

(No Model.)

2 Sheets—Sheet 1.

W. C. & J. D. PADGITT.
RIDING SADDLE.

No. 559,199.

Patented Apr. 28, 1896.

Fig. 1.

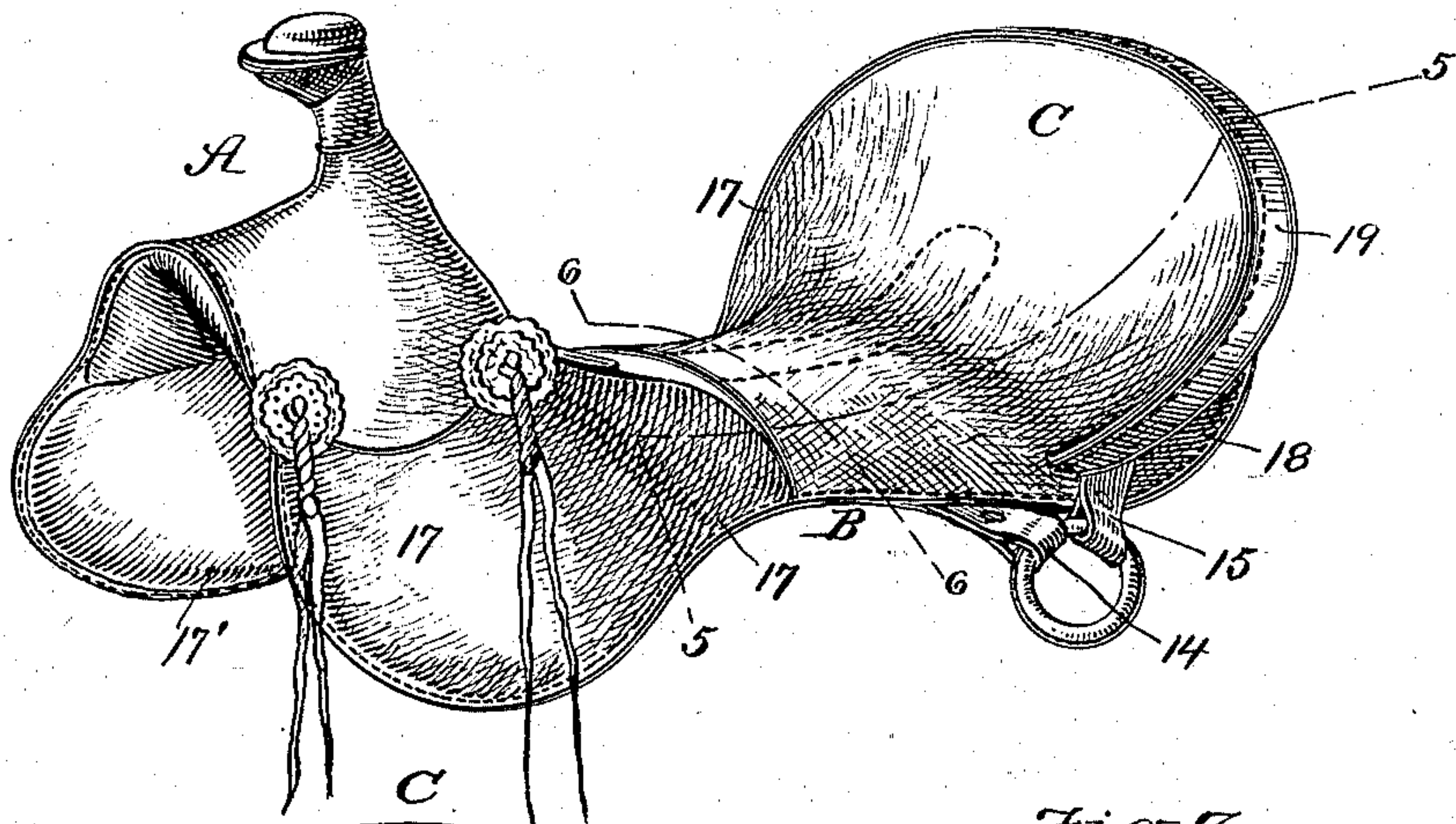


Fig. 2.

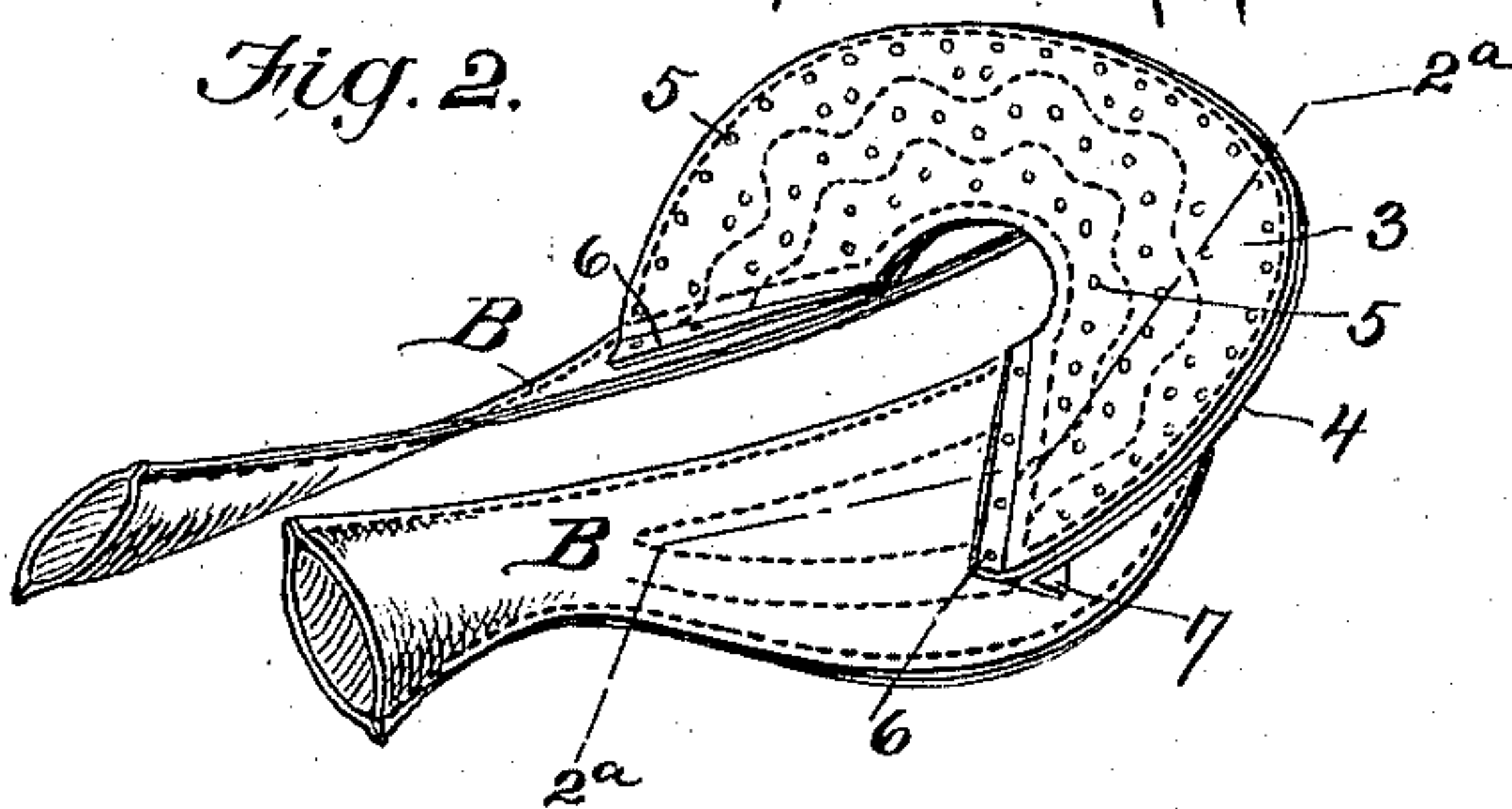


Fig. 3.

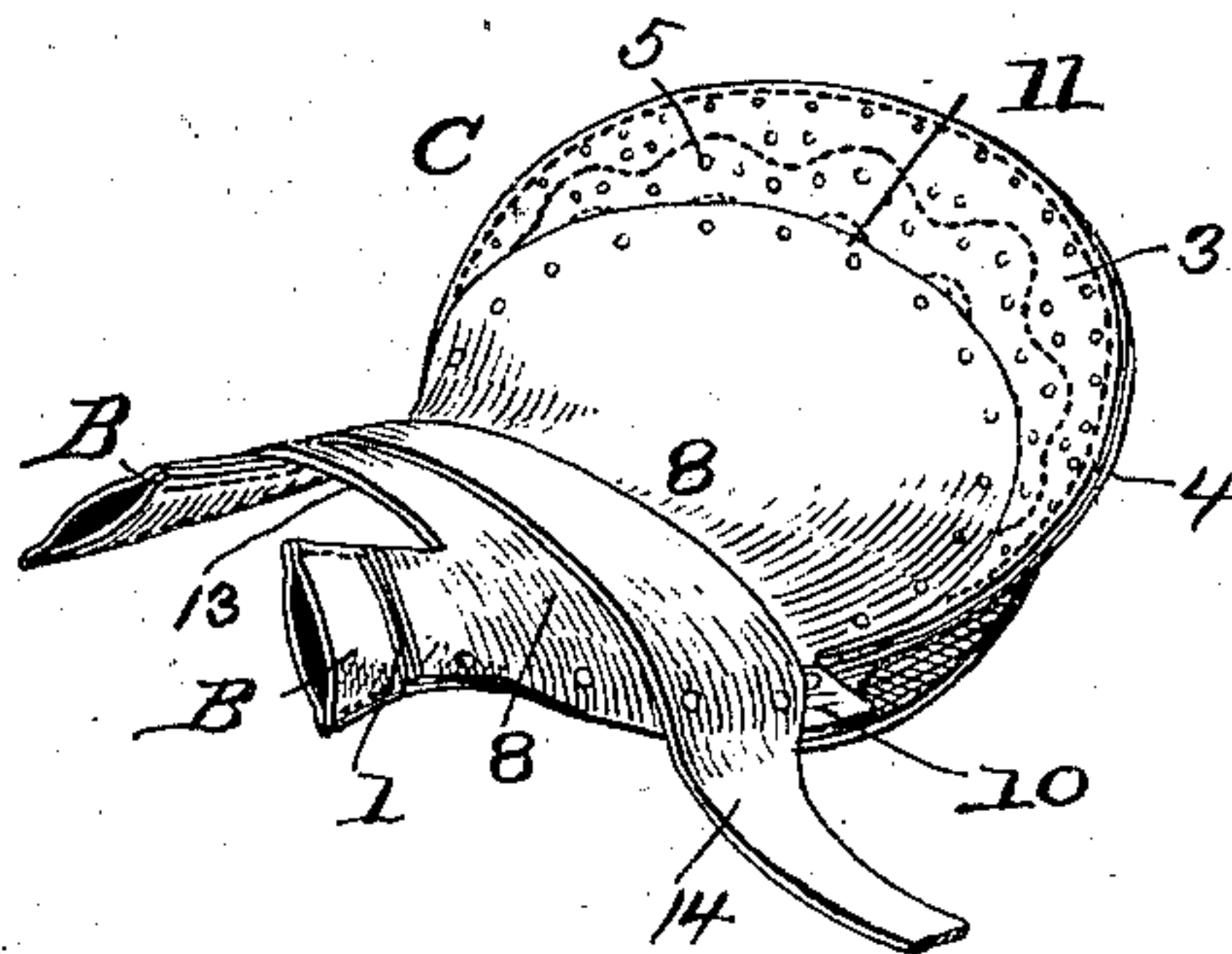


Fig. 2^a.

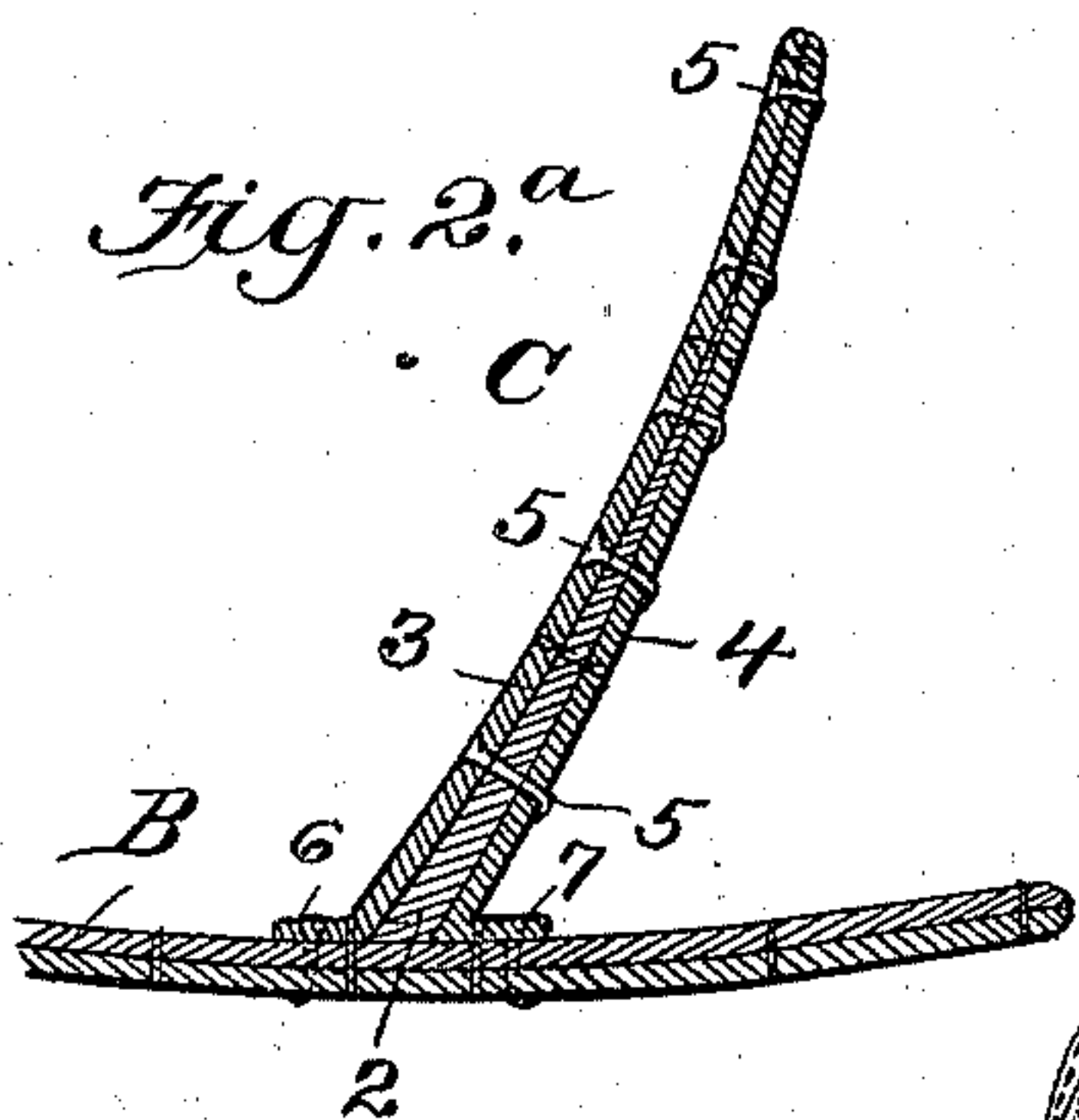
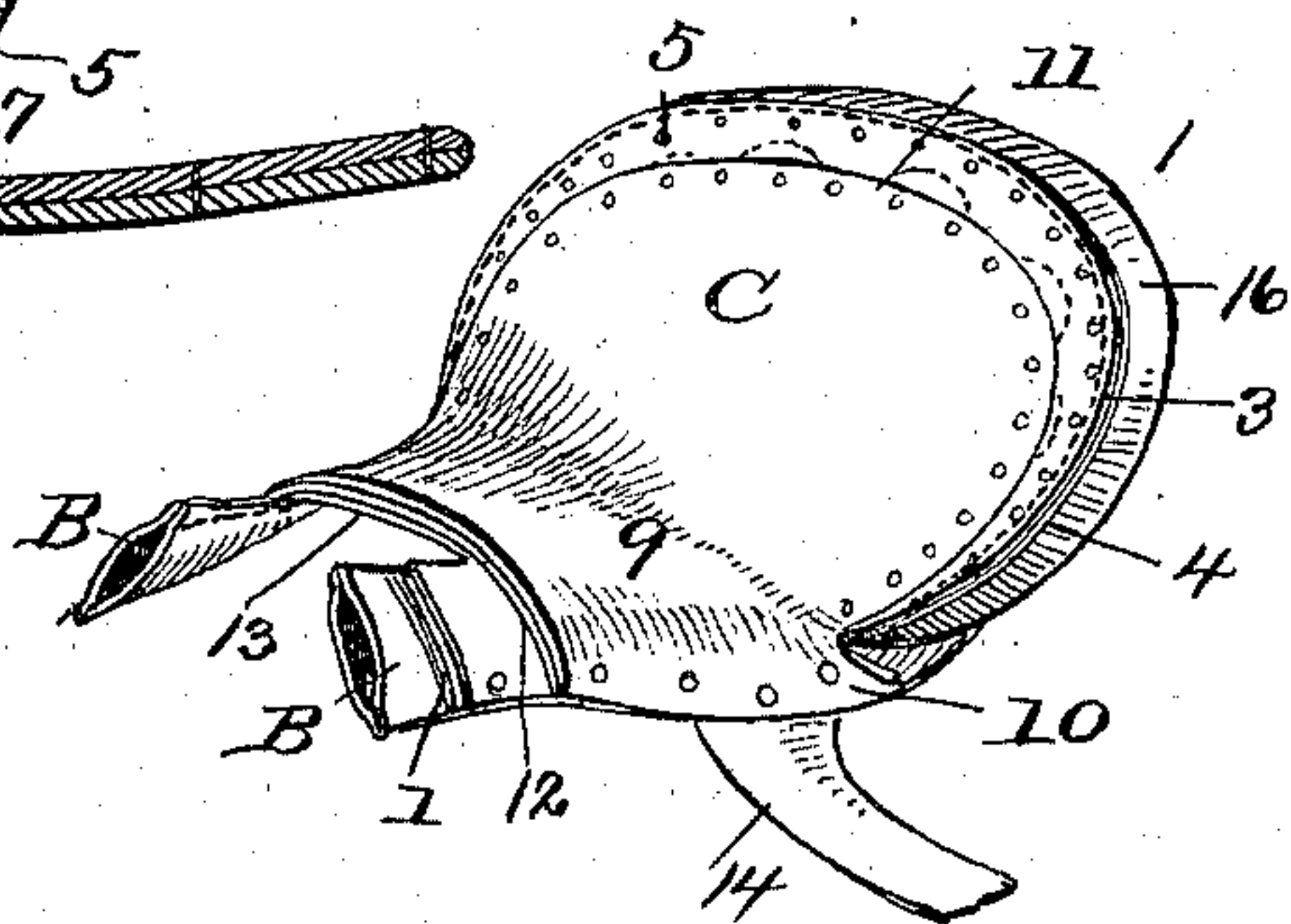


Fig. 4.



WITNESSES:

Jos. A. Ryan
Amos W. Hart

INVENTORS

William C. Padgitt
Jesse D. Padgitt.

BY

Munn & Co.

ATTORNEYS.

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2 Sheets—Sheet 2.

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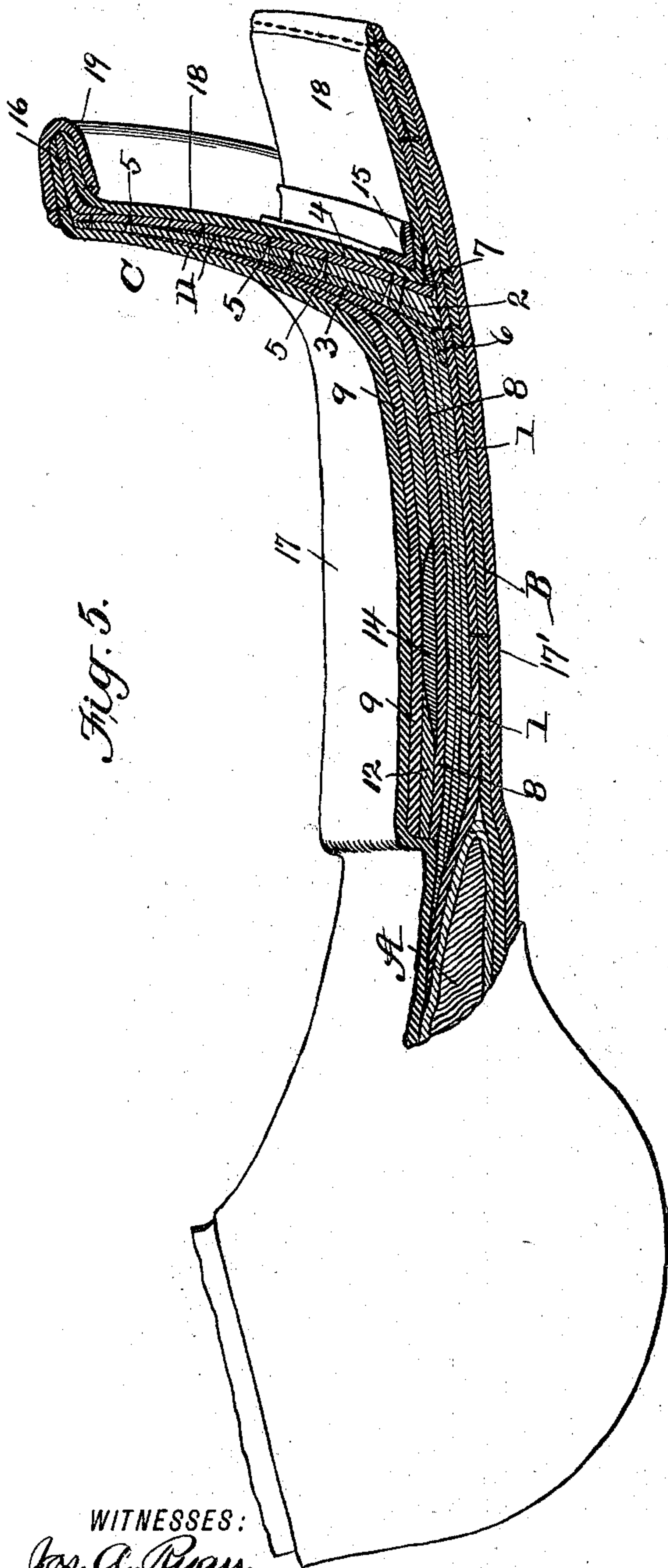


Fig. 5.

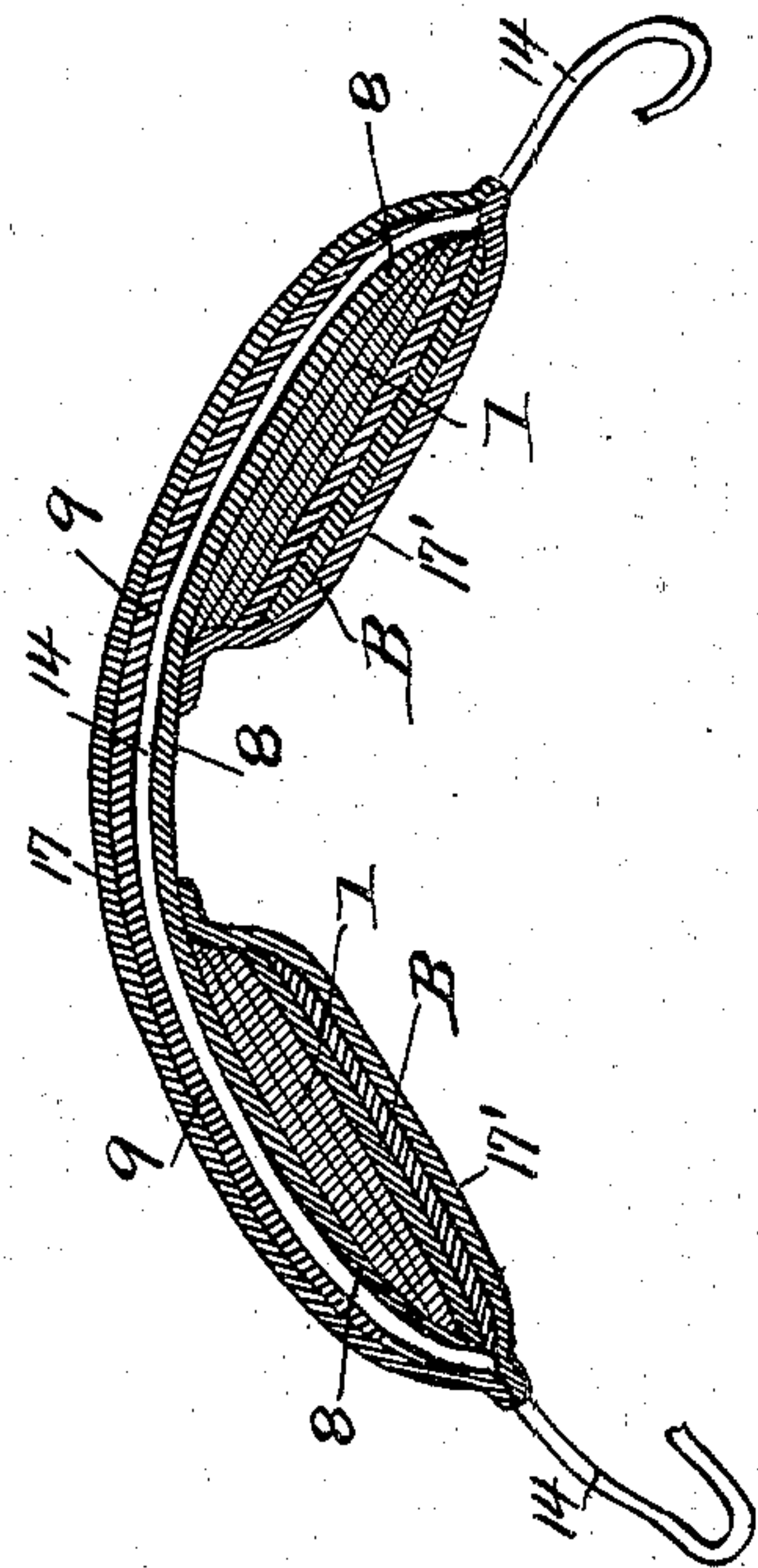


Fig. 6.

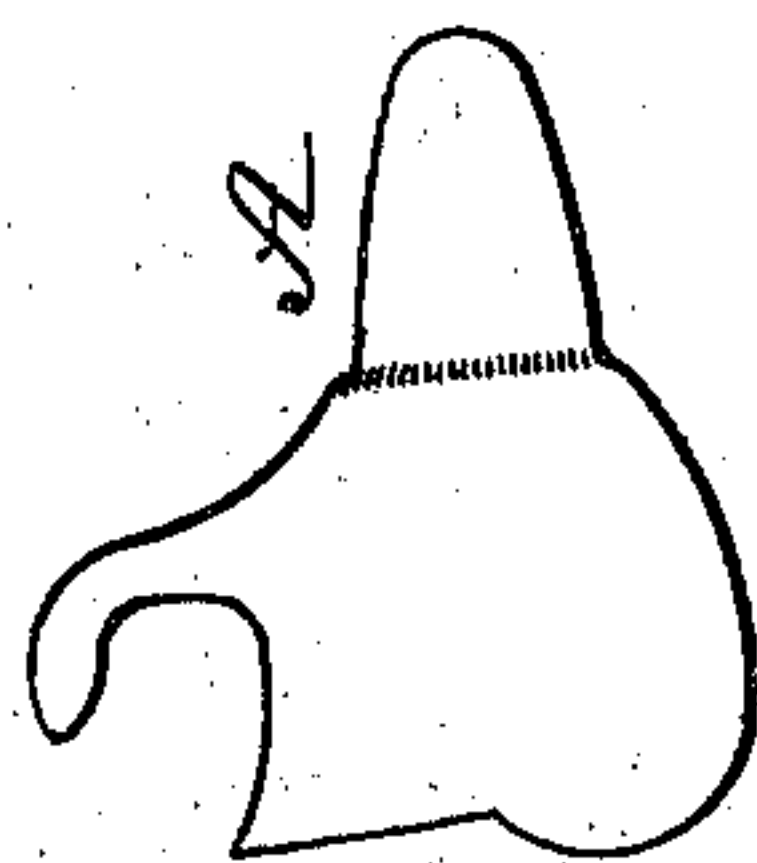


Fig. 7.

WITNESSES:
Jos. A. Ryan
Amos W. Hart

INVENTORS
William C. Padgitt
Jesse D. Padgitt.
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM C. PADGITT AND JESSE D. PADGITT, OF DALLAS, TEXAS.

RIDING-SADDLE.

SPECIFICATION forming part of Letters Patent No. 559,199, dated April 28, 1896.

Application filed December 10, 1895. Serial No. 571,678. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM C. PADGITT and 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.

Our invention is an improvement upon the riding-saddle for which Letters Patent were granted to Jesse D. Padgitt July 16, 1895, No. 540,940. The said saddle is distinguished by a tree or frame formed of a short rigid fork and a flexible body or rear portion, including a seat and cantle, constructed of leather or other suitable flexible material. Our chief object has been to increase the strength of such flexible portion without adding materially to its weight, and this we attain by the construction and arrangement of parts hereinafter described.

In accompanying drawings, two sheets, Figure 1 is a perspective view of our improved saddle, minus girths and stirrup-straps. Fig. 2 is a perspective view of the body and cantle portion of the flexible tree. Fig. 2^a is an enlarged longitudinal section of such tree. Figs. 3 and 4 are perspective views of the body and cantle portion of the saddle, showing different and progressive stages of completion. Fig. 5 is an enlarged longitudinal section on line 5 5, Fig. 1. Fig. 6 is an enlarged transverse section on line 6 6, Fig. 1. Fig. 7 is a side view of the rigid fork.

The foundation-frame or tree of our saddle is composed of the short wooden or steel fork A and the side bars B B, which are formed of two thick leather pieces, stitched together and tacked and screwed to the beveled portions of the fork A, which is inserted between their front ends, as in the saddle of Jesse D. Padgitt before described. A short seat-filling piece or pieces 1, Figs. 5 and 6, is applied on the upper side of the bars B.

The cantle portion or cantle-support C, Figs. 2 and 2^a, is composed of three leather pieces 2 3 4, the inner one, 2, being shorter than the outside ones, 3 4, and also beveled or tapered toward the upper edge, while its lower edge is set square on the side bars B B. The three pieces 2 3 4 are stitched and tacked or nailed together, so that they form, practically, one rigid support. The tacks 5 pass completely through the whole support and are clenched

on the rear piece 4. The lower edges 6 7 of the outside pieces 3 4 are turned out in front and rear, respectively, and both stitched and tacked down on the flexible seat-bars B B. Thus constructed the cantle-support C is light, but stiff and firmly secured in place.

We employ two short "strainers" or seat-pieces 8 9, Figs. 3, 4, and 5, both of which are extended down at the rear corner 10 and secured to the spur, and also beveled or tapered at its rear end 11 and turned up and tacked to the cantle-support C, as shown, thus bracing the latter and greatly strengthening the flexible portion of the tree as a whole. As will be seen, Fig. 3, the under strainer 8 is tacked to the cantle-support C at a point below the upper one 9. In other words, the latter extends higher on the support. Between the strainers 8 9, at the front, is inserted a filling-piece 12, Figs. 4 and 5, to raise the rider's seat to the extent desired. The front portion of the under strainer 8 is cut back to the center, as shown at 13, Figs. 3 and 4, to allow space for the stirrup-leathers (not shown) to be applied to the tree, as usual.

One of the straps, 14, Figs. 3 and 6, for the rear saddle-girths (not shown) passes between the strainers 8 and 9, and the other, 15, in rear of the cantle C. The front edge of the strap 14 is beveled or scarfed to form a smooth joint with the seat-filling piece 12, which is similarly beveled.

To the rear side and outer edge of the cantle-support C, Figs. 4 and 5, is attached a narrow semirigid piece 16, which forms the so-called "Cheyenne cantle." A cover 17, formed of a single piece of smooth leather, extends over the fork A, the seat portion of the saddle, and the front side of cantle-support C. Another covering-piece 18 is applied to the back of the cantle-support and rear ends of the bars B B. A binding 19 is applied for covering the cantle-filling piece 16 and the upper ends of the cover 17 and 18, which lie in contact with the latter.

Thus constructed our improved saddle has due flexibility, together with great strength and durability.

What we claim is—

1. In a riding-saddle, the combination with the seat portion, or bars, of a cantle-support formed of a short inner leather piece beveled

or scarfed and set square upon the seat-bars, and two outside leather pieces which inclose such inner piece and are secured thereto, and have their lower edges turned out and secured to the seat-bars, as shown and described.

2. In a riding-saddle, the combination with the flexible leather cantle-support, and the flexible leather seat-bars to which the out-
10 turned edges of the former are secured, of the two superposed strainers having beveled rear ends which are turned up on said support and

secured to its front side at different points, one above the other, a seat-filling piece 12 interposed between the front end of the strainers and a girth-strap passing between the strainers in rear of such filling-piece, the edges of the latter and the strap being fitted together as shown and described.

WILLIAM C. PADGITT.

JESSE D. PADGITT.

Witnesses:

N. W. GODBOLD,

C. H. ANDERSON.