No. 609,459. Patented Aug. 23, 1898.

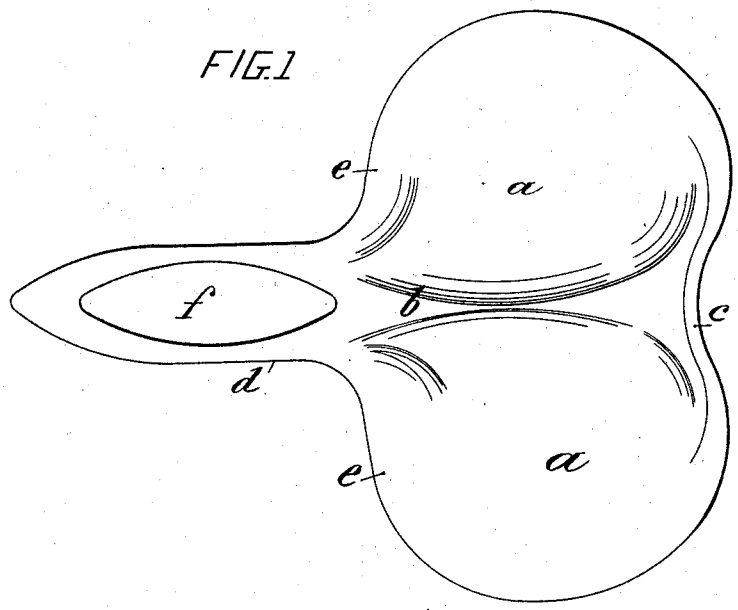
P. PANSARD.

SADDLE FOR VELOCIPEDES.

(Application filed Aug. 24, 1895.)

(No Model.) 2 Sheets—Sheet 1.

FIG. 1



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FIG. 3

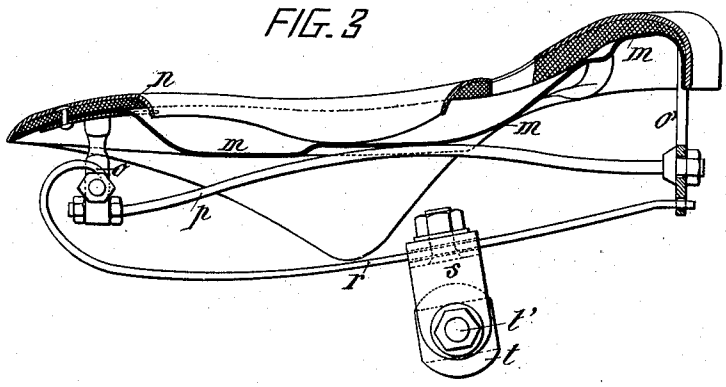
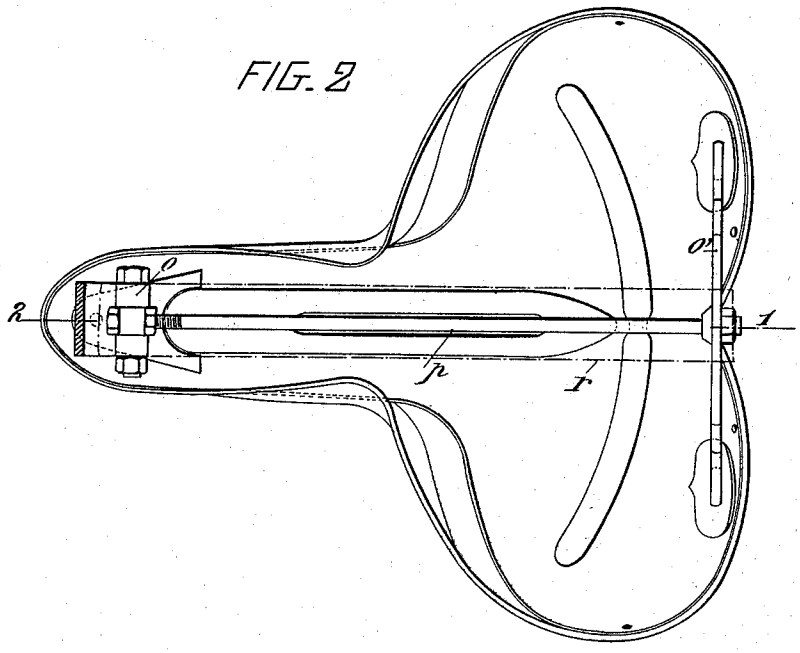


FIG. 2



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UNITED STATES PATENT OFFICE.

PAUL PANSARD, OF PARIS, FRANCE.

SADDLE FOR VELOCIPEDES.

SPECIFICATION forming part of Letters Patent No. 609,459, dated August 23, 1898.

Application filed August 24, 1895. Serial No. 560,390. (No model.) Patented in France May 7, 1894, No. 238,338.

To all whom it may concern:

Be it known that I, PAUL PANSARD, of the city of Paris, France, have invented an Improved Saddle for Velocipedes, (for which I have obtained Letters Patent in France for fifteen years, dated May 7, 1894, No. 238,338,) of which the following is a full, clear, and exact description.

This invention relates to an improved saddle for velocipedes; and it has for its object to enable the rider (of whichever sex) to be physiologically, and consequently comfortably, seated, to avoid those affections of the genital organs which are so frequently caused by long-distance rides, and consequently to render velocipede-riding suitable for persons who either from their corpulence or tenderness are unable to find a comfortable seat on the saddles now in use.

The saddle is constructed on rational and anatomical principles, ascertained by a careful study of the human form.

Both men and women in the sitting posture, whatever may be the position of the lower members, should rest upon the ischiatic tuberosities. A good saddle should therefore afford a good support to the two ischii, inasmuch as it is by these that the weight of the body is to be supported; but it is in this respect that the ordinary saddles fail. Flat saddles have the defect of failing to afford such a support to the posterior portion of the buttocks as to prevent slipping backward when the feet exert their action on the pedals. It is also of advantage that the rider when seated on the machine should feel between the thighs a prolongation of the saddle, which serves as a fulcrum or means of support; but this prolongation has the great objection of exerting an injurious pressure upon the perineal portion of the urethra in the male and upon the vulva in the female, particularly when the rider leans forward.

In constructing this improved saddle regard has been had to all the above considerations, with a view to avoid the objections attending the use of existing saddles.

The invention consists in a saddle constructed in the manner hereinafter described and claimed.

The invention is illustrated in the accompanying drawings, wherein—

Figure 1 represents a plan, Fig. 2 an under side view, and Fig. 3 a cross-section, of the saddle, taken on line 1 2, Fig. 2.

The saddle is composed of two parts—the seat and its extension. The seat presents two concave portions *a a*, in which the ischiatic tuberosities are placed, said cavities being separated by a median line *b* in the form of a slightly-projecting ridge, which is received in the intergluteal furrow. The edge of each concavity is semicircular to adapt it to the form of each buttock of an adult in a sitting position, the rear part, which is slightly raised, presenting a projection or cantle *c*, which is received in the upper part of the intergluteal furrow, so as to form an abutment and prevent slipping when working the pedals. The cantle *c* and median line *b* serve as guides to the rider in seating himself in the saddle, as they compel him to place the ischii in their respective cavities *a*, and thus enable him to at once place himself in the right position. The front edge of the seat is considerably hollowed out on each side *e* where it meets the projecting horn *d*, so as to present a concavity from which the edge slopes down in a gentle curve, so as to bring it in relation with the subgluteal folds, which represent, so to speak, the hinges of the thighs, and which should not be subjected either to pressure or friction. The horn *d* is formed of a longitudinal projection, which joins the seat proper at substantially right angles, the upper surface of said horn throughout its extent being on a lower level than the median ridge. This horn *d* is provided with an elongated oval slit *f*, which comes between the thighs, so as to avoid all compression of the perineal urethra or vulva. The horn *d*, being of little breadth, permits of pedaling with the knees close together.

The dimensions of the saddle should be varied to suit the individual, and the exact form may be obtained by molding.

This improved saddle may be made entirely of wood, padded or not, and covered with iron on its under face for the purpose of strengthening it, or it may be made of leather stretched upon an open metal frame of suitable form or otherwise, the seat being provided with ventilating-apertures.

The construction of a saddle embodying

my invention is illustrated in detail in Figs. 2 and 3, in which *m* is a sheet-metal plate, embossed, of the form shown, over which the leather seat, preferably of the form hereinbefore described, is stretched. Between the seat proper and the plate *m* is interposed an elastic pad *n*. In this manner all the parts, by reason of the tension of the leather which is stretched over the edges of the plate *m*, aid in imparting elasticity to those portions of the saddle upon which the buttocks rest. The metal plate *m* is provided at its two opposite ends with downwardly-projecting arms *o o'*, to which are attached a flexible thrust-rod *p*, a flat metal C-spring *r* being also fixed at one end to the forward arm *o* and sliding at its rear end through a slot in the rear arm *o'*, the entire mount thus affording an elastic support for the saddle. To the spring *r* is attached a strap *s*, between the cheeks of which is pivoted a clamp *t*, made in halves, capable of axial movement and of being clamped by means of a pair of nuts *t'* upon the saddle-pillar or other support. The saddle may, however, be attached to the frame in any other suitable manner.

I claim—

In a velocipede-saddle, the combination of a supporting-frame upon which a covering is stretched, said frame having projecting arms extending therefrom at opposite ends of the saddle, a flexible thrust-rod connected to said projecting arms, a C-spring directly connected at one end to one of the arms and the other free end passing freely through the other arm, and a pivoted strap connected with said spring, whereby the entire weight upon the saddle bears upon the spring, substantially as and for the purposes specified.

The foregoing specification of my improved saddle for velocipedes signed by me this 2d day of August, 1895.

PAUL PANSARD.

Witnesses:

CLYDE SHROPSHIRE,

ALBERT MOREAU.