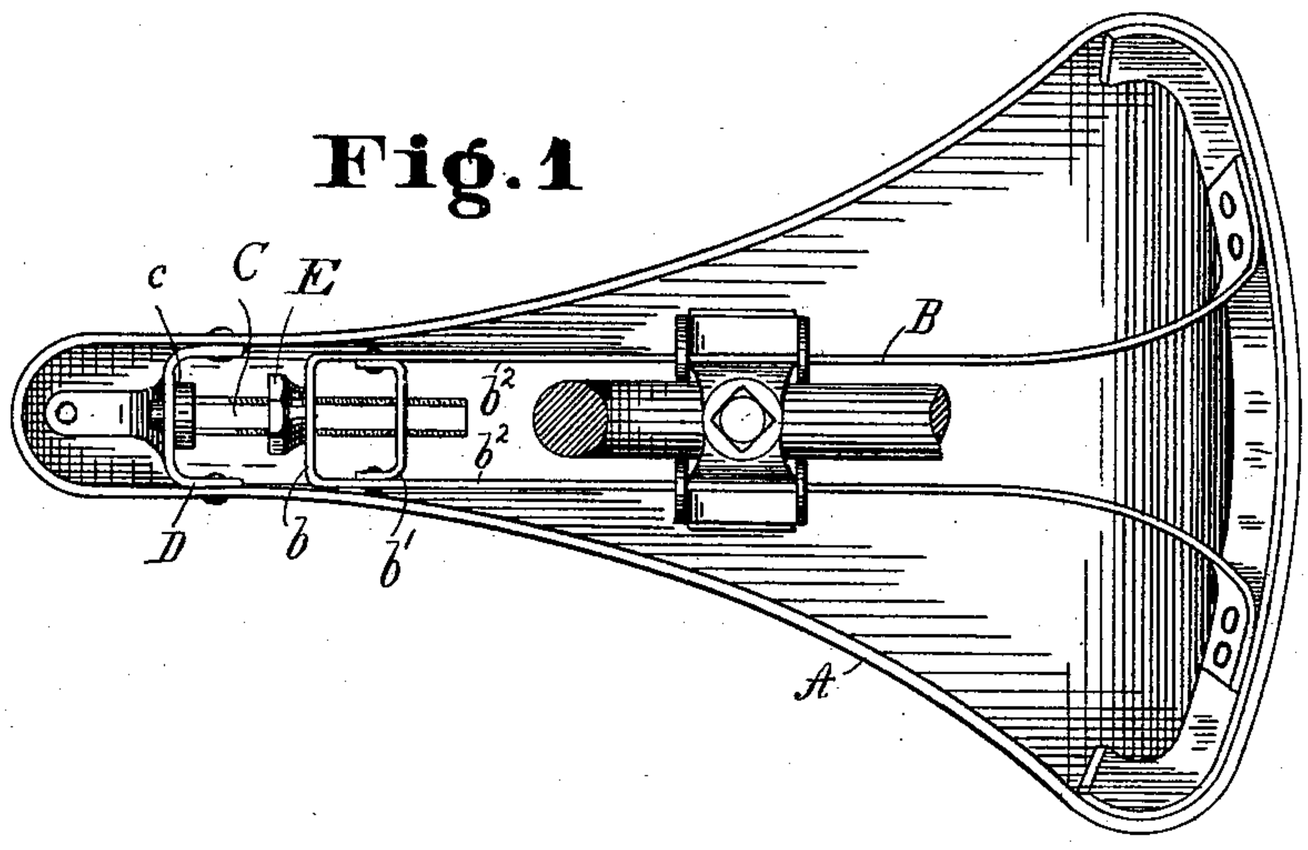
(No Model.)

A. L. GARFORD.

BICYCLE SADDLE.

No. 540,432. Patented June 4, 1895.

Fig. 1



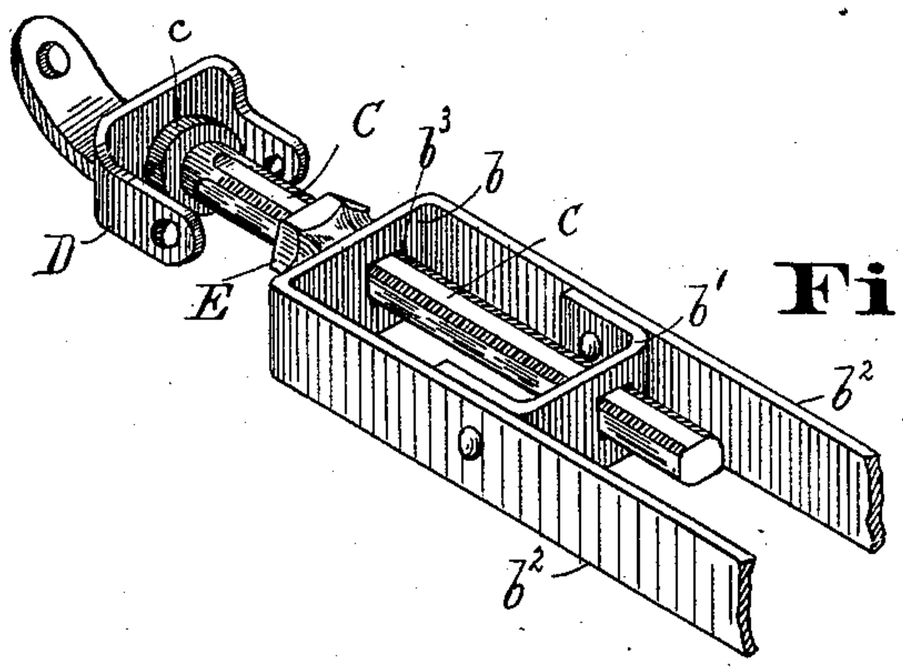


Fig. 2

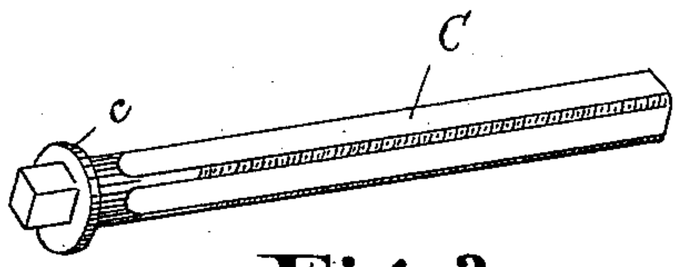


Fig. 3

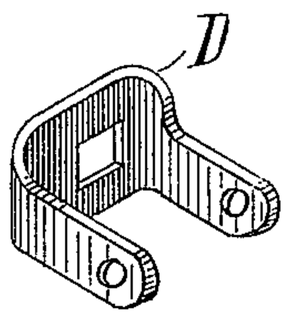


Fig 4

WITNESSES.

L. A. Griswold.

Nellie M. Wood.

INVENTOR.

Arthur L. Garford

By Edwin L. Thurston

his attorney

UNITED STATES PATENT OFFICE.

ARTHUR L. GARFORD, OF ELYRIA, OHIO.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 540,432, dated June 4, 1895.

Application filed October 18, 1894. Serial No. 526,332. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR L. GARFORD, a citizen of the United States, residing at Elyria, in the county of Lorain and State of Ohio, have invented certain new and useful Improvements in Bicycle-Saddles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to bicycle saddles, and particularly to the parts of a saddle by means of which one end of the seat is adjustably secured to the corresponding end of the seat support.

The invention consists in the construction and combination of parts hereinafter described and claimed.

In the drawings, Figure 1 is a bottom view of a bicycle-saddle containing my invention. Fig. 2 is a perspective view of the front end of the seat-support and the mechanism by means of which said seat-support is secured to the front end of the seat. Fig. 3 is a perspective view of a slightly-modified form of the adjusting and connecting screw; and Fig. 4 is a perspective view of the plate D, adapted to be used with the screw shown in Fig. 3.

Referring to the parts by letters, A represents the seat, which is commonly made of leather.

B represents the seat support, which may be of any desired construction, provided that at one end it carries the two perforated transverse plates *b* and *b'* or their equivalent. In the construction shown the said seat support consists of two substantially parallel flat bars b^2 b^2, which are connected at their rear ends to the cantle and which are connected together at their front ends by the integral transverse plate *b*. Just behind this plate *b* a second transverse plate *b'* is placed, being riveted to the two side bars b^2 b^2. Through each of these plates an angular hole b^3 is formed, which holes are in line and correspond in shape with the body of the adjusting screw C, and are sufficiently large to permit said screw to move freely therein. The front end or head of this screw enters a hole in a plate D, which is riveted to the front end of the seat. Just back of its front end a shoulder *c* is formed upon the screw C, and this shoulder engages with the plate D. If it is considered desirable that the front end of the seat shall have a slight rocking motion upon the front end of the screw for a pivot, the said end of the screw is made cylindrical, and so also is the hole in the plate D in which it lies, as shown in Fig. 1. If it is not desirable to have this movement in the front end of the seat, the front end of the screw and the hole in the plate are made angular so as to prevent the screw from turning in said hole, as shown in Figs. 3 and 4. The shank or threaded part of the screw is ground off on its sides so as to make said shank angular, substantially as shown; and since the holes in the plates *b* and *b'* are correspondingly shaped, the screw cannot rotate therein upon its axis.

Between the plates D and *b* is a nut E adapted to be screwed back and forth upon the screw C, and when it is screwed against the plate *b*, said screw is pushed forward. The shoulder *c* engages with the plate D, and any desired tension may thereby be put upon the seat.

The second plate *b'* is employed to guide the screw longitudinally, wherefore it is evident that if the plate *b* were thick enough to secure this result the rear plate *b'* might be omitted.

There is an advantage in using two thin plates as described, because they are cheaper than a thick block would be if secured to the front end of the seat support, and they weigh less.

Having described my invention, I claim—

1. In a bicycle saddle, the combination of the seat, the seat support, a transverse plate *b* carried by said seat support and having an angular hole, a plate D secured to the corresponding end of the seat and having a hole therein, with a screw having, first, an angular threaded body which is longitudinally movable in the hole in the plate *b;* second, a head which enters the hole in plate D, and, third, a shoulder back of said head which engages with said plate, and a nut upon the screw between the two plates and adapted to engage with the plate *b*, substantially as and for the purpose specified.

2. In a bicycle saddle, in combination, the seat, the seat support, a transverse plate *b* car-

ried by said seat support having an angular hole therein, a plate D secured to the seat and having an angular hole therein, a screw having, first, an angular body, and, second, an angular head,—which angular parts enter said angular holes, and, third, a shoulder which lies between the plates and engages with one of them, and a nut on said screw between said plates and engaging with the other plate, substantially as and for the purpose specified.

3. In a bicycle saddle, in combination, the seat, the seat support, two thin transverse plates rigid with said seat support and having angular holes in line with each other, a plate secured to the seat having a hole to receive the screw head, a screw having, first, a head which enters the hole in the last named plate; second, a shoulder which engages with said plate, and, third, an angular threaded body which is movable longitudinally in the holes in the plates first named, and a nut on said screw adapted to engage with one of said plates, substantially as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

ARTHUR L. GARFORD.

Witnesses:

EDWIN L. THURSTON,

NELLIE M. WOOD.