

No. 651,933.

Patented June 19, 1900.

F. ROSENBERG.
CYCLE SADDLE.

(Application filed Jan. 3, 1898.)

(No Model.)

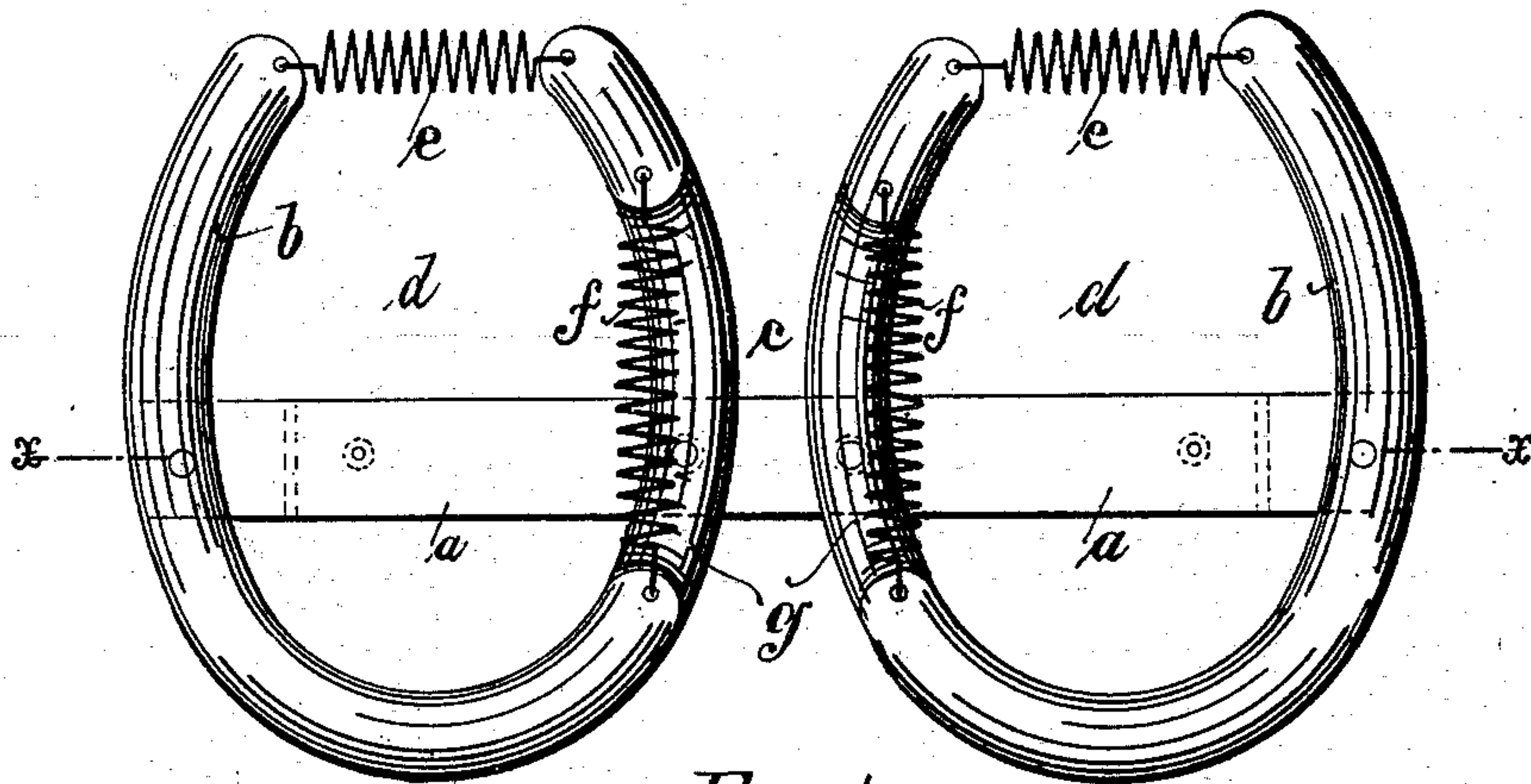


Fig. 1.

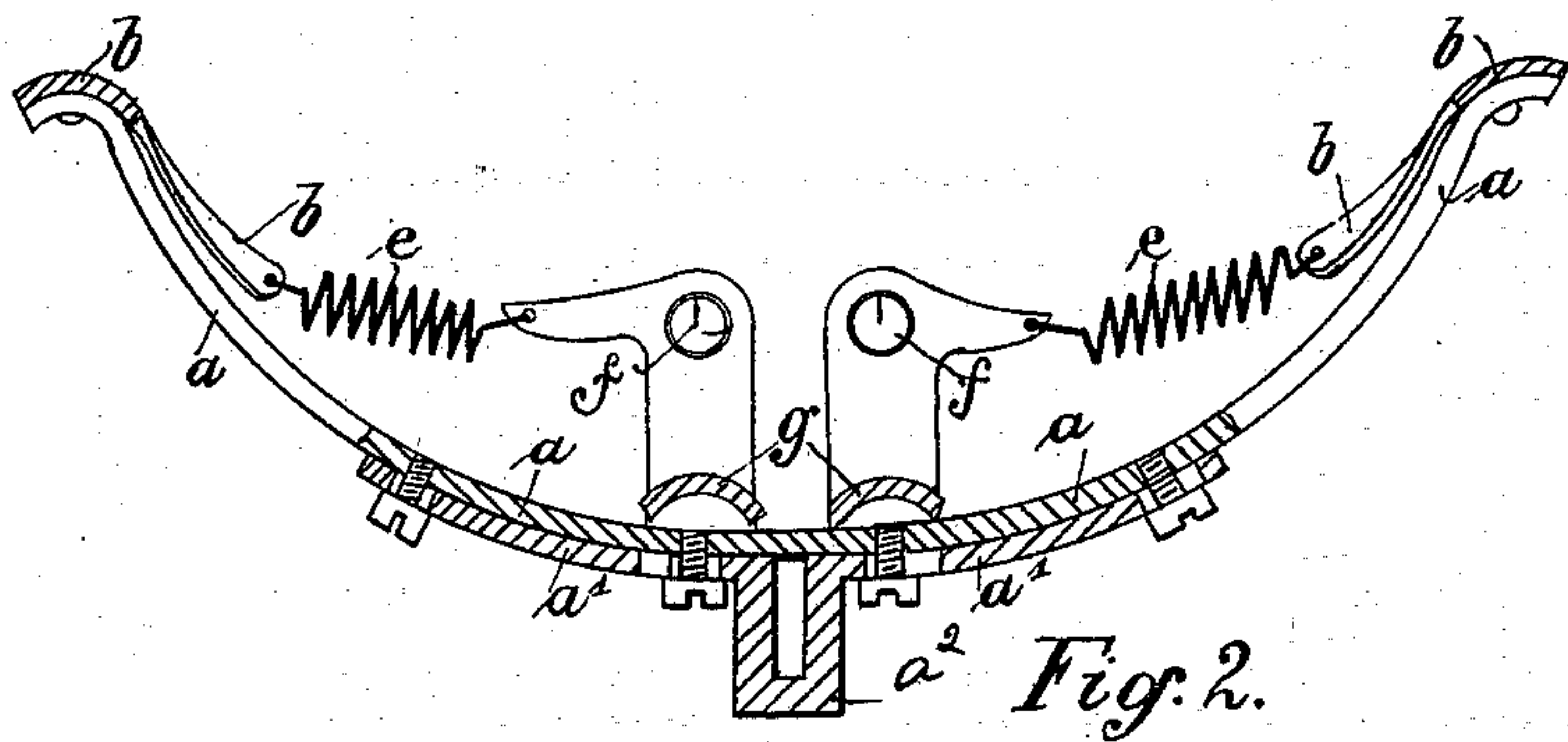


Fig. 2.

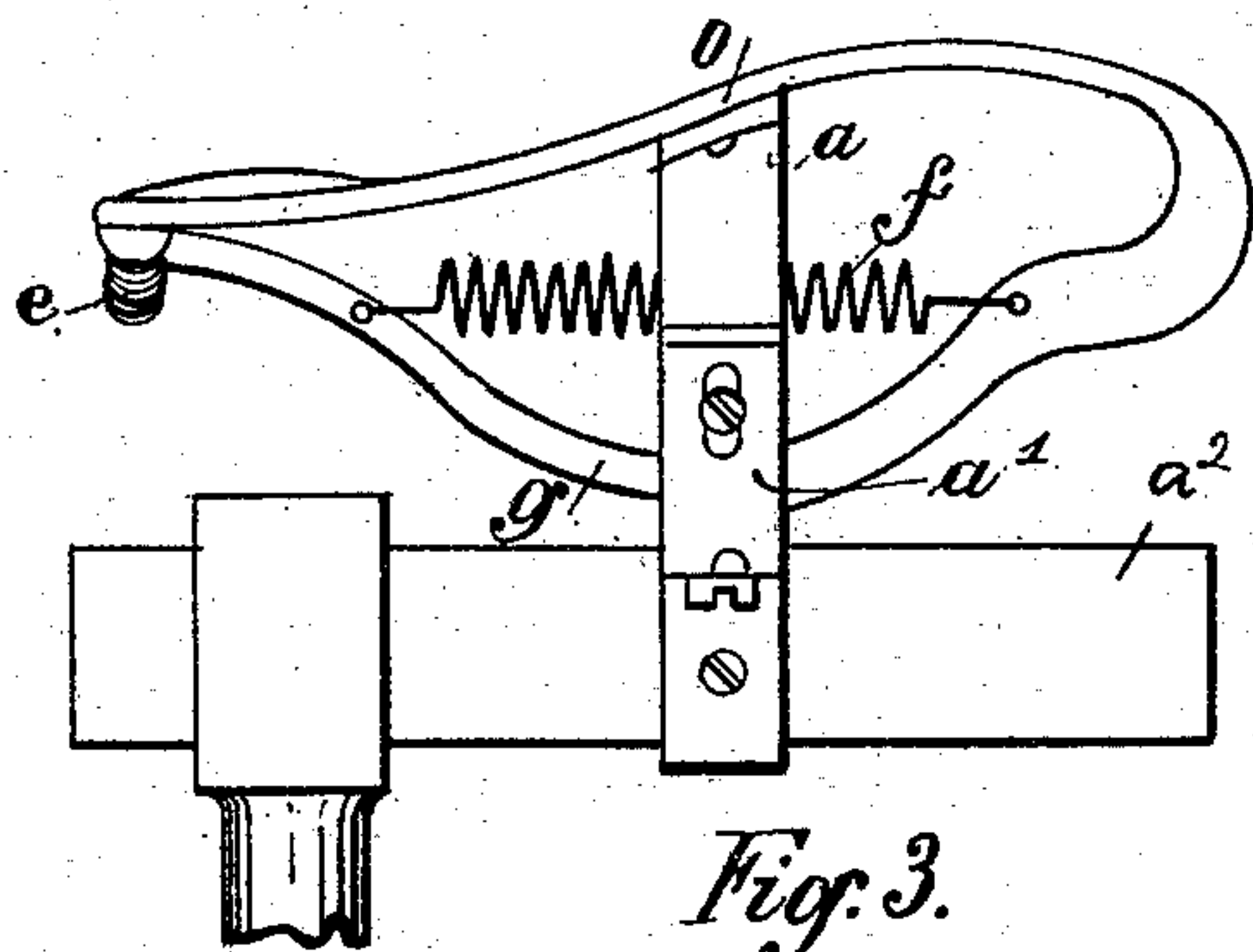


Fig. 3.

WITNESSES:

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UNITED STATES PATENT OFFICE.

FELIX ROSENBERG, OF BERLIN, GERMANY.

CYCLE-SADDLE.

SPECIFICATION forming part of Letters Patent No. 651,933, dated June 19, 1900.

Application filed January 3, 1898. Serial No. 665,390. (No model.)

To all whom it may concern:

Be it known that I, FELIX ROSENBERG, engineer, a subject of the King of Prussia, German Emperor, and a resident of Gitschinerstrasse 5, Berlin, Germany, have invented an Improved Cycle-Saddle, of which the following is a full and clear description.

Many of the cycle-saddles hitherto employed suffer from the drawback that there is an unfavorable distribution of the bodily pressure, so that the points of the pelvis bones and the region of the perineum are subjected to the main pressure—that is to say, exactly those points at which any pressure is unpleasant and, as regards the neighborhood of the perineum, extremely deleterious to health. Of course by the use of such saddles so inconvenient and deleterious to health the effectiveness of the rider is considerably diminished. In order to avoid these drawbacks, I have constructed a saddle which relieves from any pressure the region of the perineum and the bones of the pelvis, so that the whole pressure of the body is conveyed to the soft fleshy parts and the weight of the body is not, as formerly, conveyed to the ridge of the back of the saddle, but by means of a support is carried by the seat and thighs of the rider.

In the accompanying drawings, Figure 1 is a plan view. Fig. 2 is a section on line $x x$ of Fig. 1. Fig. 3 is a side elevation.

The improved saddle may be arranged so as to be adjustable upward and longitudinally; and it consists, essentially, of a spring a , secured to the supporting plate or clip a' , which in turn is secured to the rearwardly-turned arm a^2 of the saddle-post. This spring a carries two horseshoe-shaped halves $b b$ of the saddle for receiving the two halves of the buttocks, the horseshoe-shaped sections being riveted to the spring, as shown. The spring a , as well as the two halves b of the saddle, have preferably no rectangular section, but are formed of a semicircular shape or the like in order to impart to them a great power of resistance or great strength with a minimum of weight. Each of the seat-sections, which is horseshoe shaped, as before stated, has its inner arm provided with a depressed or downwardly-bent portion g .

Owing to the upper surface of the saddle consisting of two separate parts $b b$, a narrow open space c is formed between them which lies precisely under those parts on which in the previous forms of construction of the ridge of the saddle a projection was formed which exerted a great pressure on the perineum. As in place of this projection in the improved saddle there is really a recess, the pressure on the perineum which was so deleterious to health is entirely removed. The horseshoe shape of the halves b of the saddle causes the bones of the pelvis to enter the remaining recesses d within the horseshoes, and they are thus entirely removed from the weight of the body.

The parts or halves b of the saddle are provided with springs e of suitable construction connecting their front open ends, on which the thighs rest elastically. Suitable springs f are arranged on the adjacent inner sides of the two parts b of the saddle, which for this object are here bent downward, these springs serving to make an elastic seat at this portion, whereby a seat of great accommodation is provided.

The saddle may be covered for use as required with a pad or pneumatic cushion or even with both, which of course must be so arranged that the conditions hereinbefore described are not thereby affected.

Having now described my invention, what I desire to secure by Letters Patent is—

A bicycle-saddle comprising two horseshoe-shaped sections arranged side by side, said sections having depressed portions in their adjacent sides, springs bridging said depressed portions, a supporting-spring connecting said sections, and springs connecting the extremities of the arms of each section, substantially as described.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

FELIX ROSENBERG.

Witnesses:

HERMANN FRIEDLÄNDER,
CHAS. H. DAY.