(No Model.)

B. S. SEAMAN.

BICYCLE SADDLE.

No. 546,350. Patented Sept. 17, 1895.

Fig. 1.

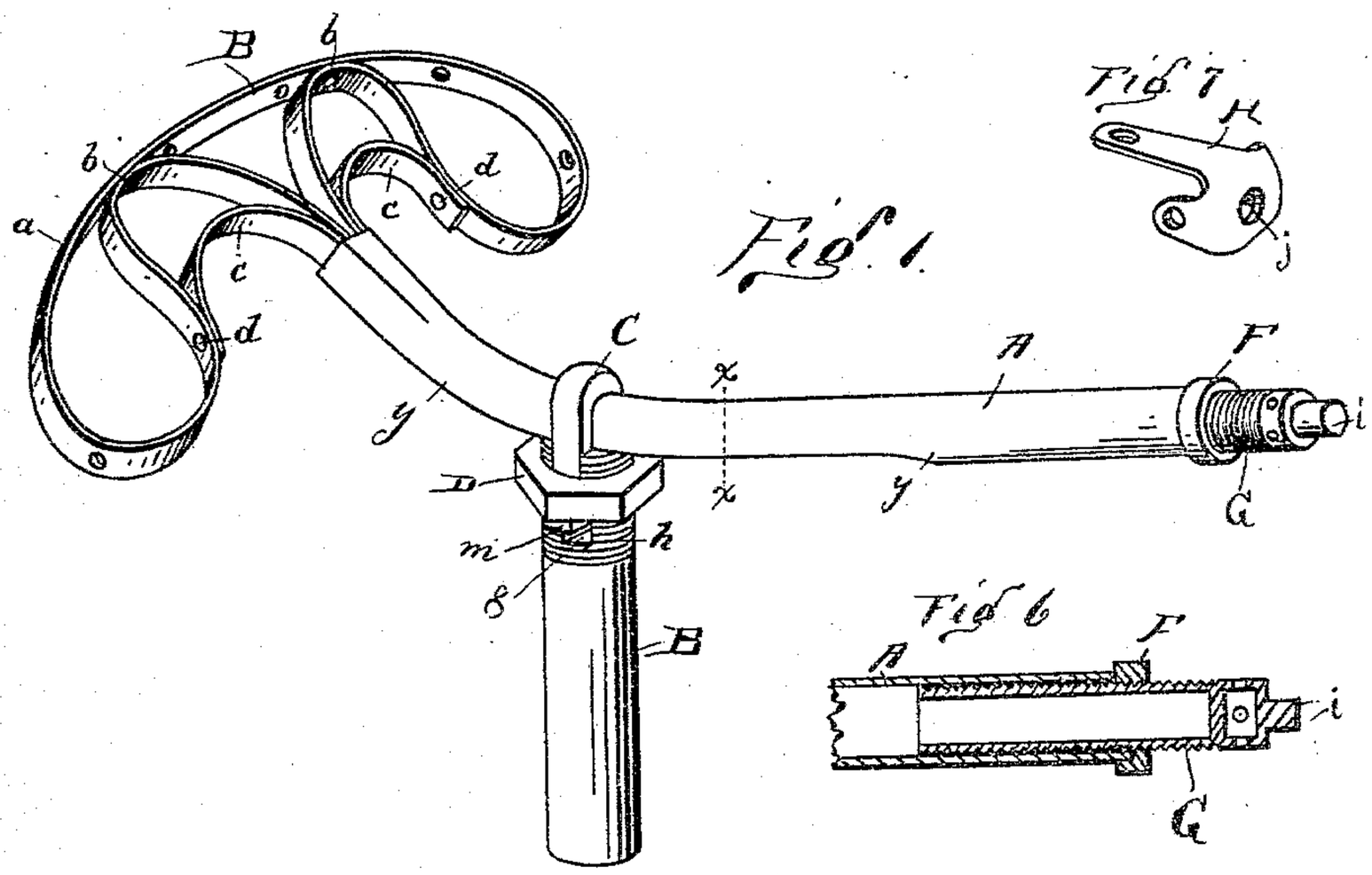


Fig. 7.

Fig. 6

Fig. 2.

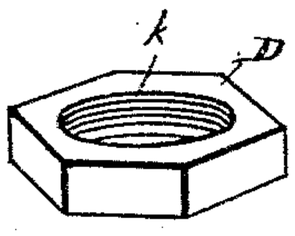


Fig. 3.

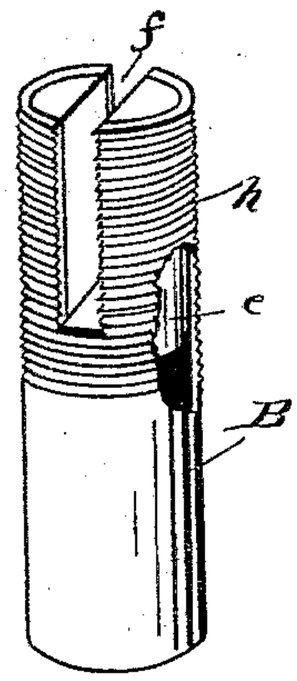


Fig. 4.

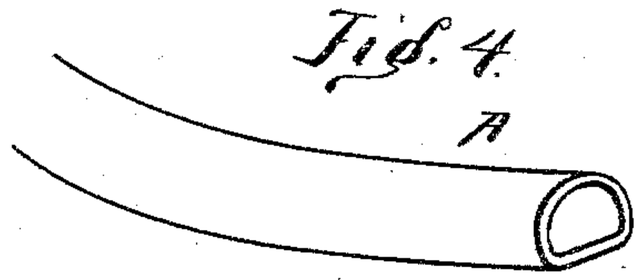


Fig. 5.

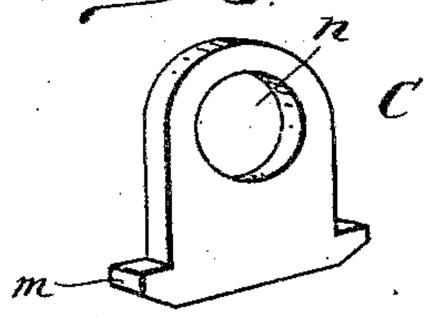
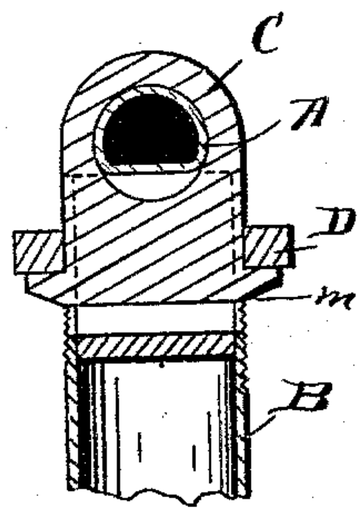


Fig. 6



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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. 546,350, dated September 17, 1895.

Application filed June 24, 1895. Serial No. 553,824. (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-saddle frames and supports; 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 perspective illustrating my invention. Fig. 2 is a similar view of a nut by which the saddle-frame is secured to the post. Fig. 3 is a similar view of the upper end of the post. Fig. 4 is a cross-section of the body portion of the saddle-frame in line *x x*, Fig. 1. Fig. 5 is a perspective of the binding-link. Fig. 6 is a longitudinal section through the adjusting device. Fig. 7 is a perspective of pommel-support.

A denotes a tubular frame or body having secured to its rear end portion a rigid truss cantle-frame B, formed substantially as shown, and consisting of the following members or portions: the circular rear portion *a*, to which the rear portion of the seat-leather may be secured, the end portions of which are bent back on itself and secured to the rear portion *a*, as shown at *b*, and forward and into the tube A, and the braces *c*, secured to the first mentioned member, as shown at *d*. The other ends of said braces are passed into the tube, as shown, in which position the parts are secured, thus forming a light, strong, and absolutely rigid cantle-frame.

The bottom portion of the tube A is made flat from *y* to *y*, thus forming that portion of the tube semicircular in cross-section, as shown in Fig. 4, thus forming a flat surface to rest on the top of the post B, which is formed of a section of tubing, as shown, having welded into its top end a plug *e*, in which is formed a slot or recess *f* to receive the binder C. (Shown in Fig. 5.) About the top end of the post B is provided an annular thread *h*, adapted to the thread *k* in the tightening-nut D. The binder C is provided at its lower end portion with projections *m* to engage the nut D, and at its upper portion with an aperture *n* to receive the tube A.

In operation the binder C is placed in slot *f*, the nut D turned on a distance, the tube A passed through the binder, and the nut turned down to secure the saddle-frame to the top of the post. At the front end of the tube A is provided a threaded nut F, in which is turned a tightening-screw G, having a spindle portion *i*, that rests in the aperture *j* in the pommel-support H. In the head of the screw G are provided apertures, in which a pin may be placed to turn the screw into or out of the tube A to tighten or slacken the seat-leather on the frame. I have purposely omitted the seat-leather in order to more fully show the frame. The seat-leather may be of the usual form, secured to the cantle-frame and pommel-support in the usual way.

To adjust the saddle on the post, the nut D is turned back a distance to slacken the binder, when the tubular part of the frame may be moved through the binder to a desired position and secured by the nut D.

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

1. The combination in a bicycle saddle of a central tubular support, having at its rear end an open rigid cantle frame B, curved in its middle part to conform to the leather seat, the ends bent forward and inward and back, and secured to the back, the free ends bent forward to the rear part of the tube, and the braces *c*, secured to the frame B, and the tube A, and at the front end of the tubular support, a means for adjusting said frame or support to the saddle leather, substantially as described and for the purpose set forth.

2. The combination with a bicycle saddle

frame, of the post B, having at its top end an annular screw thread, a slot *f*, the binder C, and a nut D, substantially as described and for the purpose set forth.

3. The combination in a bicycle saddle, of a tubular support semicircular in cross section, of the post B, having a threaded portion, and a central slot, the binder C, and nut D, substantially as described and for the purpose set forth.

In testimony whereof I have hereunto set my hand this 17th day of June, A. D. 1895.

BENJAMIN S. SEAMAN.

Witnesses:

CHAS. R. MILLER,

W. K. MILLER.