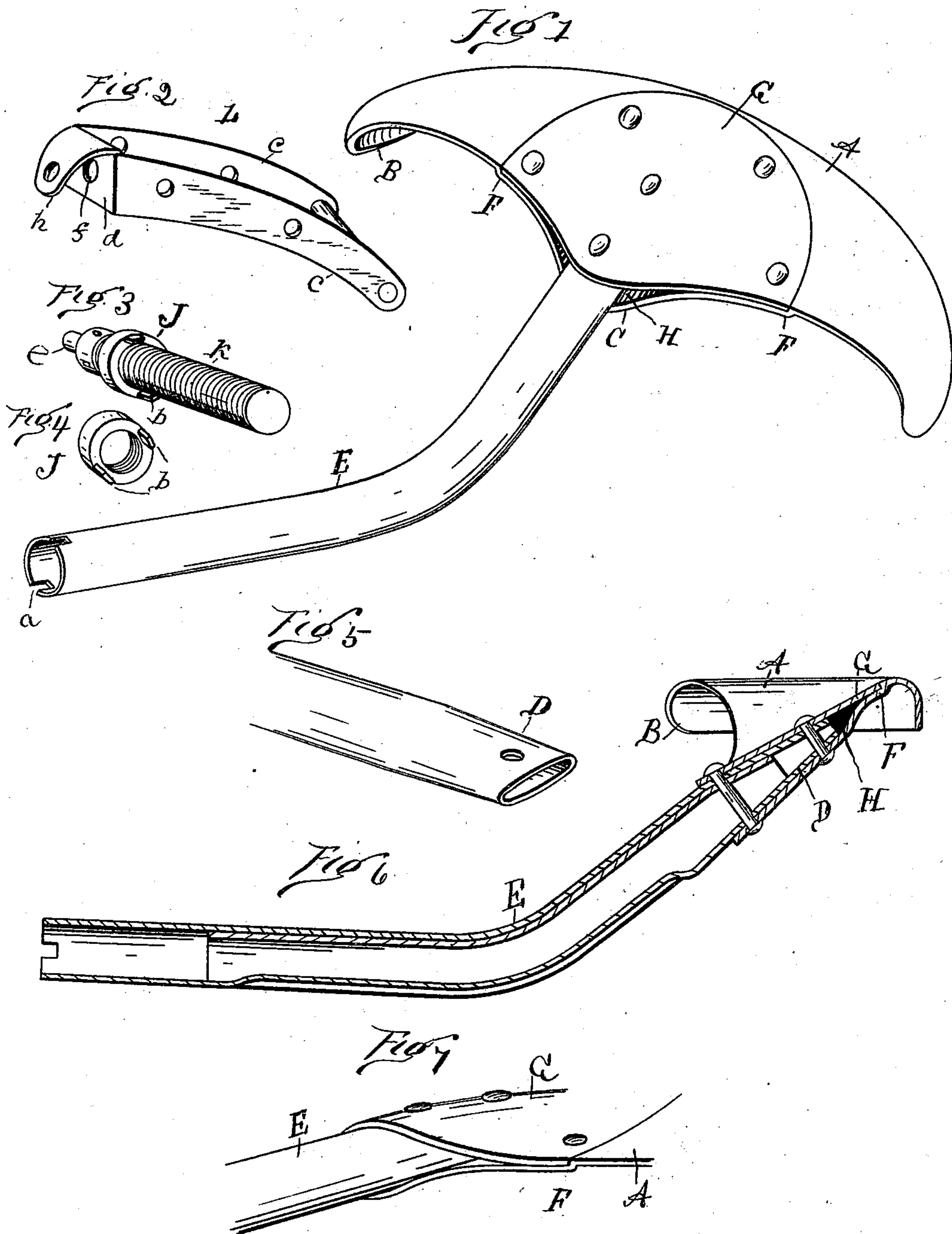


(No Model.)

B. S. SEAMAN.  
BICYCLE SADDLE.

No. 557,238.

Patented Mar. 31, 1896.



WITNESSES:

W. S. Cross

Quart H. Miller

INVENTOR:

Benjamin S. Seaman

By W. K. Miller  
Attorney

# 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. 557,238, dated March 31, 1896.

Application filed August 19, 1895. Serial No. 559,707. (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 certain 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 view in perspective of the invention, showing the cantle-frame and support. Fig. 2 is a similar view of the pommel-frame. Fig. 3 is a similar view of the screw by which the seat-leather is adjusted. Fig. 4 is a similar view of the nut for the adjusting-screw. Fig. 5 is a similar view of the rear portion of the tubular support. Fig. 6 is a longitudinal section through the tubular support and cross-section through the center of the cantle. Fig. 7 is a perspective of a fragment of the tubular support and cantle, showing the point of connection between the two.

A denotes the cantle-frame, which is made of sheet metal, stamped into the form substantially as shown in Fig. 1, having a flanged-down circular portion B. The central forwardly-projected portion is stamped down to form a recess C to receive the tapered rear end portion D of the tubular support E.

For the purpose of stiffening the cantle-frame A a recess or depression F is formed in the upper face thereof, in which is placed and secured by rivets the top plate G, which also serves to form a tapering socket between the cantle A and the plate G to receive the rear end of the tubular support E, which is secured therein by rivets, as shown.

At the front end of the tube E are provided recesses *a*, adapted to receive the projecting lugs *b* on the under side of the threaded nut J, by which the nut is secured to the tube and against rotation. The screw K is passed into the tube and the lug *b* into the recesses *a*. The pommel-frame L is of the form shown, or substantially so, having sides *c*, by which it is secured to the seat-leather, an end piece *d*, in which is provided an aperture *f* to receive the spindle portion *e* of the screw K, and a forwardly and downwardly projected portion *h*, by which the frame is secured to the pommel.

With screw K in the tube, as before stated, the forward end of the tube-support E is passed between the sides *c*, the spindle *e* of the screw resting in the aperture *f*. To adjust the frame to the seat-leather, the screw may be turned out of or into the tube E, as the case may be.

I have purposely omitted showing the seat-leather, so as to more fully show the frame.

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

The combination in a bicycle-saddle seat, of the support E, a sheet-metal cantle, having its rear portion circular and flanged downwardly to conform to the seat-leather, and in its top face a recess F, plate G secured therein, whereby the cantle-frame is strengthened, and a socket formed to receive the end of the support E, a pommel-frame and a means for adjusting said frame on the support E, substantially as set forth.

In testimony whereof I have hereunto set my hand this 14th day of August A. D. 1895.

BENJAMIN S. SEAMAN.

Witnesses:

W. K. MILLER,  
BURT A. MILLER.