(No Model.) 3 Sheets—Sheet 1.

# C. BERNHARD.

## SADDLE.

No. 450,779. Patented Apr. 21, 1891.

*Fig. 1.*

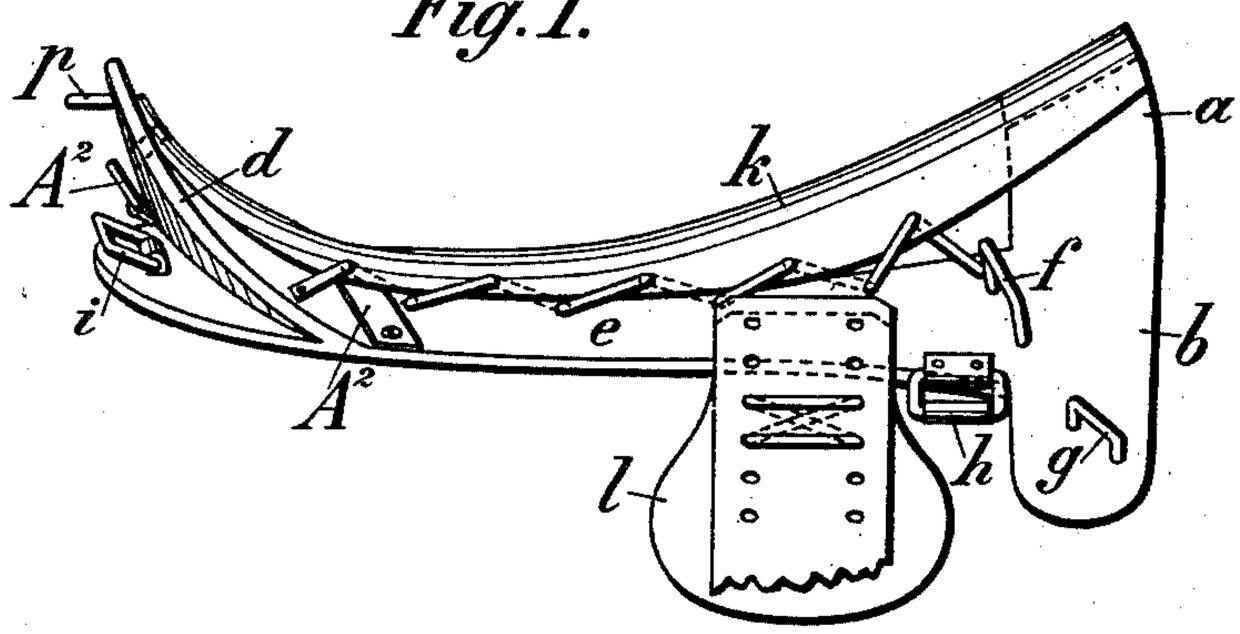



*Fig. 2.*

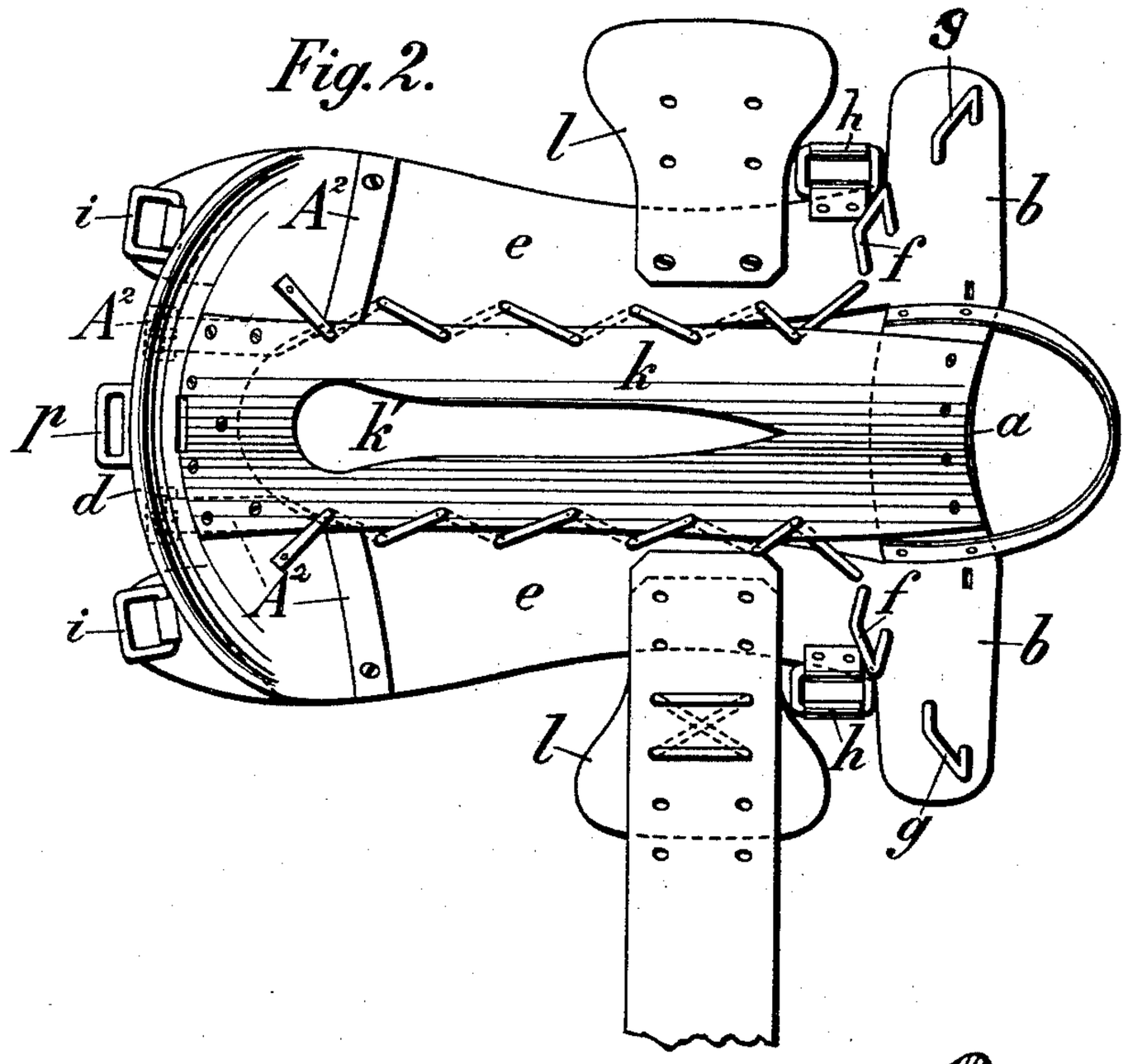
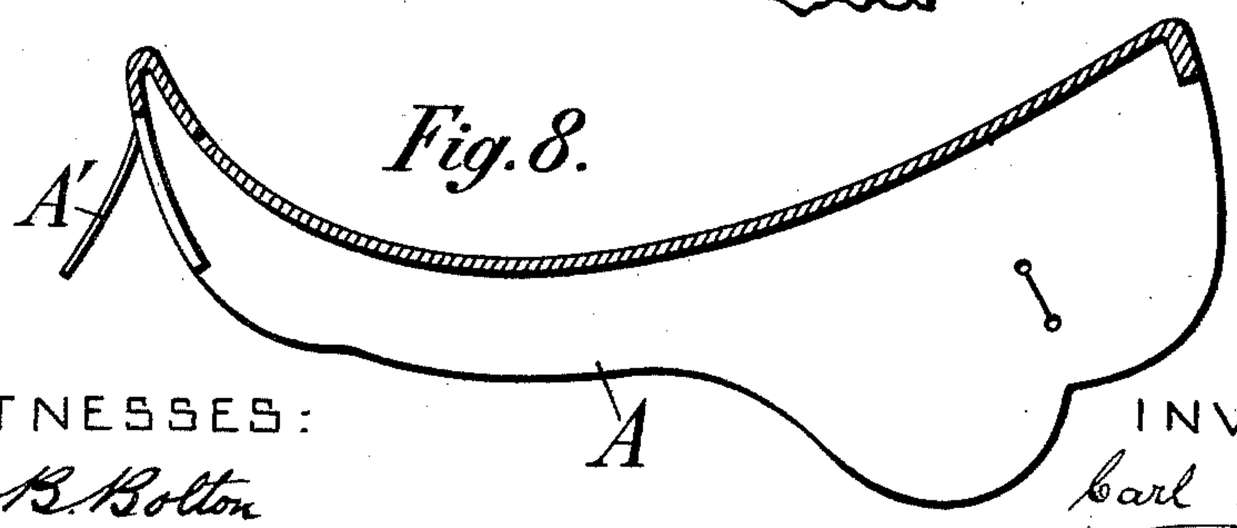



*Fig. 8.*

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(No Model.) 3 Sheets—Sheet 2.

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## SADDLE.

No. 450,779. Patented Apr. 21, 1891.

*Fig. 3.*

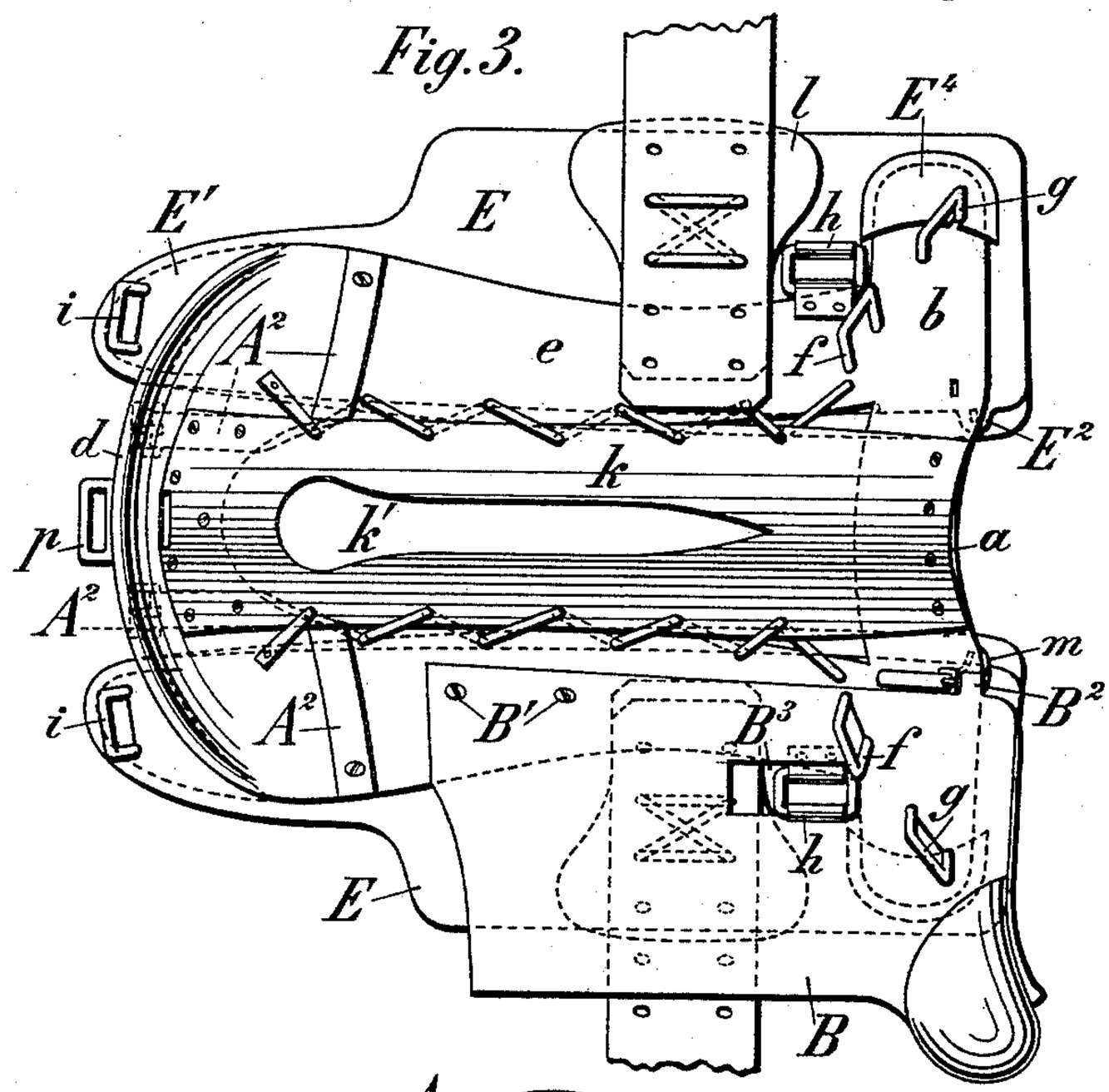



*Fig. 4.*

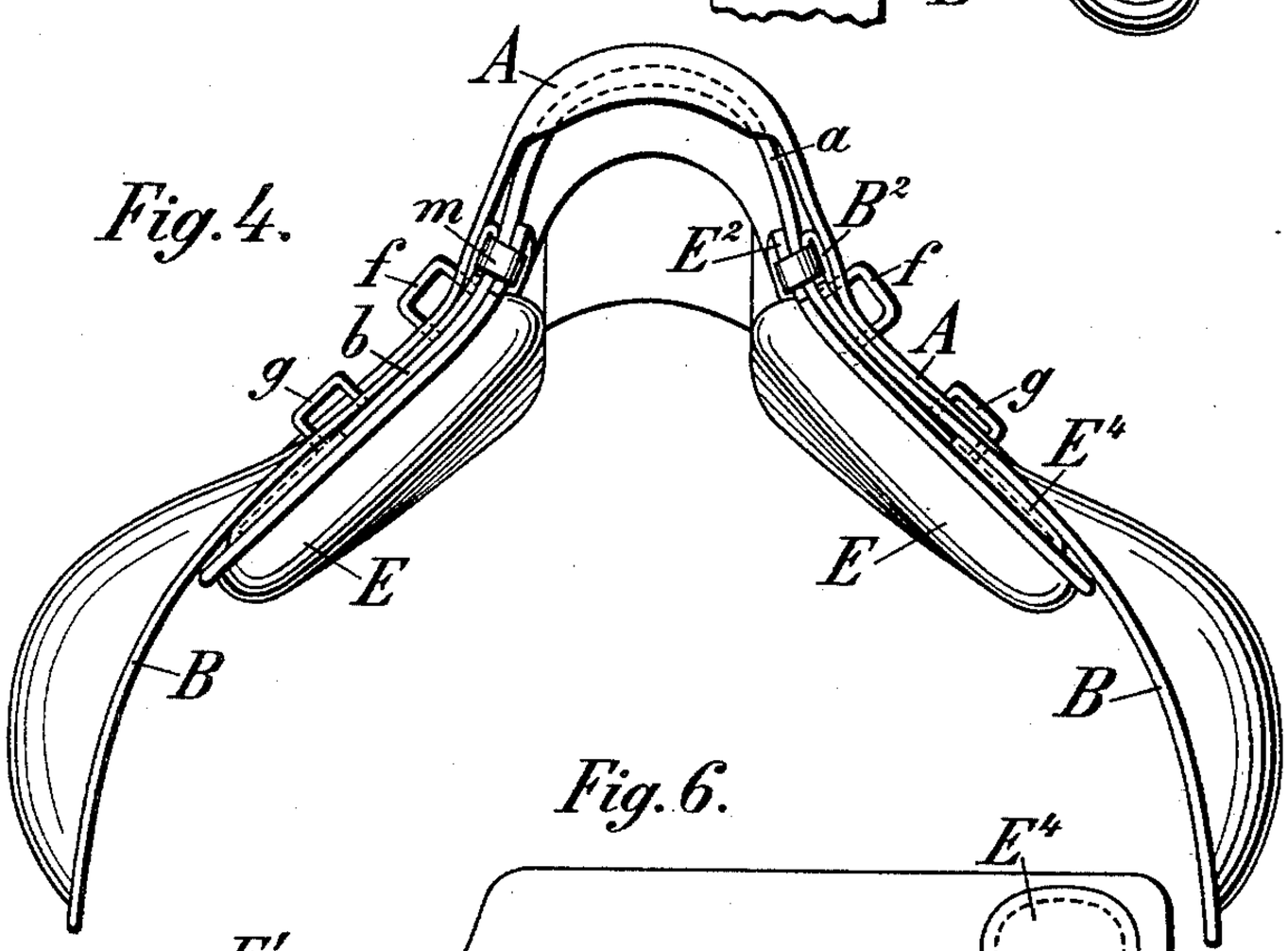
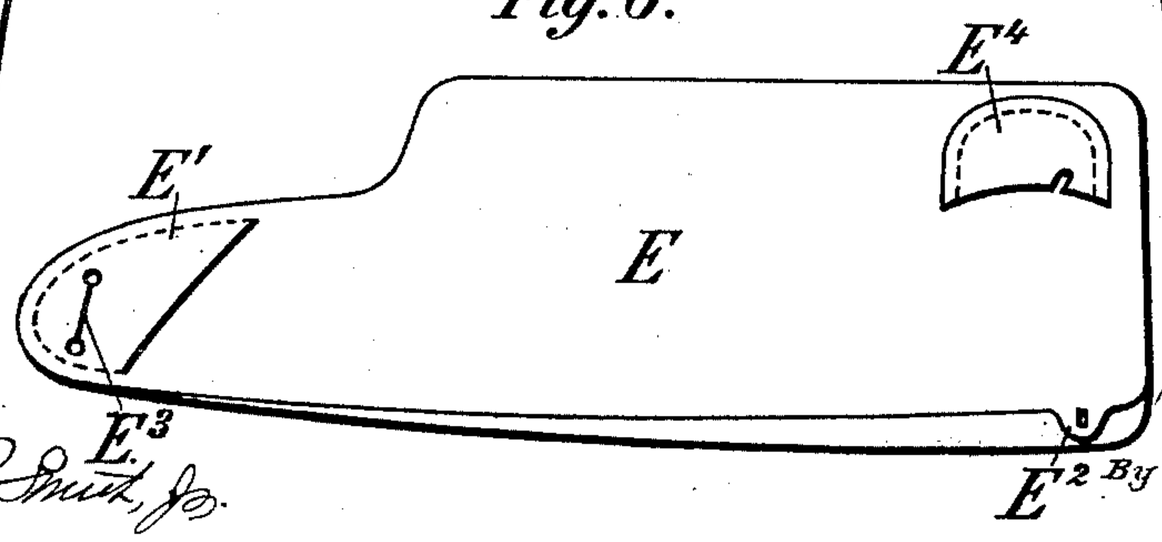



*Fig. 6.*

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(No Model.) 3 Sheets—Sheet 3.

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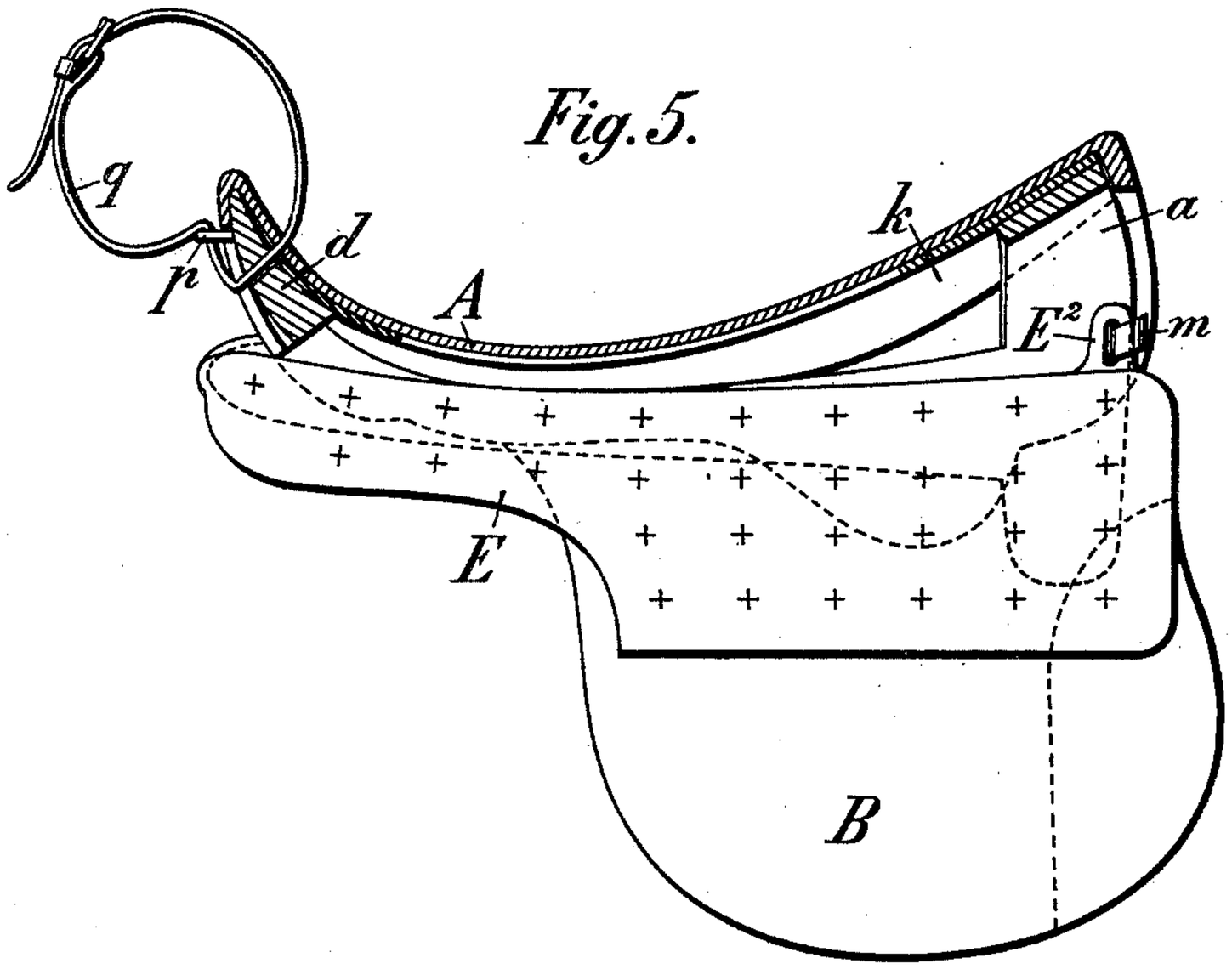
## SADDLE.

No. 450,779. Patented Apr. 21, 1891.

*Fig. 5.*



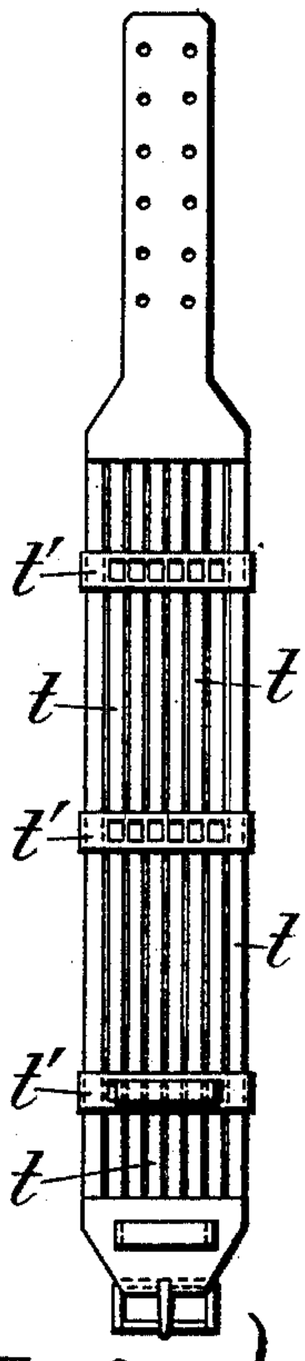
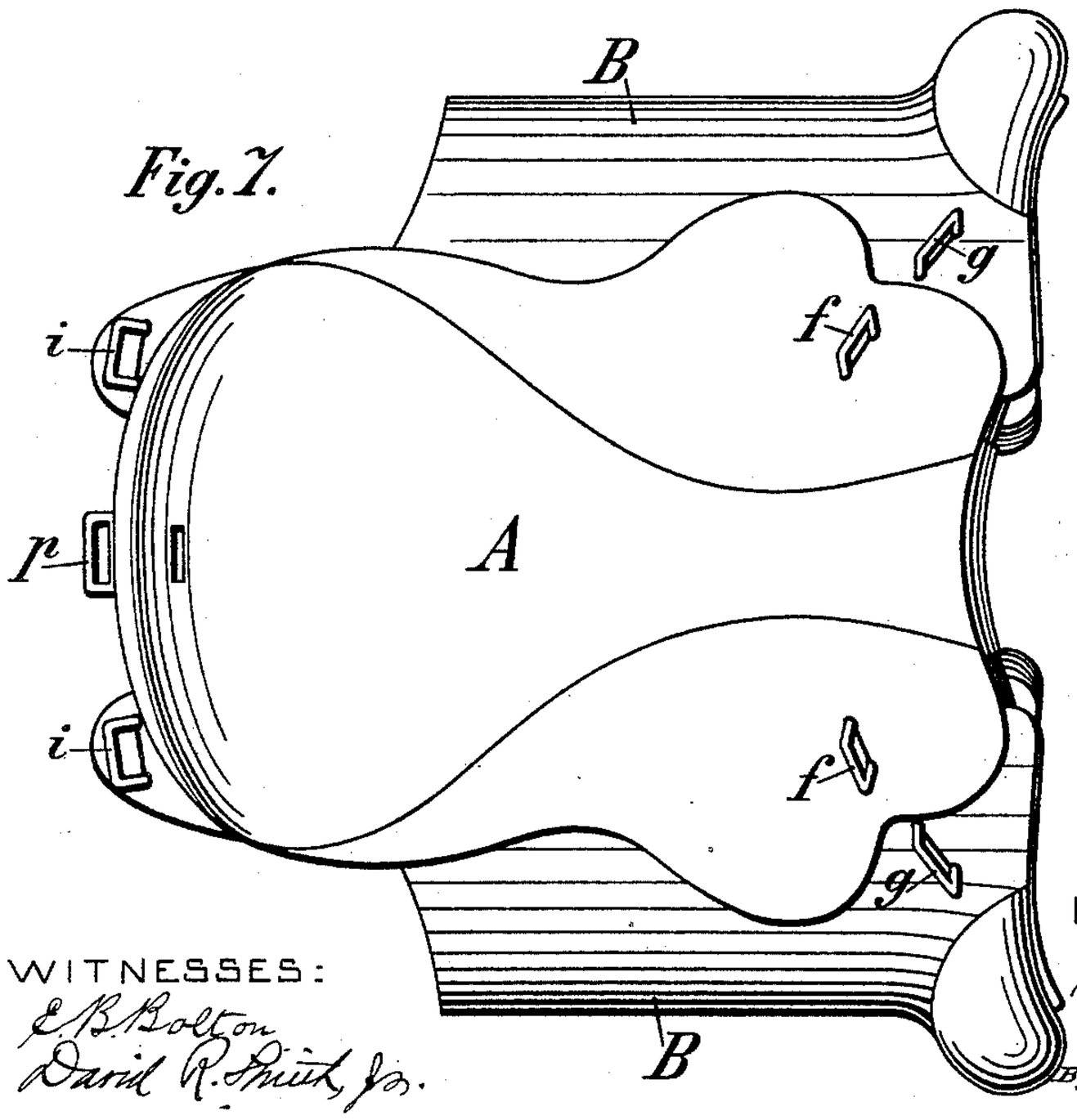




*Fig. 9.*

*Fig. 7.*

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# UNITED STATES PATENT OFFICE.

CARL BERNHARD, OF POTSDAM, GERMANY.

## SADDLE.

SPECIFICATION forming part of Letters Patent No. 450,779, dated April 21, 1891.

Application filed March 28, 1890. Serial No. 345,631. (No model.)

*To all whom it may concern:*

Be it known that I, CARL BERNHARD, a subject of the King of Prussia, residing at Potsdam, Prussia, Germany, have invented a new and useful Improvement in Saddles, of which the following is a full, clear, and exact description.

My invention relates to a cavalry or officer's regulation saddle of a special construction; and it has for its purpose to do away with the disadvantages hitherto presented in cavalry saddles.

The new saddle is so constructed as to allow of a very rapid saddling of the horse and render possible the necessary repairing of every part of the saddle and saddle-tree without opening a seam. It also secures a better seat to the rider and the freer use of his limbs and is less liable to injure the horse and is less burdensome to that animal than other saddles. It combines the advantages of the Hungarian saddle with those of the German saddle without presenting their disadvantages.

An essential feature of my new saddle is the ready detachability of its parts, which enables me to relieve the saddle-tree quickly of its entire garniture and upholstering, which consist of separable parts, as well as quickly to replace the same.

In the annexed drawings, which form a part of this specification, Figure 1 represents a side view of the saddle-tree and other details hereinafter more fully described; Fig. 2, a plan or top view of the same. Fig. 3 represents a plan or top view of the same with one flap or skirt and the two sweat-pads attached thereto. Fig. 4 represents a front end view of the saddle. Fig. 5 represents a longitudinal vertical section, and Fig. 7 a plan view of the saddle fully equipped. Fig. 6 represents a side or face view of the sweat-pads. Fig. 8 represents a perspective view of the covering-leather, usually designated as the "seat and jockeys." Fig. 9 represents the saddle-girth in detail.

The saddle-tree is made of white beech, and the pommel *a*, the points *b*, and the cantle *d* are shaped as in the German saddle, while the bars *e e* are similar to those of the Hungarian saddle. Beside the necessary iron-work at the pommel and cantle, the saddle is provided at the junction of the points *b* and the bars *e* with a staple *f*, while another staple *g* is arranged on each of the points *b*. These staples *f* and *g* serve for the attachment of saddle-bags, holsters, or pockets. The stirrup-rings *h* are flexibly attached to the saddle-tree bars *e*. To the rear ends of the bars *e* are also flexibly attached rings *i i*. These rings serve for attaching cooking utensils, cloak-straps, &c. From the cantle *d* to the pommel *a* is extended a supporting-leather *k*, stretched out laterally between the bars *e* by means of leather thongs or strips. (Clearly represented in Figs. 1, 2, and 3.) The supporting-leather, for the sake of lightness and durability, is preferably made of parchment-leather, and is provided with a central longitudinal oblong opening *k'*. This opening permits the supporting-leather to bend somewhat downwardly under the weight of the rider, and an elastic seat is thereby provided.

On opposite sides of the saddle-tree plates *l l*, made preferably of parchment or alumed leather, are riveted on the flaps *e*. The projecting ends of these plates *l* are perforated and serve for the attachment of the saddle-girth. The girth is attached to the plates *l* by means of straps, which present the advantage that both ends of the girth can be readily lengthened or shortened, and the further advantage that the buckles of the girth are not located, as has hitherto been usual, under the jockeys, but farther downward toward the belly of the horse, and consequently the said buckles cannot incommode the rider, as heretofore. The middle part of the girth, which passes under the belly of the horse, is made broader than usual, as shown in Fig. 9, and it consists of a number of small hemp bands *t*, arranged side by side, across which several movable leather cross-pieces *t'* are twisted and secured, so that while keeping the hemp bands in position they may be moved along the length of the small longitudinal hemp bands. The small hemp bands will better fit and adjust themselves to the body of the horse than a single leather band would, and will move slightly in, so adjusting themselves without moving the cross-pieces *t'*, and thus the untimely shifting of the girth is prevented.

The saddle-tree is equipped as follows: On the inner side of the flaps *e* are arranged the pads E, Figs. 3, 4, 5, and 6. These pads are provided at both ends with shoe-shaped pockets E′ and E⁴, Fig. 6, which are stitched onto the same, the former of which pockets engage the rear ends of bar *e*, while pockets E⁴ receive the points *b*. (See Fig. 3.) The pads are provided at their upper front corner with a keeper E², Fig. 5, which is held by a strap *m*, fastened to the saddle-tree, and provided with a buckle. The pocket E′ and the keeper E² being the only means by which the pad is kept in place, it is obvious that the same can be readily unfastened from the saddle-tree, if this should be required for the purpose of repairing or for any other purpose. The pockets E′ are provided with an opening E³, Fig. 6, through which the rings *i* project when the pads are fastened to the bars *e*. To the upper side of the bars *e* are fastened the flaps or skirts B by means of the screws B′ and the keepers B², the latter, as before mentioned, being provided with the straps *m* for fastening the pads E, Fig. 3. In each flap or skirt is provided an opening B³, wherein the stirrup-ring *h* is fitted, and two other openings through which the rings *f* and *g* project.

The central part of the saddle-tree is covered by the covering-leather A, Figs. 7 and 8, which is laid over the pommel and cantle, and is provided at its rear end with two straps A′, Fig. 8, by which it is attached to the saddle, these two straps A′ being buckled to two straps A², Figs. 1, 2, and 3, which are fastened to the saddle-tree. Near the front end the covering-leather is provided with two openings, through which project the staples *f*. On the rear end of the cantle *d* another rigid ring *p* is provided, which passes through the covering-leather, Fig. 5, and serves for fastening and carrying the cloak. The strap *g*, Fig. 5, for securing the cloak is laid under the ring *p* through openings in the cantle *d* and the covering-leather A, and in this manner the cloak is kept in place, as shown in Fig. 5, by the strap and the upper part of the cantle. This arrangement does not interfere with the comfortable seating of the rider.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A cavalry or officer's regulation saddle in which the saddle-tree has the cantle, the pommel points and bars, said bars and points being provided at their inner sides with removable pads E, kept in place by means of shoe-shaped pockets E′ E⁴ and a strap *m*, and at their upper end with a removable skirt or flap kept in place by means of screws B, and covered from pommel to cantle with a removable covering-leather laid over said pommel and cantle and attached to the latter by means of straps A′ A², substantially as hereinbefore described and set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CARL BERNHARD.

Witnesses:
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G. B. MERVIN.