

(No Model.)

J. L. POWELL.  
RIDING SADDLE.

No. 297,161.

Patented Apr. 22, 1884.

Fig - 1 -

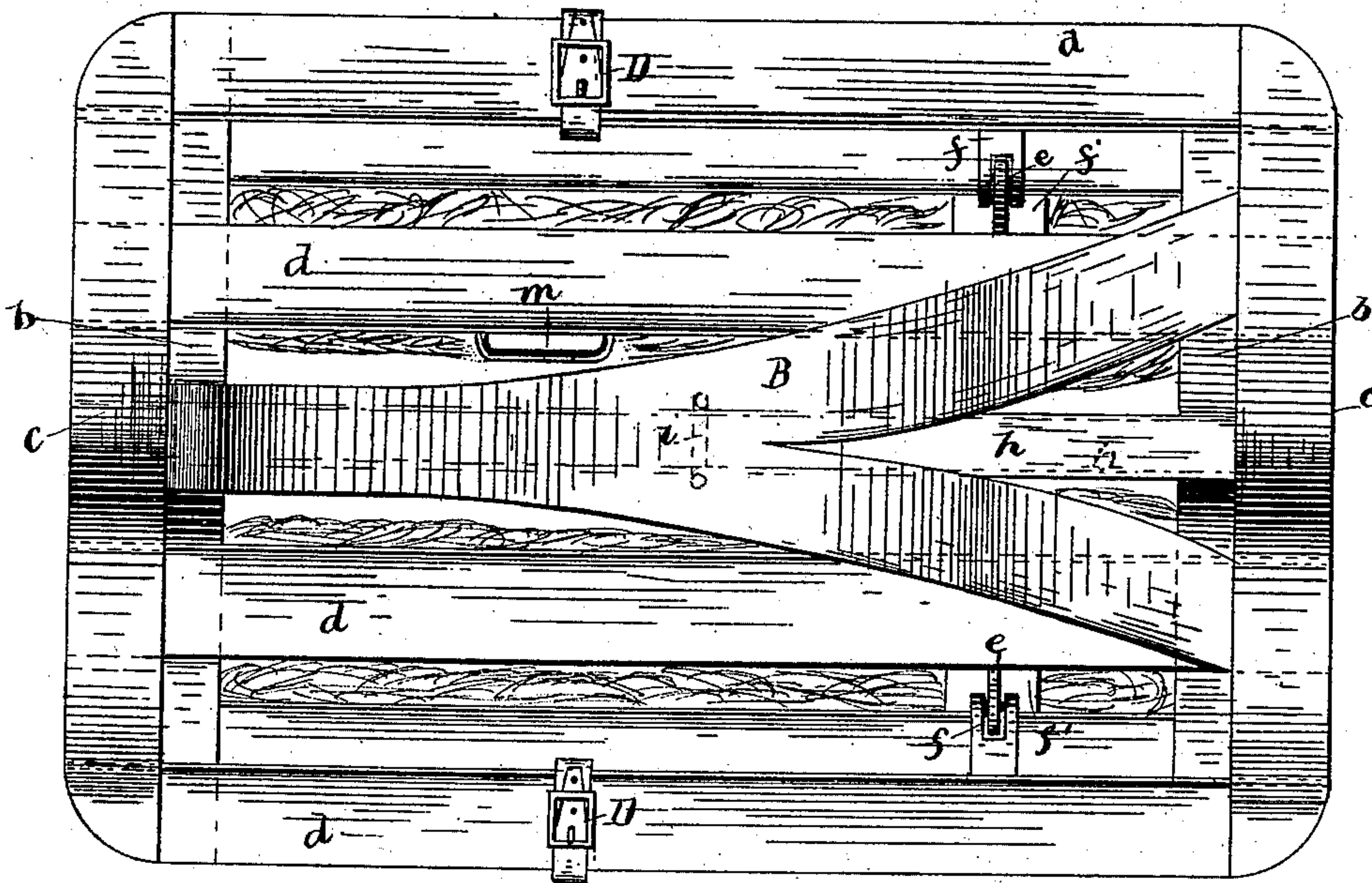
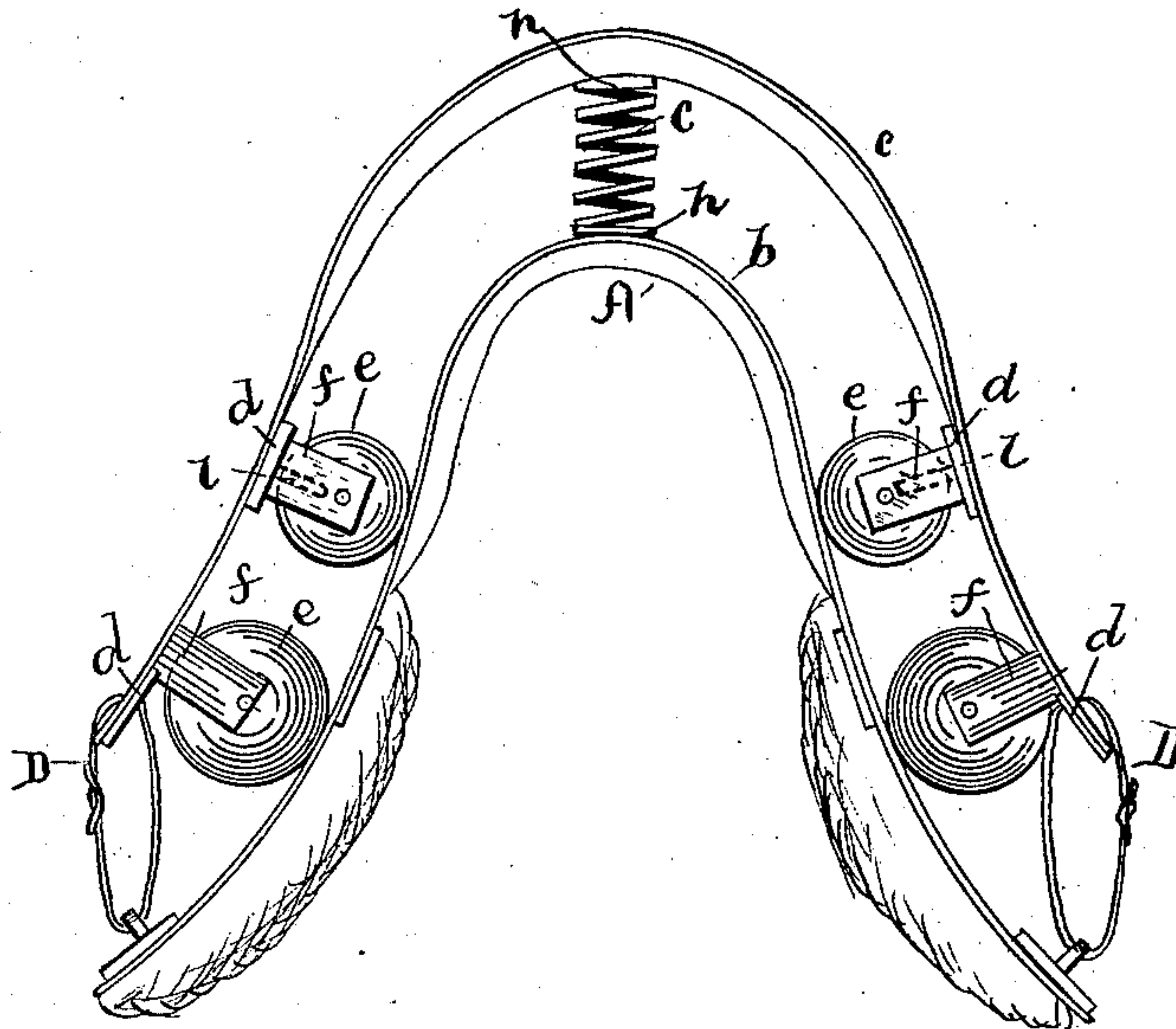


Fig - 2



WITNESSES:

W. P. Robertson.  
M. J. Madigan.

INVENTOR

James L. Powell.

BY

A. P. Webb.

ATTORNEY.



# UNITED STATES PATENT OFFICE.

JAMES L. POWELL, OF SUMMERVILLE, MISSOURI.

## RIDING-SADDLE.

SPECIFICATION forming part of Letters Patent No. 297,161, dated April 22, 1884.

Application filed December 27, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES L. POWELL, a citizen of the United States, residing at Summerville, in the county of Texas and State of Missouri, have invented certain new and useful Improvements in Spring-Saddles; and I do declare the following to be a full, clear, and exact description of the invention, such as it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention has relation to improvements in riding-saddles; and it consists in the construction and novel arrangement of devices, as will be hereinafter more fully set forth, and particularly pointed out in the claims appended.

The invention has for its object to provide a riding-saddle which will be easy and comfortable to both rider and animal, and one which will keep the back of the animal cool, so as to prevent it from galling or becoming sore. These objects I accomplish by the means shown in the accompanying drawings, in which—

Figure 1 is a representation of a plan view of my invention, and Fig. 2 is a view of an end elevation of the same.

Referring by letter to the accompanying drawings, A designates the tree, the wings *a* of which are connected at front and rear by bow-shaped spring-steel strips *b*, as will be hereinafter more fully set forth.

B indicates the seat, which is composed of front and rear metallic spring bow-shaped strips, *c c*, which are arranged above and conform in shape to the bow-shaped strips of the tree. These strips are connected together by means of horizontal spring-steel strips *d* and a spinal concavo-convex strip, *e*. The bow-shaped strips *b b* not only serve as a means for connecting the wings of the tree together, but also serve as a track or bearing-surface for the friction-rollers *e*, which are journaled in downwardly-projecting bifurcated arms *f*, which are secured to the under side of the

seat bow-strips. The lower longitudinal side strips, *d*, are also provided with friction-rollers similar to those secured to the front and rear seat bow-strips, and have a bearing upon inwardly-inclined metal strips or plates *f'*, which are secured to the outer surface of the wings of the tree.

C indicates spiral steel springs, which are arranged vertically between the tree and seat at the greatest point of the bows of the strips *c* and *b*.

As an additional means for connecting the seat-frame to the tree, I employ two longitudinal straps, *h h*, which are secured, respectively, at opposite ends above and beneath the spiral springs to the tree bow-strips and the seat bow-strips. These straps cross each other about midway of the saddle, and pass through a transverse downward loop, *i*, secured to the spinal strip, so as to prevent any unnecessary expansion of the seat.

The tree is provided on opposite sides with staples *l l*, and the lower longitudinal side strips of the seat with corresponding staples, to receive the stay-straps D, as shown.

The intermediate longitudinal strips, *d*, are provided with staples *m m*, for securing the stirrup-straps, while the girth-straps are secured to the tree.

The seat may be faced with leather or other suitable material which will afford a comfortable spring-seat for the driver, and at the same time serve as a bellows in forcing air around the back of the animal, thus preventing it from becoming overheated and galled by irritation.

I have described my improvements as being applied to a man's saddle; but it can, without departing from the spirit of my invention, be applied to a lady's or side saddle.

This device is simple in construction, effective in operation, and can be manufactured at a very small expense.

Having thus described my invention, what I claim is—

1. In a riding-saddle, the combination, with the tree A, of the seat provided with the front and rear bow-shaped spring-strips, *c c*, the spiral springs interposed between the tree

and seat, as described, the friction-rollers, and the seat stay-straps, all substantially as and for the purpose set forth.

2. In a riding-saddle, the combination, with  
5 the tree, constructed as described, and provided with the friction-roller bearing-plates, of the seat having its intermediate longitudinal strips, *d d*, provided with means for connecting the stirrup-straps, the friction-rollers,  
10 vertical spiral springs, the lateral stay-straps, and the central longitudinal cross-straps, all

adapted to operate substantially as and for the purposes specified.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES L. POWELL.

Witnesses:

JOHN M. CASHULL,

<sup>his</sup>  
C. C. X BID.  
mark.