

No. 612,769.

Patented Oct. 18, 1898.

A. L. GARFORD.

BICYCLE SADDLE.

(Application filed Jan. 22, 1897.)

(No Model.)

Fig. 1.

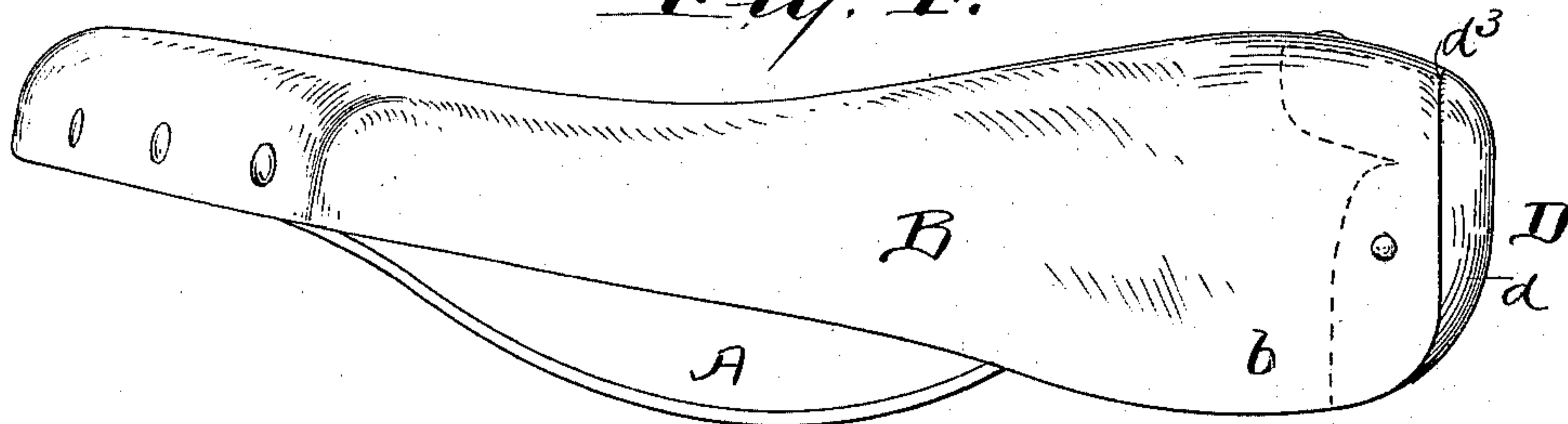


Fig. 2.

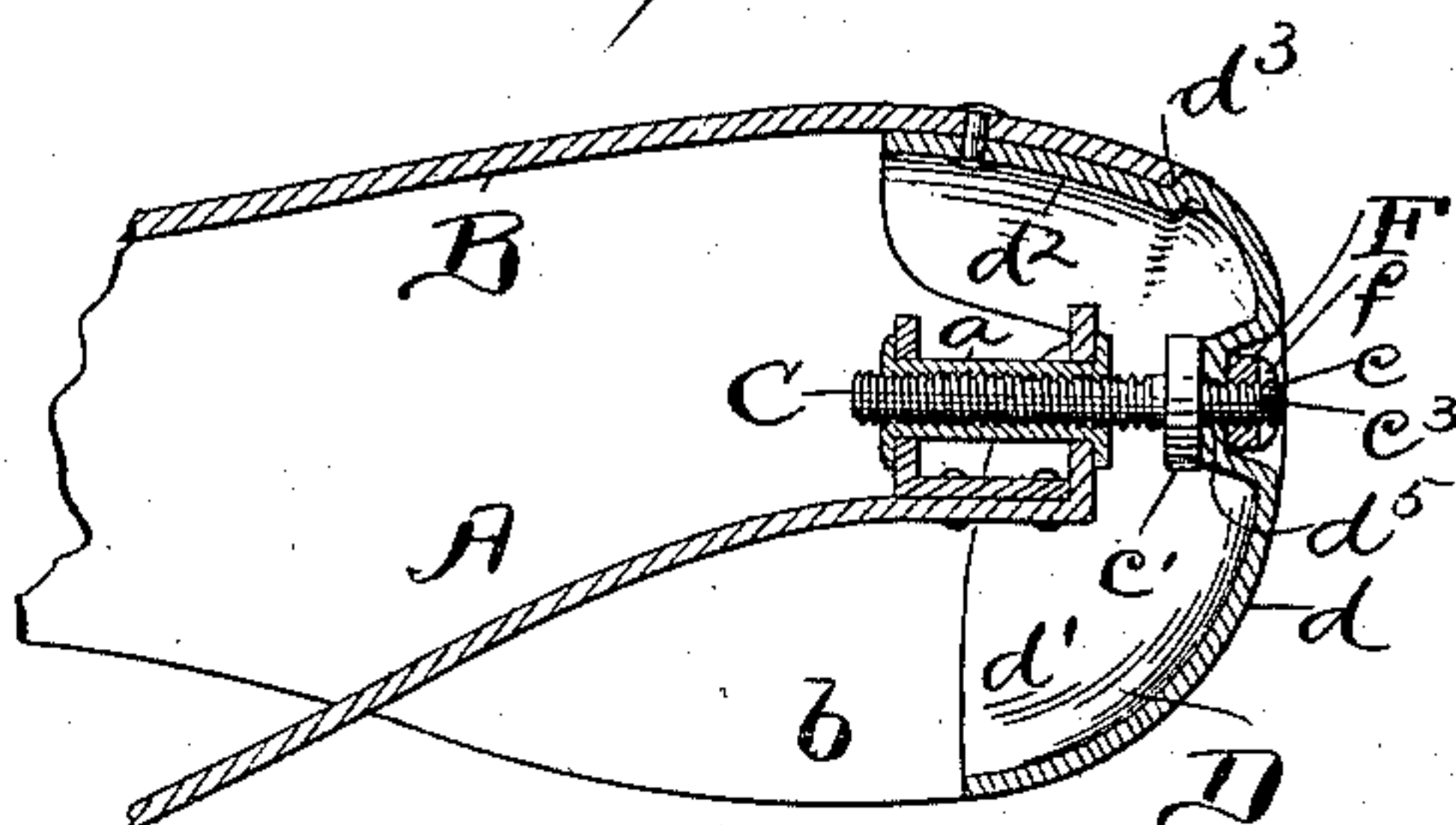


Fig. 3.

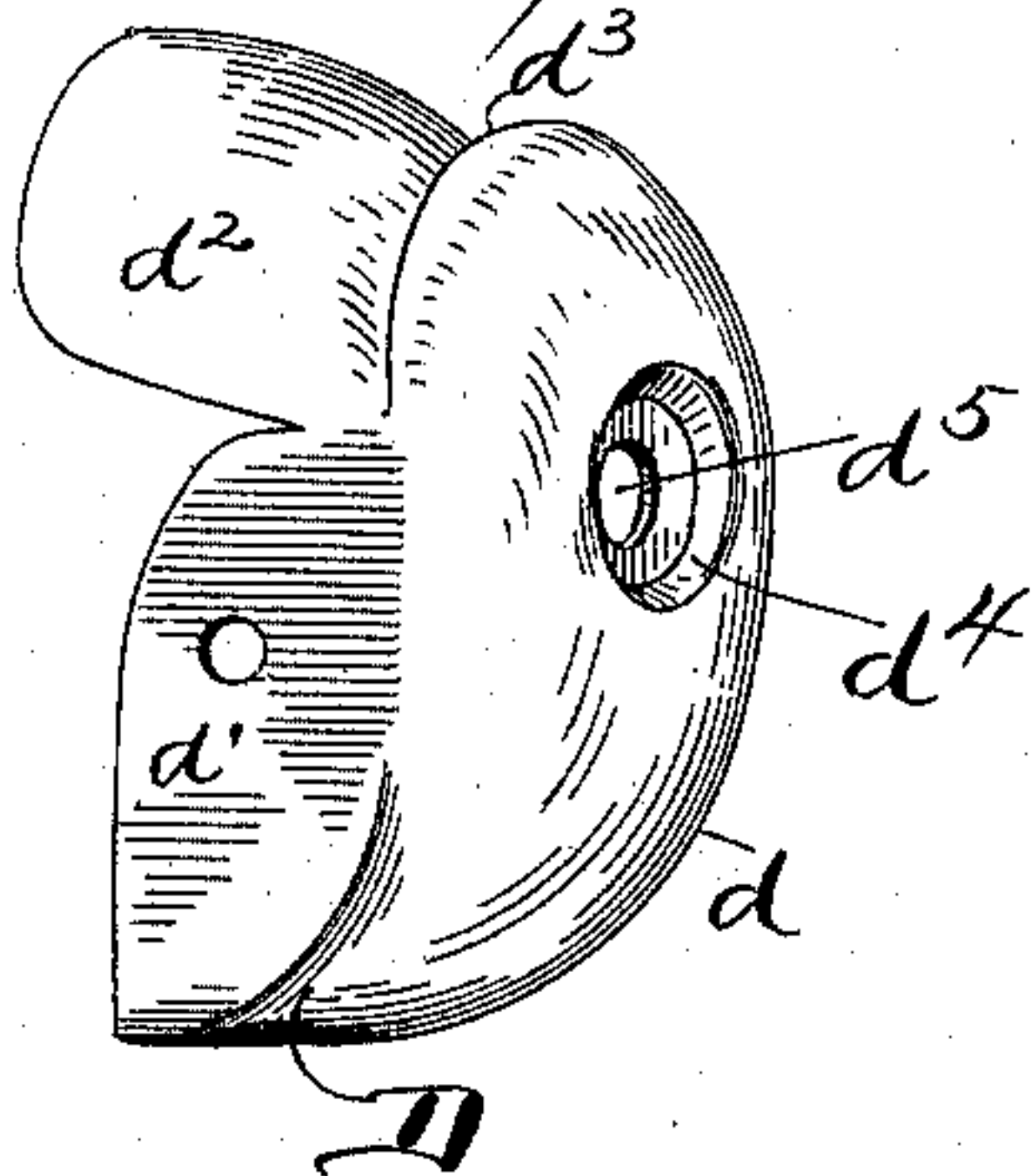


Fig. 4.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

ARTHUR L. GARFORD, OF ELYRIA, OHIO.

## BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 612,769, dated October 18, 1898.

Application filed January 22, 1897. Serial No. 620,296. (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 an improvement in bicycle-saddles, and particularly to the construction of the front end thereof.

The saddle shown containing my invention is especially adapted for ladies' use; and the object of the invention is to provide a saddle in which the mechanism for adjusting the tension of the leather is easily accessible and which has a smooth front end plate upon which a lady's skirt will slip as she mounts the saddle in the usual manner.

The invention is hereinafter clearly described, pointed out definitely in the claim, and is shown in the drawings, wherein—

Figure 1 is a side elevation of my improved saddle. Fig. 2 is a sectional side elevation of the front end thereof. Fig. 3 is a perspective view of the front plate D, and Fig. 4 is a perspective view of the lock-nut.

Referring to the parts by letters, A represents the saddle-support, which may or may not be a spring.

B represents the more or less flexible seat, which is usually made of leather. The rear ends of said seat and support are connected in the usual manner.

C represents an adjustment-screw for varying the tension upon the seat. Its threaded body screws into something—as, for example, the sleeve *a*—on the front end of the support A. Its front end *c* is cylindrical and threaded and it passes loosely through a hole *d*<sup>5</sup> in the front plate D. Just back of this threaded front end A is an annular flange *c'*, which bears against the rear side of said plate.

The plate D, which is preferably made of sheet metal pressed into the desired shape, is secured in the front end of the seat between the flaps *b*. This plate consists of the convex front *d* and the two sides *d'* *d'* and top *d*<sup>2</sup>, which extend rearward from said front. The front extends above the top a distance approximately equal to the thickness of the leather of which the seat is formed, thereby

forming a shoulder *d*<sup>3</sup>, against which the front end of the saddle-leather is butted. This makes the front surface of the plate and the top of the leather practically continuous. The top *d*<sup>2</sup> of the plate is riveted to the leather and the sides *d'* *d'* are in like manner secured to the flaps *b*. In the front end of this plate a depression *d*<sup>4</sup> is formed, and a hole *d*<sup>5</sup> is formed through the bottom of this depression. The end *c* of the adjustment-screw C, which passes through this hole, lies wholly within the said depression—that is to say, its end does not extend out into the plane of the surrounding parts of the front *d*. A slot *c*<sup>3</sup> for a screw-driver is cut in the end of this screw. A set-nut F screws onto the projecting front end of this screw C, and it is provided with nicks *f* in its end, whereby it may be turned. When the tension of the seat has been adjusted, the set-nut is turned so as to clamp the plate D between itself and the flange *c'*, thereby locking the said screw.

The described saddle is intended for a lady's saddle. It presents a very attractive appearance; but its chief merit as such is that it can be mounted without danger that the rider's skirt will be caught. The convex front of plate D projects in front of the front end of the saddle-leather. These surfaces are practically continuous. Nothing projects in front of the plate D to catch the skirt when the rider mounts the saddle from the front end thereof. The tension of the seat may be easily and quickly adjusted, and when adjusted the adjusting-screw may be locked.

Having described my invention, I claim—

In a bicycle-saddle, the seat, the convex plate D recessed upon its top and provided with the two sides *d'*, the top rearwardly-extended portion *d*<sup>2</sup>, and having in its front end a recess *d*<sup>4</sup> and opening *d*<sup>5</sup>, combined with the flanged bolt C screw-threaded at both of its ends, a sleeve *a* placed upon its rear end, a spring to which the sleeve is suitably connected, and the nut which is placed upon the outer end of the screw, and which nut is placed in the recess *d*<sup>4</sup>, substantially as shown and described.

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

ARTHUR L. GARFORD.

Witnesses:

E. L. THURSTON,

E. B. GILCHRIST.