

(No Model.)

3 Sheets—Sheet 1.

B. S. SEAMAN.
BICYCLE SADDLE.

No. 566,478.

Patented Aug. 25, 1896.

Fig. 1

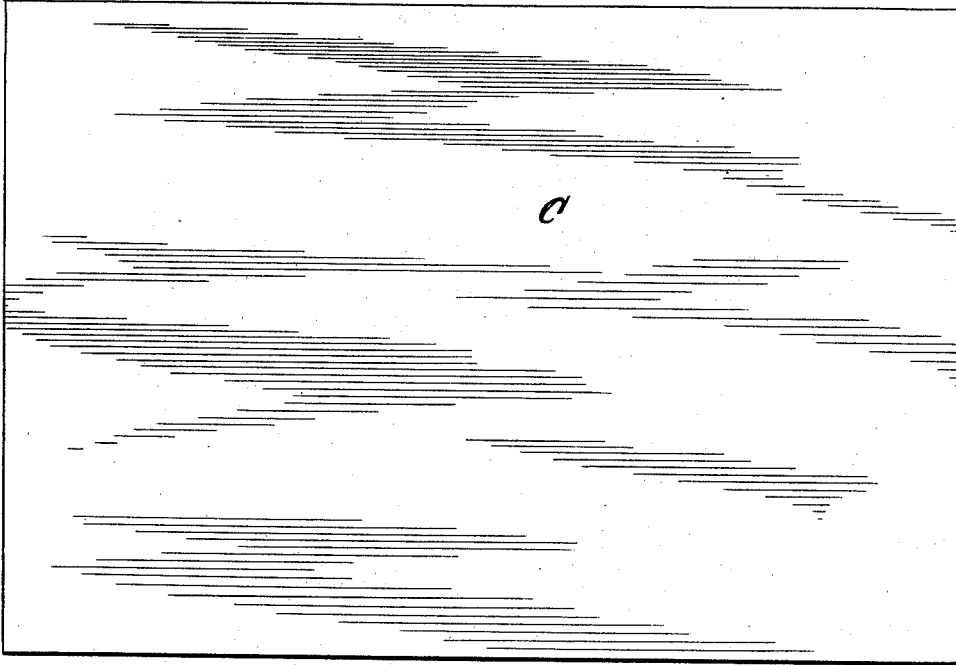
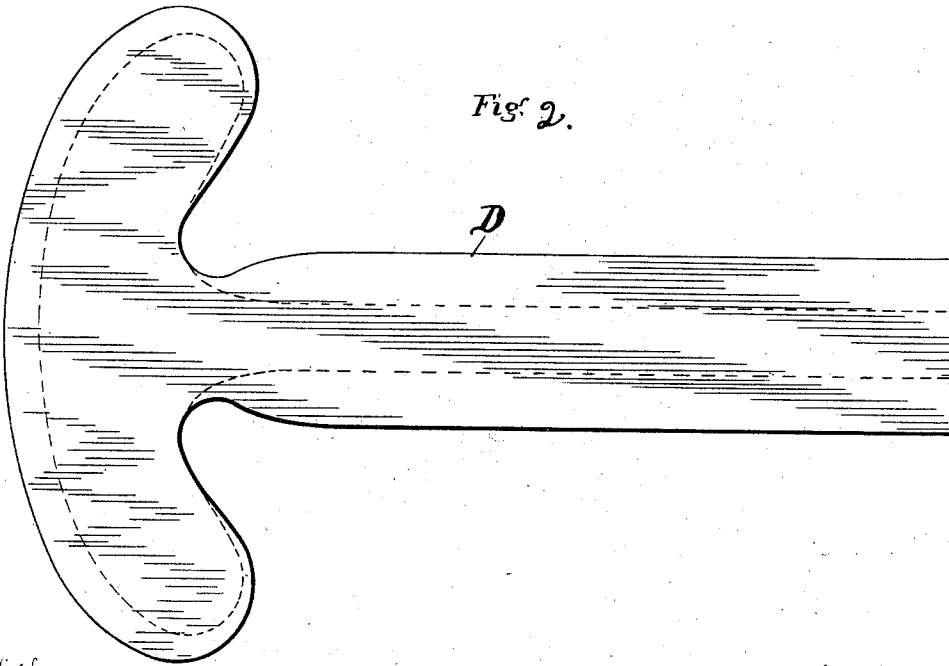


Fig. 2.



WITNESSES.
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Attorney

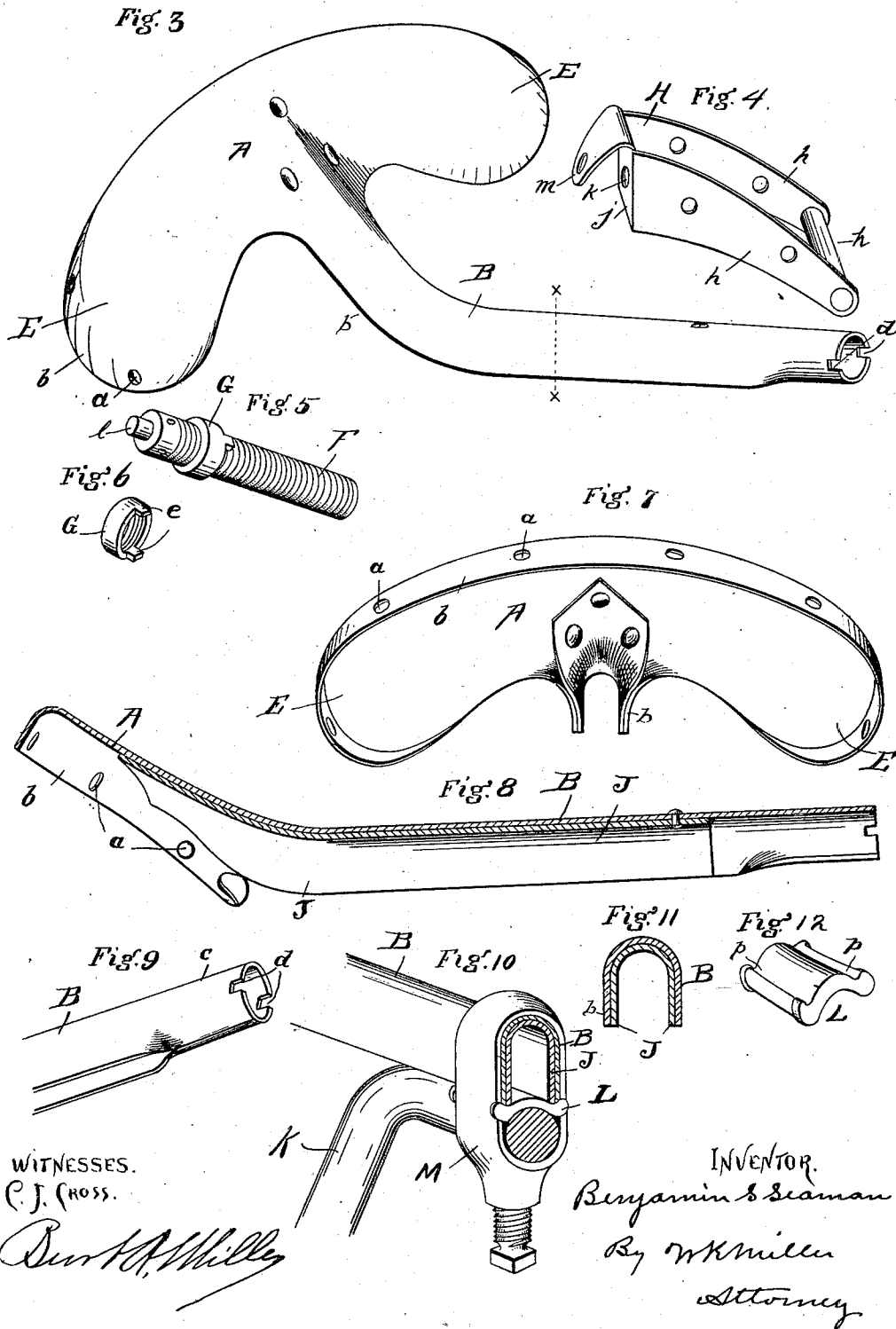
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3 Sheets—Sheet 3.

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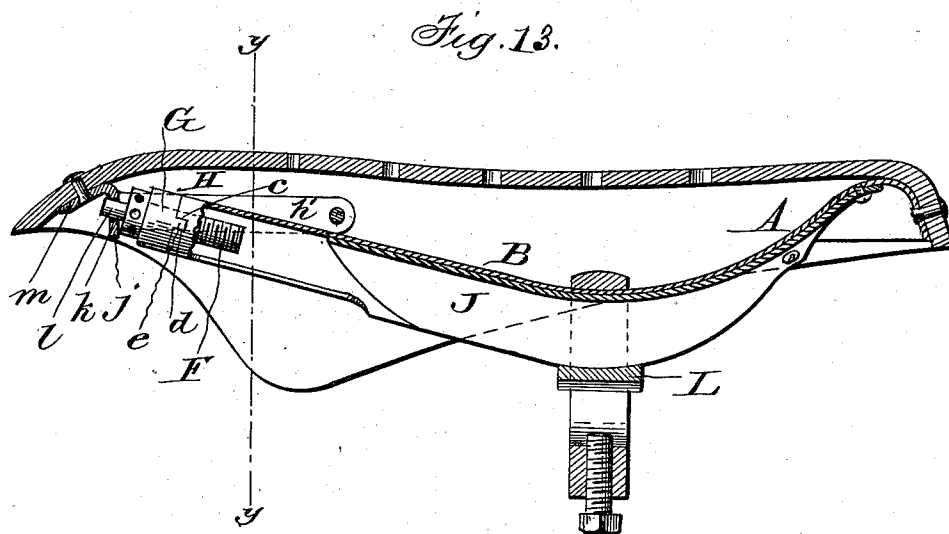
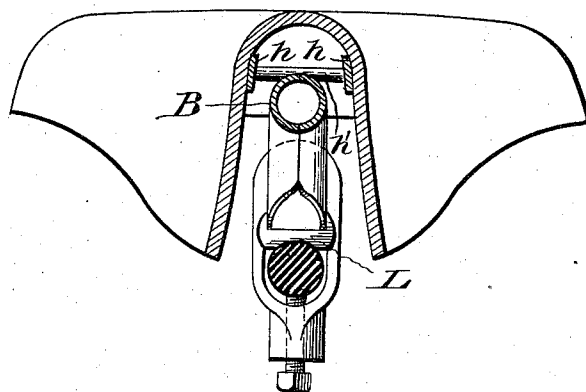


Fig. 14.



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UNITED STATES PATENT OFFICE.

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

BICYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 566,478, dated August 25, 1896.

Application filed August 7, 1895. Serial No. 558,458. (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 of certain features of construction and combination of parts, as will be hereinafter described and claimed.

Figure 1 of the drawings is a plan view of a piece of sheet metal from which the saddle-frame blank is pressed or cut. Fig. 2 is a similar view of the saddle-frame blank. Fig. 3 is a perspective of the saddle-frame. Fig. 4 is a similar view of the adjustable pommel-frame. Fig. 5 is a similar view of the seat-adjusting screw. Fig. 6 is a similar view of the threaded nut. Fig. 7 is a similar view of the cantle-frame from rear under side. Fig. 8 is a longitudinal section through the frame. Fig. 9 is a perspective of the front end of the frame. Fig. 10 is a similar view showing the frame in cross-section as secured to the post. Fig. 11 is a cross-section of frame as from x to x , Fig. 3. Fig. 12 is a perspective of saddle-piece. Fig. 13 is a longitudinal vertical sectional view of the complete saddle; and Fig. 14 is a cross-section on line $y y$, Fig. 13.

A denotes the cantle-frame, and B the support, which are of the form shown in Fig. 3 and are made of a single piece of sheet metal of desired thickness.

The process of construction consists, first, of punching or otherwise cutting out from a sheet of metal, as C, (shown in Fig. 1,) a blank, as D. (Shown in Fig. 2.) About the cantle portion of the blank are provided apertures a , by which the seat-leather is secured thereto. The blank D cut from the sheet metal is stamped or pressed into the form shown in Fig. 3, having the outer edges b of the cantle flanged downwardly, as shown in Figs. 3, 7, and 8, the middle part curved to conform to the seat-leather, and the laterally and for-

wardly projected lobes E and the U-shaped support B formed by the downwardly-flanged sides of the before-mentioned blank D, thus forming a continuously-flanged edge about the cantle and support, for the purpose of making said parts rigid and strong, the forward end portion of which is by another operation formed into a cylinder portion c , as shown in Fig. 9, adapted to receive the seat-tightening screw F, and at the end portion of the support are provided recesses d , adapted to receive the dowels e on the nut G, by which the nut is secured to the support and against rotation.

The screw F is placed in the cylinder portion c of the support B, the nut G resting on the end thereof, the dowels e in the recesses d , over which is placed the pommel-support H, which is formed substantially as shown in Fig. 4, having downwardly and rearwardly projected arms h , which are adapted to be secured to the seat-leather, a transverse portion j , in which is provided an aperture k , adapted to receive and support the front end of the screw F, and a forwardly and downwardly projected portion m , adapted to support the front or pommel portion of the seat-leather. The rear ends of the sides h are connected by the cross-rod h' , which extends across the support B, and which not only prevents the sides spreading, but also prevents the saddle-leather coming in contact with the support B and injuring the rider.

To adjust the frame hereinbefore described to the seat-leather, the screw F is turned into or out of the nut G, by which the pommel-frame H is moved forward or back on the frame B.

To further strengthen the support B, a reinforcing-plate J is provided, stamped to conform to the under side of the support B and the front central portion of the cantle A, as shown in Figs. 7, 8, 10, and 11.

To secure the support B to the post K, a saddle-piece, as L, is provided having side grooves p to receive and support the lower edges of the support B when secured to the post K by the clamp M.

The object attained by the hereinbefore-

described structure is a bicycle-saddle frame of greater rigidity and strength, of less weight, and at a greatly-reduced initial cost.

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

A bicycle-saddle frame stamped from a single piece of sheet metal and comprising the cantle-frame having the marginal depending perforated portion of lobes E from which
10 project a support B semicircular or U-shaped in cross-section for a portion of its length and circular in cross-section for the remaining portion of its length and provided with the notches d in combination with a strength-
15 ening-plate semicircular in cross-section for a portion of its length and having one of its ends flattened, the said semicircular portion of the strengthening-plate being arranged within and secured to the semicircular por-
20 tion of the support and the flattened portion

of the plate being permanently secured to the body of the frame, a saddle-leather attached to the depending perforated portion with one end, a pommel-frame attached to the front end of the saddle-leather and straddling the
25 support B and provided with an underlying cross-bar b to sustain the weight when the saddle-leather is depressed, a nut G having ears which engage the notches in the support B, and a screw F, one end of which projects
30 into the support B and the other end of which has a swivel connection with the pommel substantially as set forth.

In testimony whereof I have hereunto set
my hand this 2d day of August, A. D. 1895. 35

BENJAMIN S. SEAMAN.

Witnesses:

W. K. MILLER,
BURT A. MILLER.