

(No Model.)

J. D. PADGITT.
SADDLE.

No. 415,467.

Patented Nov. 19, 1889.

Fig. 1.

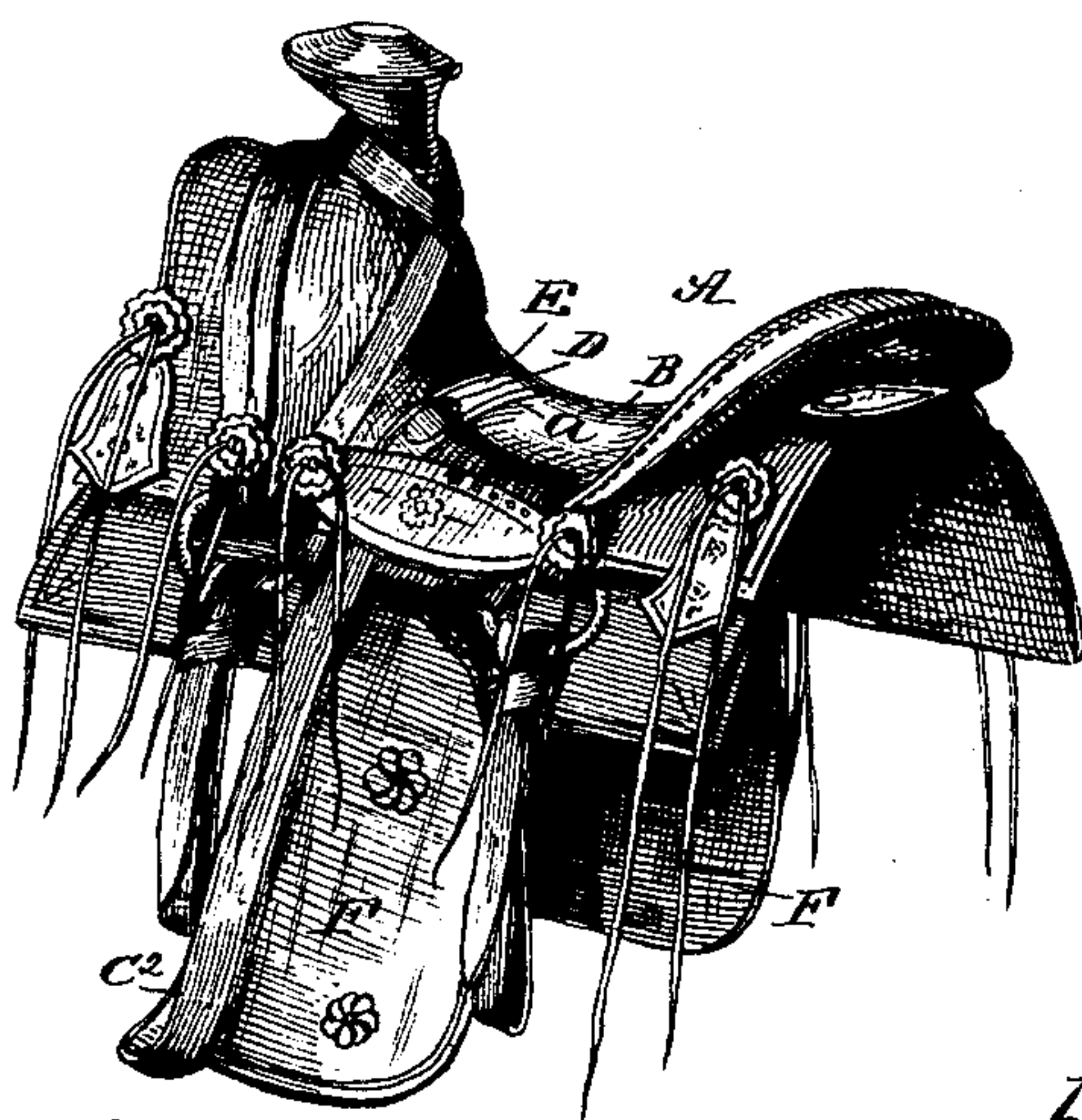


Fig. 3.

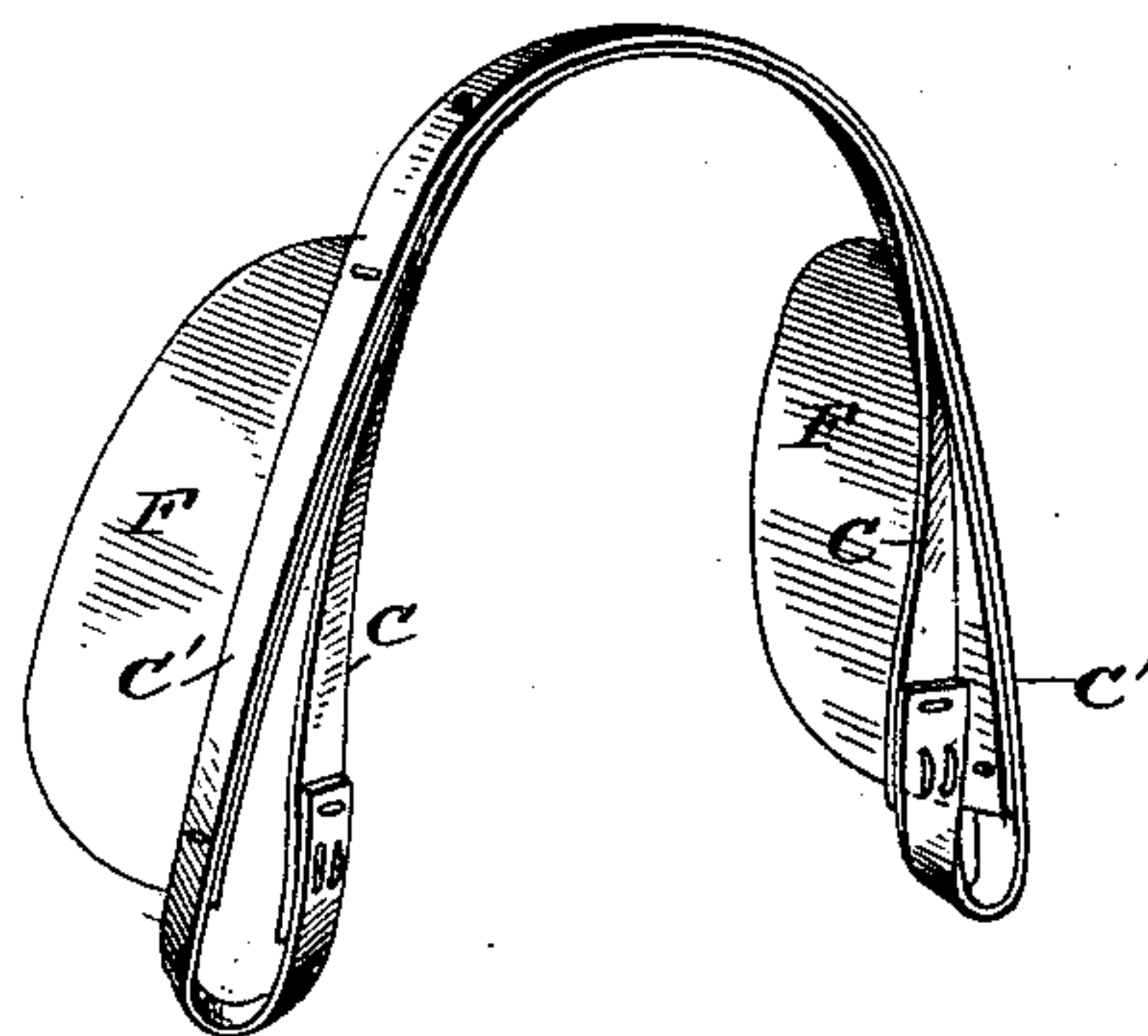
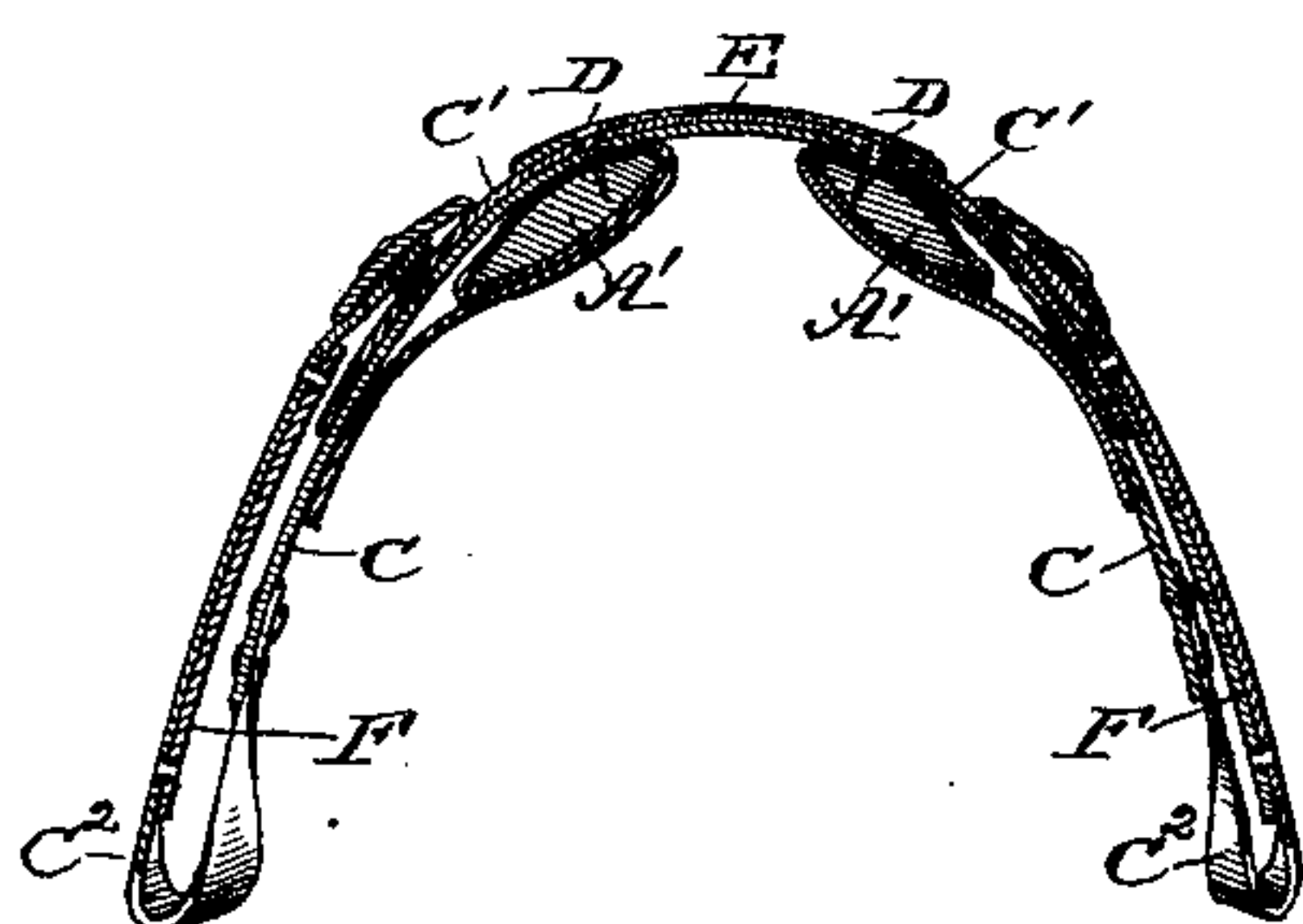


Fig. 2.



WITNESSES:

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SADDLE.

SPECIFICATION forming part of Letters Patent No. 415,467, dated November 19, 1889.

Application filed May 20, 1889. Serial No. 311,480. (No model.)

To all whom it may concern:

Be it known that I, JESSE D. PADGITT, of Dallas, in the county of Dallas and State of Texas, have invented a new and useful Improvement in Riding-Saddles, of which the following is a specification.

In saddles of the class to which mine belongs one or both plies of each stirrup-leather usually pass around one of the side bars of the tree, thus extending across the smooth under side of the said side bar, so as to lie in contact with the back of the animal on which the saddle may be used. In some cases the under side of the bar is provided with a transverse groove or slot to receive the stirrup-leather; but whichever of these modes of construction is adopted the animal's back is liable to be bruised or chafed by reason of the roughness or irregularity of the under surface of the saddle-tree. Besides this objectionable construction, the front end of the seat-leather either terminates abruptly, so that the space between the side bars of the tree is left open at that point, or the front end of the seat projects under the single ply or strap of the stirrup-leather that passes across the side bars. Thus by either mode of construction the front portion of the saddle-seat is broken or irregular, and the seat is rendered more or less uncomfortable in consequence.

By my invention all the above-indicated objections or defects are overcome, as will be apparent from the following description by reference to accompanying drawings, in which—

Figure 1 is a perspective view of a well-known kind of leather-covered saddle (minus the stirrups) provided with my improvement. Fig. 2 is a central cross-section of the same. Fig. 3 is a perspective view showing a modification of the stirrup-leathers.

The saddle A is provided with a seat-leather B, whose front edge terminates abruptly at the point *a*. The doubled or two-ply stirrup-leathers C C' pass over and across both the side bars *a' a'* of the saddle-tree, directly in front of the seat-leather B, so that the edge *a* of the leather abuts or is in contact with the sides of the stirrup-leathers, as shown. The latter thus cover the space or opening directly in front of the seat-piece B, and form

virtually a forward extension of the same. The thickness of the seat B equals that of the seat-leather, so that the upper sides of the two parts (B and C C') are flush and present a smooth and practically unbroken surface constituting the complete saddle-seat. By this arrangement and the absence of any irregularity of bearing-surface on the under side of the side bars *a' a'*, the comfort of the rider and the saddle beast is greatly promoted without any attendant disadvantage in other respects.

The stirrup-leathers are secured to the saddle-tree by means of screws D D, Fig. 1, that pass through the former and enter the latter. A very thin metallic plate E, which I term the "straining-piece," is laid upon the stirrup-leathers where they cross the side bars of the saddle-tree, and said plate is preferably secured by the same means as the stirrup-leathers—to wit, by the screws D. The said plate E obviously increases the strength and adds to the durability of that portion of the saddle, as well as enhances the ornamental appearance of the latter.

The stirrup-leathers may be made in two or more pieces. As shown in Fig. 2, the upper piece C' is shorter than the under one C, and their ends are joined by other pieces C², to which the sweat-leathers F are attached.

In Fig. 2 the pieces C² are dispensed with, the ends of pieces C C' being directly united and the sweat-leathers F attached to the outer pieces C'.

What I claim is—

1. In a riding-saddle, the combination, with the divided tree and the shortened seat-leather B, of the stirrup-leathers, which pass entirely across the tree in front of and abutting the front edge of the seat-leather, the upper surfaces of such abutting parts being flush, as shown and described, for the purpose specified.

2. In a riding-saddle, the stirrup-leathers passing entirely over the top of the tree and having the metallic straining-piece secured upon them, as shown and described.

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Witnesses:

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