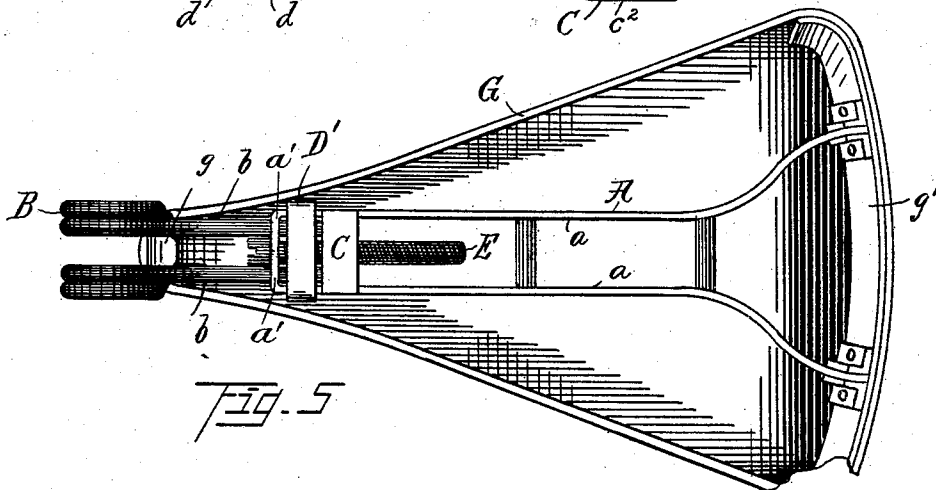
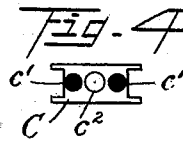
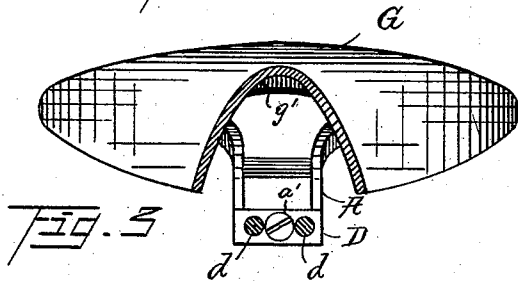
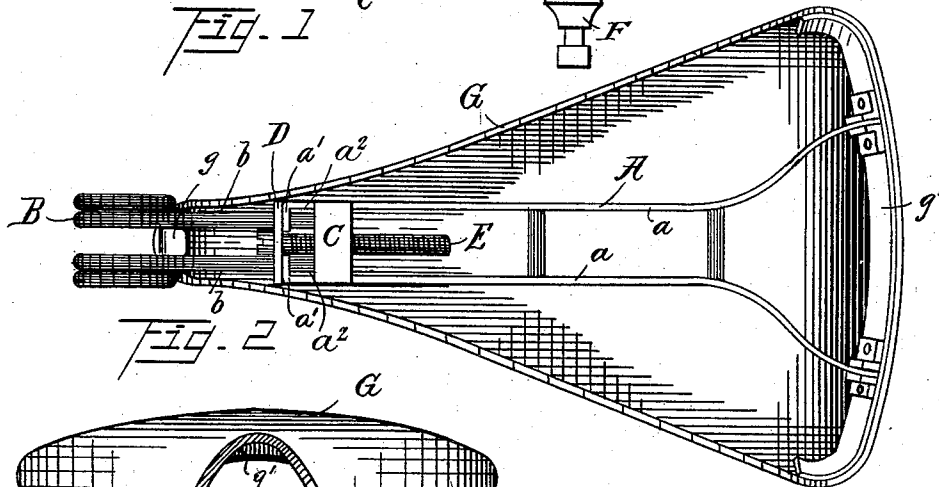
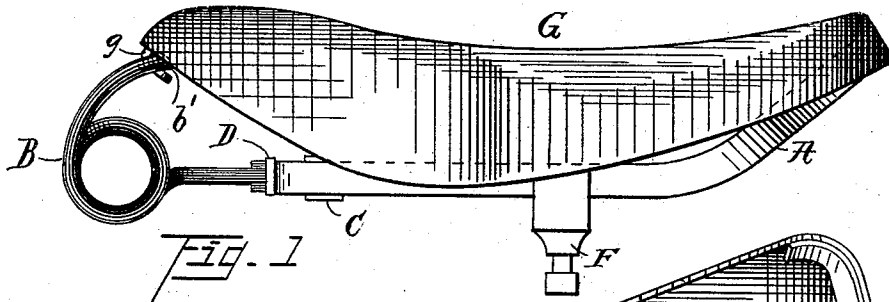


(No Model.)

A. L. GARFORD.
BICYCLE SADDLE.

No. 571,113.

Patented Nov. 10, 1896.



Witnesses.

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UNITED STATES PATENT OFFICE.

ARTHUR L. GARFORD, OF ELYRIA, OHIO.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 571,113, dated November 10, 1896.

Application filed March 18, 1895. Renewed September 29, 1896. Serial No. 607,366. (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
5 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 ap-
10 pertains to make and use the same.

My invention relates to bicycle-saddles, and particularly to saddles containing a rear seat-support composed of two substantially parallel arms and a front seat-support also consist-
15 ing of two parallel arms.

The object of the invention is to provide simple and effective mechanism for adjustably connecting the front and rear seat-supports; and the invention consists in the construction and combination of parts herein-
20 after described and claimed.

In the drawings, Figure 1 is a side view of my improved saddle. Fig. 2 is a bottom view thereof. Fig. 3 is a sectional front view there-
25 of on line 3 3. Fig. 4 is a front view of block C, and Fig. 5 is a bottom view of a modified form of saddle containing my invention.

Referring to the parts by letter, A represents the rear seat-support; B, the front seat-support; G, the seat; g, the hook, which is
30 secured to the under side of the front end of the seat, and g' the cantle, which is secured to the rear end of the seat.

The rear seat-support consists of two arms
35 a a, which are substantially parallel at and near their front ends; and this parallelism preferably continues to a point behind the clamp F, or its equivalent, by which the saddle is secured to the post. The rear part of
40 this support A is secured to the cantle in any suitable manner.

The front ends a' a' of the arms a a are bent toward each other, and eyes a² are formed in these ends. The arms a a may be formed of
45 spring-wire, or they may be made of thin flat steel bars set on edge—that is to say, widest from top to bottom, substantially as shown. Both constructions are well known at this time, and may in this invention be regarded
50 as the equivalents of each other.

The front support B is preferably made of round spring-wire, bent at its middle so as

to form a loop b', with which the hook g engages, and two substantially parallel arms b b.

D represents a yoke-bar which in the construction shown lies against the front ends
55 a' a' of the arms a a. In this yoke-bar are two holes d in line with the eyes a² in the ends a' a'. The arms b b of the front support pass through the holes d in the yoke D and
60 through the eyes a² in the ends a' a' and enter the sockets c' c'.

A screw E passes through a hole a' in the yoke-bar and screws into a threaded opening
65 c² in the sliding block C, the head of said screw abutting against the front side of said yoke.

When the parts are constructed and assembled substantially as described, the screw
70 may be turned by a screw-driver operated from the front end of the saddle, and as it is turned it draws the block C toward the front ends of the arms a a or permits it to move
75 away from them, thereby tightening or loosening the seat.

The principal function of the yoke-bar D
75 is to prevent the spreading apart of the arms b b and a a, and therefore any mechanical device for accomplishing that work is to that extent its equivalent; but the ends a' a' and
80 the arms a a may be made of one piece, bent as shown in Fig. 5. In this construction the head of the screw abuts against a yoke-piece which is integral with the ends, and the said
85 integral yoke-piece prevents the spreading apart of the arms, or instead of either construction described a band D' may encircle
90 both arms a a near their front ends, as shown in Fig. 5, and prevent their separation. In such construction a screw would pass between
95 the ends a' a' and the head of the screw would bear against them. The band D' would of course only be used when the two ends a' a' were separated, as shown in Figs. 1 to 4 and as indicated by dotted lines in Fig. 5, and not
when they are integral with each other, as shown by full lines in Fig. 5.

Having described my invention, I claim—

1. In a bicycle-saddle, the combination of a rear seat-support having two parallel arms,
100 the front ends of which are provided with eyes, and a block movable upon said arms, with a front seat-support having two parallel arms which pass backward through said eyes

and are connected with said block, means for preventing the spreading of said parallel arms, an adjustment-screw which engages in a threaded hole in said block, and an abutment for the head of said screw, substantially
5 as and for the purpose specified.

2. In a bicycle-saddle, the combination of a rear seat-support having parallel arms the ends of which are bent toward each other and
10 are provided with eyes, and a sliding block lying between said arms, and having grooves in its sides to receive said arms, with a front seat-support having two parallel arms which
15 pass backward through said eyes and enter sockets in said block, a yoke to prevent the spreading of said parallel arms, a screw which engages in a threaded opening in said block,
and an abutment for the head of said screw, substantially as and for the purpose specified.

3. In a bicycle-saddle, the combination of

a rear seat-support having two parallel arms, the front ends of which are turned toward each other and are provided with eyes, a sliding block lying between said arms, and a yoke-bar lying against the front ends of said arms,
25 with a front seat-support having two parallel arms which pass backward through holes in the yoke-bar and through the said eyes and enter sockets in the sliding block, and a screw which passes through a hole in said yoke-bar
30 and engages in a threaded opening in said block, and has a head which abuts against the front side of said yoke-bar, substantially as and for the purpose specified.

In testimony whereof I affix my signature 35
in presence of two witnesses.

ARTHUR L. GARFORD.

Witnesses:

P. H. BOYNTON,
FRED N. SMITH.