws, to receive a watch case between them and pinch the case thereof in the direction of its thickness, and a device to which the ends of said wire are rigidly secured, said device being adapted to serve as a connection between the carrier and the bicycle, substantially as described.

2. A watch carrier for bicycles, it consisting essentially of a wire bent at *d, d*, and then curved to form double arms *e* to constitute jaws for the retention of a watch between them, said double arms acting to pinch the watch case in the direction of its thickness, substantially as described.

3. A watch carrier for bicycles, it consist-

ing of a ring, and an attached covered wire bent at *d* and curved to form a loop *e* which is afterward bent at *e'* to constitute double arms to operate substantially as described, 5 pressure on the bent portions serving to expand the spring arms, substantially as described.

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

GEORGE K. BURLEIGH.

Witnesses:

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