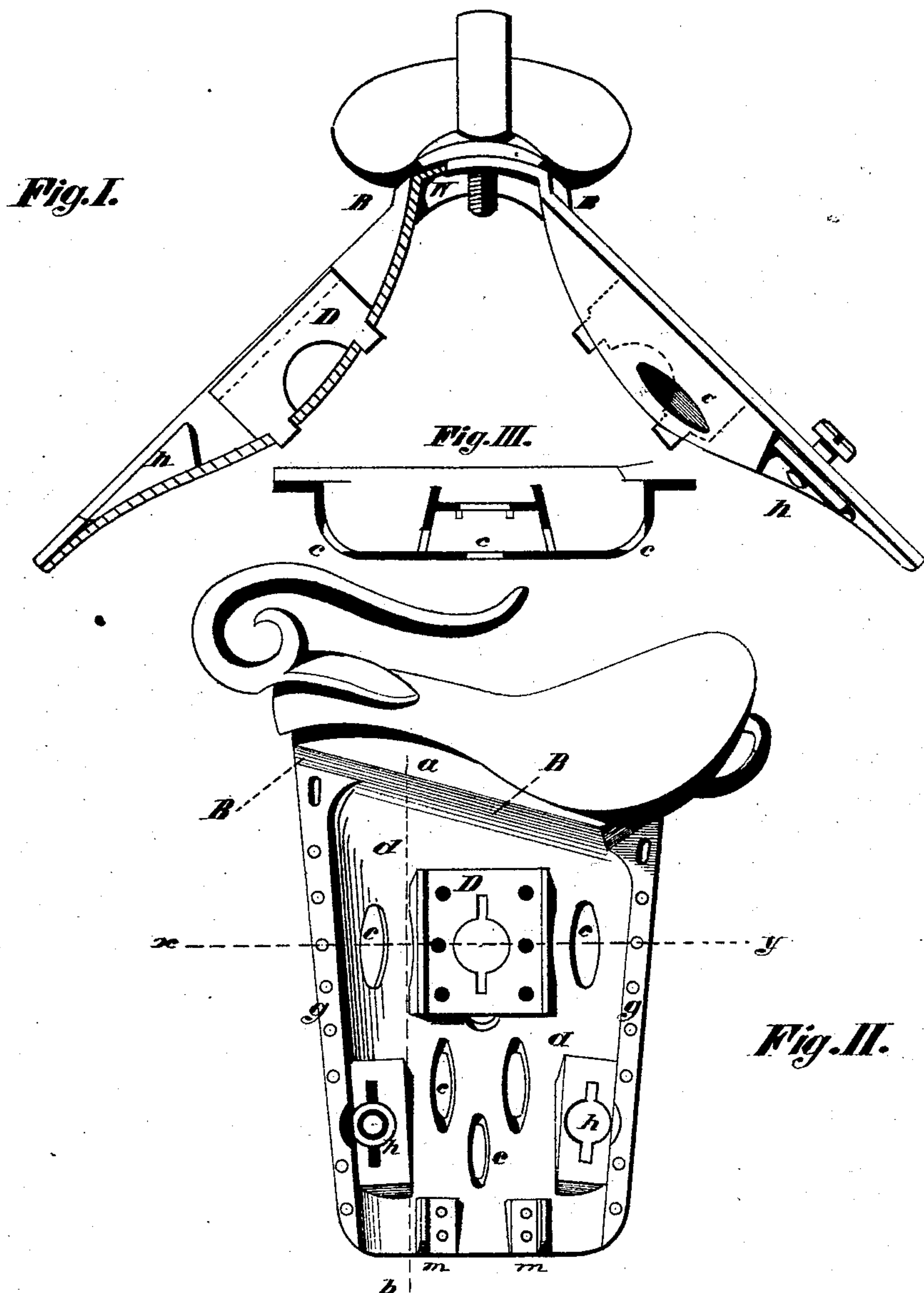


G. THEOBALD.  
Saddle-Trees.

No. 151,730.

Patented June 9, 1874.



Witnesses  
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# UNITED STATES PATENT OFFICE.

GEORGE THEOBALD, OF SPRINGFIELD, MASSACHUSETTS, ASSIGNOR TO HIMSELF AND LUCIAN L. WELLMAN, OF SAME PLACE.

## IMPROVEMENT IN SADDLE-TREES.

Specification forming part of Letters Patent No. 151,730, dated June 9, 1874; application filed November 13, 1873.

*To all whom it may concern:*

Be it known that I, GEORGE THEOBALD, of Springfield, Hampden county, State of Massachusetts, have invented an Improved Saddle-Tree, of which the following is a specification:

The first part of my invention consists in forming that portion of the frame which bears against the back of the animal to present convex surfaces thereto, and to be depressed from the outside, both from the seat and from the sides of the frame, for the purpose of, by the swell thus made, taking the place of the stuffing, or of enabling a larger part of that usually needed to be dispensed with, while at the same time forming beneath the flap an air-chamber, from which, through holes in the frame, ventilation is secured to decrease and to evaporate such moisture as is produced beneath the saddle, to the further advantage, also, of insuring lightness to the saddle by the absence of padding, and of allowing sockets for the nuts of the flap and back-strap bolts to be placed in such position that the ends of the bolts shall be recessed from the bearing-surface of the tree. The second part of my invention relates to the formation of a ridge, upon which the seat rests, to leave a shoulder upon each side of the seat, against which the edge of the flap is brought to make, with the top of the frame upon which the seat rests, a flush surface, for the purpose of dispensing with the necessity of raising the seat by strips of leather or other means, to provide a proper surface for the outer covering, or of paring the flap to a beveled edge to join a surface.

In the drawings, Figure I is an end view with partial section. Fig. II is a side view; and Fig. III, a section upon the line *x y* of Fig. II.

In the drawings, Figs. I and II, it will be seen that the contour of each bearing-surface of the tree is in both cross-sections, *x y* and *a b*, curved so as to leave, when the flap rests against the sides *g g*, the air-chambers *d d*,

with which the holes *c c c*, &c., communicate to give the air access to the inner covering of the tree and the sweat to the interior of the chambers *d d*, and the swells so formed, being the required shape of the pads, enable the stuffing to be entirely dispensed with, or spread in greatly-diminished quantity of uniform thickness.

By this form of construction, the tops of the flap bolts, instead of with the ends of bolts forming hard lumps within the stuffing, are received within sockets *h h* immediately beneath the flap, and raised sufficiently from the bearing-surface to recess the ends of the bolts therefrom, with enough space to spare to enable the bolts to be tightened against the flap without danger of their being extended against the back of the horse, the side walls of the socket-boxes taking the place of the spurs usually used to hold the top from turning.

To secure the end of the back-strap and recess the bolt for holding it, I employ a saddle or turret, *D*, within the swell of the frame, which may either be cast with the rest of the frame, or made separately and let in, as shown in Fig. 1, where the feet, projecting through the frame, are ready to be turned over to securely rivet the turret in place. This turret *D* may be made of limited length, as shown, or extended to the lips *m m*, to form a continuous guide and support for the back-strap.

Hitherto the seat has had to be raised from the frame by strips of leather or other material introduced beneath it, to enable the outer covering to be smoothly brought over the edges of the flap, or to accomplish the same object, the edges of the flap pared to join surfaces with the frame. In both cases manipulation is required, and a want of symmetry is the result, in one case from the seat failing to hold down the edges of the strip upon which it rests, and in the other from a bulge at the point of junction of the flap with the tree; but by means of raising the frame to leave the shoulders *B B* the flap-surface is

brought to form a continuation of the frame beneath the seat, and a uniform surface is provided, over which to bring the outer covering.

The inner face W of the bridge may be curved, as shown in Fig. 1, or may be flat.

Now, having described my invention, what I claim, is—

In a gig-saddle tree, the perforated bearing portion convex surfaced, depressed, and

containing air-chambers *d d* and sockets *h h*, to receive the nuts which secure the flaps, as and for the purpose set forth.

his  
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mark.

Witnesses:

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