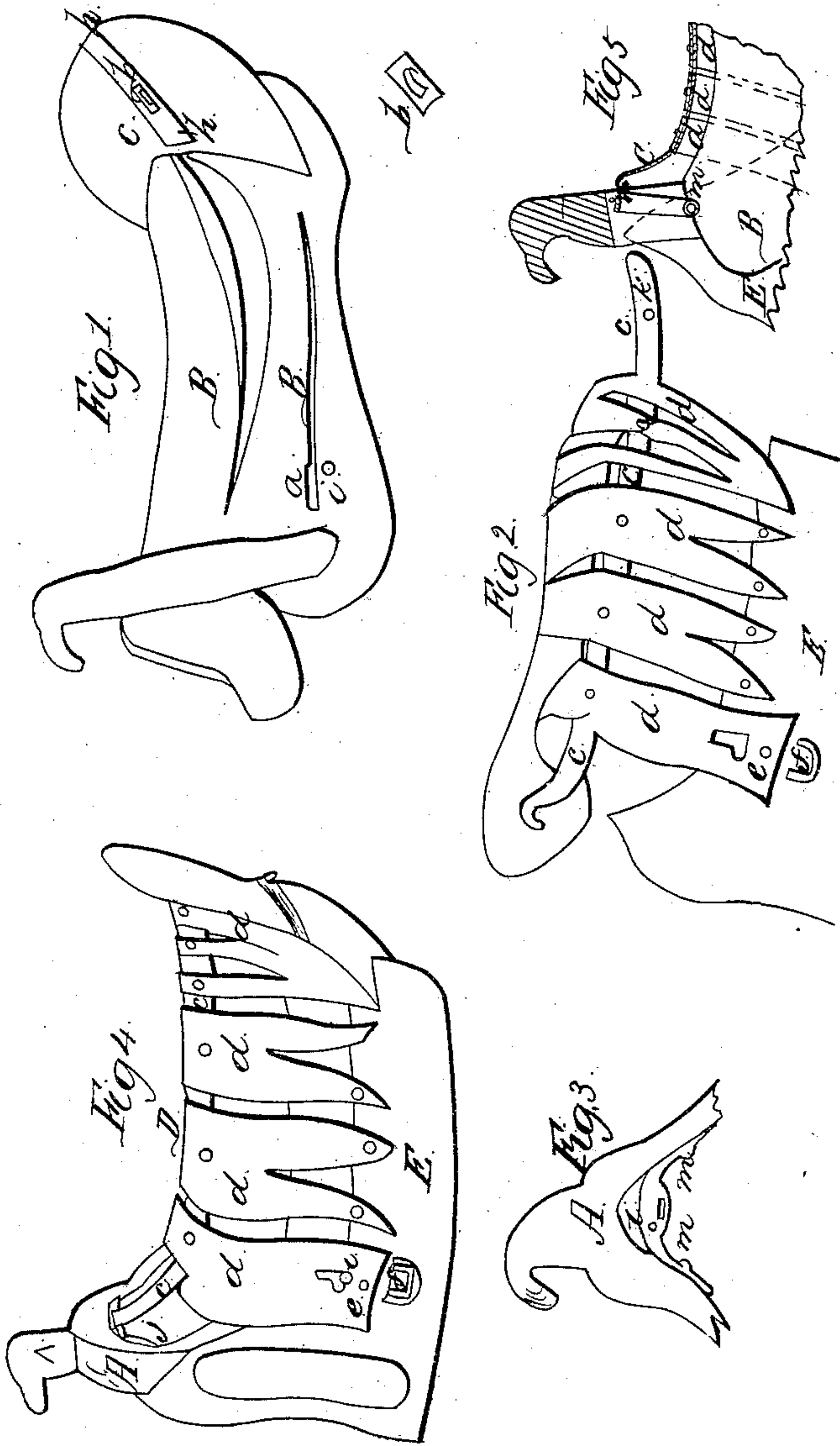


J. Contner,

Riding-Saddle Tree,

Nº 9,543.

Patented Jan. 18, 1853.



UNITED STATES PATENT OFFICE.

JOSEPH CONTNER, OF MILROY, PENNSYLVANIA.

SADDLE-TREE.

Specification of Letters Patent No. 9,543, dated January 18, 1853.

To all whom it may concern:

Be it known that I, JOSEPH CONTNER, of Milroy, in the county of Mifflin and State of Pennsylvania, have invented a certain new and useful Improvement in Bridge Spring-Seat Saddles; and I do hereby declare the following to be a full and clear description thereof, reference being had to the annexed drawings, making a part of this specification.

Figure is a side view of the saddle without the bridge spring seat and spring skirts and stirrups, showing the usual frame of the saddle tree with the wire (a) on the bars B of the saddle tree and the friction roller (b) in the groove (h) in the cantle C. Fig. 2 is a side view of the bridge spring seat showing the spring skirt E attached to the transverse steel springs (d) and the hook or curvature on the front end of the longitudinal center spring (c) of the bridge spring seat to connect it to the pommel, Fig. 3 is a rear view of the pommel A, showing the semi-oval plate (o) for connecting with the hook or curvature on the front end of the longitudinal center spring of the bridge spring seat, Fig. 4 is a side view of the saddle with the bridge spring seat D attached showing the hook or curvature on the front end of the longitudinal center spring (c) Fig. 2 of the bridge spring seat hooked on or connected with the semi oval plate or strap (o) Fig. 3, fastened to the under surface of the pommel.

The frame of this saddle is made and arranged in the usual manner as the pommel A, bars B, cantle C, bridge spring seat D.

My improvement consists in a semi oval or semi circular upright steel or iron plate or strap (o) Fig. 3 fastened with its convex end up by screws or otherwise through its legs to the under and inner part of the pommel so as to permit the hook or curva-

ture on the front end of the longitudinal center spring (c) Fig. 2, of the bridge spring seat to hook over or fasten to it, for giving additional spring to the bridge spring seat, and also when the leather or other cover to the seat is removed, by means of a friction roller (b) Fig. 1 in the groove (h) Fig. 1 in the cantle C Fig. 1 for the rear end of the longitudinal center spring of the bridge spring seat to work or rub on without being otherwise fastened to the cantle to connect and disconnect at pleasure the entire bridge spring seat and spring skirts and stirrups to the frame of the saddle-tree and also to strengthen the pommel.

Having thus described the nature of my improvement what I claim as my invention and desire to secure by Letters Patent is—

Connecting the bridge spring seat to the pommel of the saddle by hooking or fastening the hook or curvature on the front end of the longitudinal center spring (c) Fig. 2 of the bridge spring seat, to the semi-oval or semi circular steel or iron plate or strap (o) Fig. 3, and more particularly specified in Fig. 5 fastened underneath the pommel by screws or otherwise through its legs to the legs of the pommel, to give additional spring or play by its motion on its pivots (m, m.) to the seat, and to allow the bridge spring seat to be disconnected from the frame of the saddle when necessary, and to strengthen the pommel by rendering the hole through it near the horn, (which weakens it,) for connecting with the seat, unnecessary.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

JOSEPH CONTNER.

Witnesses:

HOLMES MACLAY,
WM. B. MACLAY.