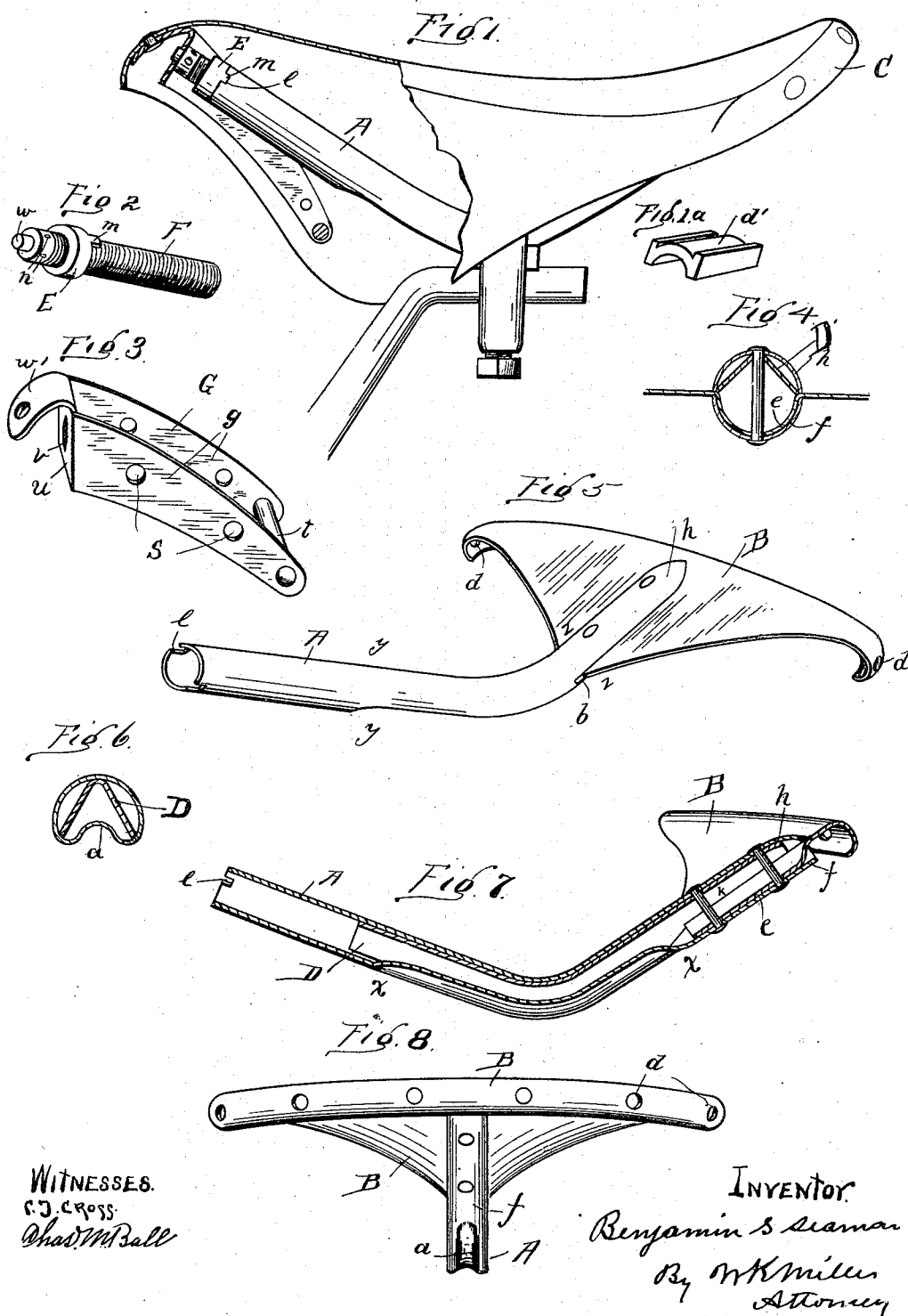


(No Model.)

B. S. SEAMAN.
BICYCLE SADDLE.

No. 566,477.

Patented Aug. 25, 1896.



WITNESSES.
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BENJAMIN S. SEAMAN, OF CANTON, OHIO, ASSIGNOR TO THE GILLIAM MANUFACTURING COMPANY, OF SAME PLACE.

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 566,477, dated August 25, 1896.

Application filed July 23, 1895. Serial No. 556,856. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN S. SEAMAN, a citizen of the United States, and a resident of Canton, county of Stark, State of Ohio, have invented a new and useful Improvement in Bicycle-Saddles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification.

My invention relates to improvements in bicycle-saddles; and it consists in providing a saddle that is light, strong, and durable at a greatly-reduced initial cost.

With these objects in view my invention relates to certain features of construction and combination of parts.

Figure 1 of the drawings is a side elevation having a part of the saddle-leather removed to disclose the front portion of the frame. Fig. 1^a is a perspective view of the clamping block. Fig. 2 is a perspective of the extension-screw. Fig. 3 is a similar view of the pommel-support. Fig. 4 is a cross-section from *z* to *z* of Fig. 5. Fig. 5 is a perspective from left front, showing the top of cantle-frame tubular support. Fig. 6 is a cross-section from *y* to *y*, Fig. 5. Fig. 7 is a longitudinal section through the tubular portion and cantle, showing the position of the strengthening-bar. Fig. 8 is a view of the cantle-frame from rear under side.

A denotes the central or body portion of the saddle-frame, which is made of suitable metal, preferably steel, having in its under side for a distance, as from *x* to *x*, (see Fig. 7,) a V-shaped depression, as *a*, (see Fig. 6,) to adapt it to the U-shaped rib *d'*, (shown in Fig. 1^a,) by which the saddle is held against a lateral rocking movement on the seat-support. At the rear end portion of the tube is provided a kerf *b*, in which is secured the front central portion *c* of the cantle-frame B. The cantle-frame may be made of any suitable metal, preferably sheet-steel, from which blanks are cut and dropped or pressed to the form, or substantially so, shown in the drawings, the rear portion curved to conform to the leatherseat C and rolled down and slightly under, as shown in Figs. 5 and 7, said rolled portion having provided therein perforation *d* to receive the rivets by which the leather seat is secured thereto.

Central to and transverse the web portion of the cantle-frame B is stamped a rib, as *e*, semicircular in cross-section and adapted to rest in the lower rear portion *b* of the tube A, as shown in Figs. 4 and 7, for the purpose of securing the cantle from lateral vibration in the tube, the top portion *h* of the tube to overreach the groove formed in the top side of the cantle to produce the rib *e* and rest on the top of the cantle, as shown in Fig. 4, in which position the parts are secured.

To further strengthen the tube A and its connection with the cantle-frame when desired, an angle-bar D is provided, the rear side portions *k* cut away and graded to adapt the end of the bar to a similar slope or grade, provided in forming the rib *e*, that the top of the cantle may wedge against the graded edges of the angle-bar, as shown in Fig. 7. The angle-bar is placed within and bent with the tube A.

At the front end of the tube are provided recesses *l* to receive the lugs *m*, provided on the sides of the threaded nut E, into which is turned the screw F, which will be herein-after explained.

The pommel-frame G is formed substantially as shown in Fig. 3, having wings, as *g*, in which are provided perforations *s*, by which the frame is secured to the leatherseat, a spreader *t* to support the ends of the frame, and an end portion *u*, having therein an aperture *v*, in which is placed the end portion *w* of the screw F, and a forwardly and downwardly projected portion *w'*, to which the pommel or front end portion of the seat-leather is secured, as shown in Fig. 1. At the forward end of the screw F are provided apertures *r*.

The object of the structure described in the before-going paragraph is to provide a support for the sides and front of the seat-leather, and to tighten or stretch the seat-leather on the saddle-frame in operation a pin is placed in the apertures *r*, by which the screw F is turned into or out of the nut E and the end of the tube A to slack or stretch the seat-leather as occasion may require.

Having thus fully described the nature and the object of my invention, what I claim is—

In a bicycle-saddle, in combination, a flexi-

ble seat, a rigid bow-shaped seat-support, having at its under side a V-shaped depression, an angle-bar support inside of the seat-support, a rigid cantle formed of sheet metal, 5 curved at its middle part to fit the seat, and having a web portion extending forwardly from the sides and middle portion, and secured to the support, the edges of the angle-bar bearing against the upper surface of the 10 cantle and the pommel-supporting frame having downwardly and rearwardly projected wings *g* to support the sides of the pommel,

the apertured end to support the screw *F*, the front extension to fit the front end of the seat, the threaded nut *E* secured to the front 15 end of the tubular support and the screw *F*, whereby the seat may be stretched on the frame, substantially as described.

In testimony whereof I have hereunto set my hand this 18th day of July, A. D. 1895.

BENJAMIN S. SEAMAN.

Witnesses:

W. K. MILLER,
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