

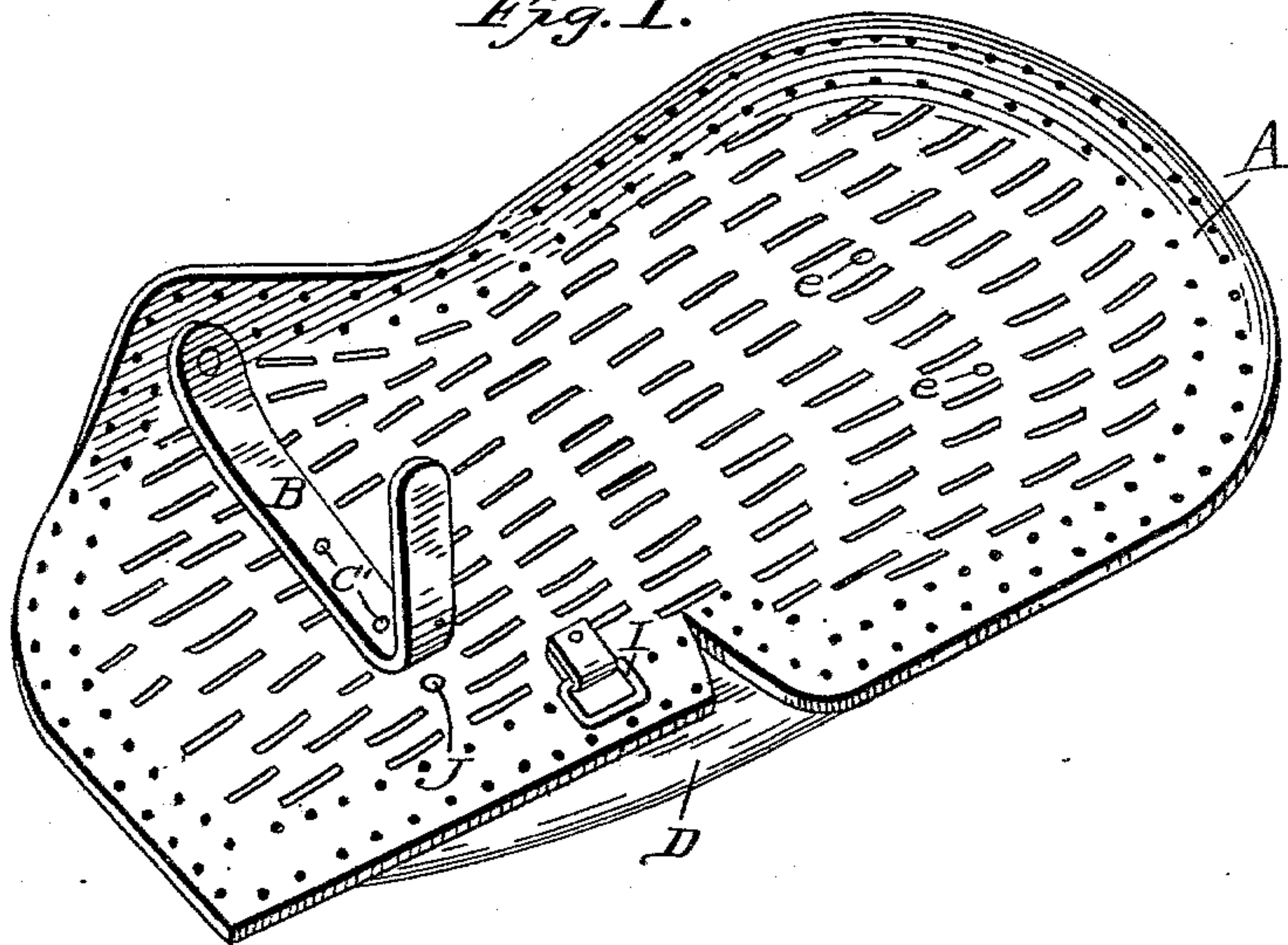
(No Model.)

T. E. WHITE & J. A. DAY.  
SIDESADDLE TREE.

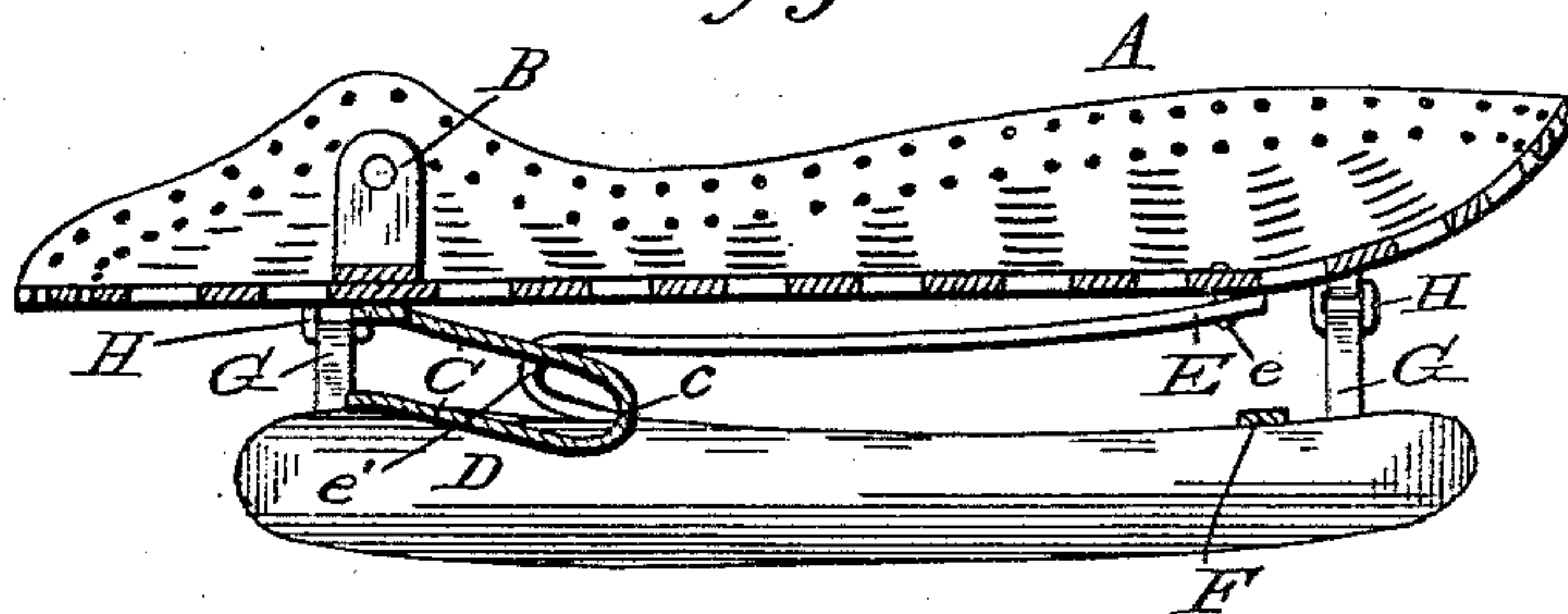
No. 559,829.

Patented May 12, 1896.

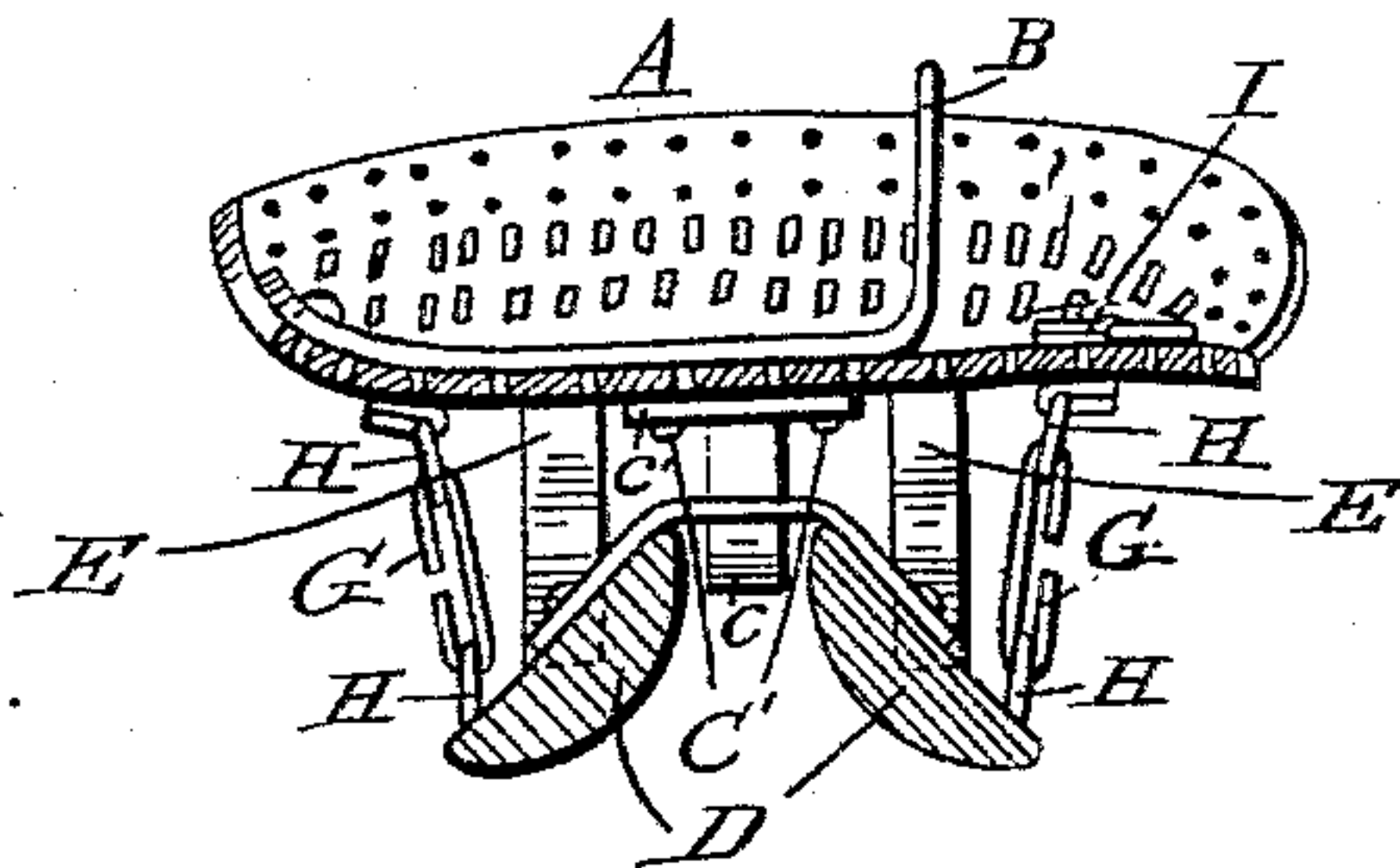
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



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# UNITED STATES PATENT OFFICE.

THOMAS E. WHITE AND JAMES A. DAY, OF TAZEWELL, TENNESSEE.

## SIDESADDLE-TREE.

SPECIFICATION forming part of Letters Patent No. 559,829, dated May 12, 1896.

Application filed November 1, 1895. Serial No. 567,626. (No model.)

*To all whom it may concern:*

Be it known that we, THOMAS E. WHITE and JAMES A. DAY, citizens of the United States, residing at Tazewell, in the county of Claiborne and State of Tennessee, have invented certain new and useful Improvements in Side-saddle-Trees; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to certain new and useful improvements in sidesaddle-trees; and it has for its objects, among others, to provide a simple, light, and cheap saddle that shall be comfortable and durable. We provide springs so connected with the seat as to accomplish the desired end.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be specifically defined by the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view of our improved sidesaddle. Fig. 2 is a vertical longitudinal section of the same. Fig. 3 is a vertical cross-section.

Like letters of reference indicate like parts throughout the several views.

Referring now to the details of the drawings by letter, A designates the seat, which may be of wood or metal or a combination of these two materials, and if formed of metal the same should be provided with perforations and slits, as indicated in Fig. 1, for the purpose of providing ventilation as well as making the seat-piece lighter.

B is the horn-piece, which may be either of wood or metal.

C C is the front spring. The transverse portion thereof is secured to the bars D, which are convex, as shown, and extend lengthwise of the saddletree. The longitudinal portion of this spring is bent upon itself, as seen at *c*, and the forwardly-extending arm or portion terminates in the cross-bar *c'*, as shown, and which is secured to the under side of the seat by the bolts C', rivets, or any suitable fas-

tening means. The longitudinal portion of this spring is located between the bars D, as shown, so as to have free movement.

E E are the back springs, the rear ends of which are secured to the under side of the seat portion in any suitable manner, as by the rivets *e*, while their forward ends, which extend past the bend of the front spring, are bent upon themselves, as seen at *e'*, and their rearwardly-extending ends are secured in recesses in the bars D in any suitable manner.

The rear ends of the bars D are connected by the back gullet F. The front and rear ends of the bars D are connected with the under side of the seat portion by means of the straps or loops G, the ends of which are detachably engaged in staples or eyes or analogous devices H on the ends of the said bars and on the under side of the seat portion.

I is the stirrup bar or loop, and J is the hole for the attachment of the third or loping horn. (Not shown.)

The simplicity and advantages of a sidesaddle-tree constructed in accordance with our invention will be readily understood. The seat is free to accommodate itself to any and all conditions and positions which it may be caused to assume with ease and comfort to the rider.

What is claimed as new is—

1. A sidesaddle consisting of a seat, longitudinal bars beneath the same, and springs connecting the seat and bars and detachable connections between the ends of the bars and the under side of the seat, substantially as specified.

2. A sidesaddle-tree comprising a seat, bars disposed longitudinally beneath the seat, front and back springs connecting the seat and bars, and connections between the ends of the bars and detachable connections between the ends of the bars and the under side of the seat, substantially as specified.

3. The combination with the seat and the longitudinal bars beneath the same, of the front and back springs connected to the seat and to the bars, and the detachable connections comprising loops and staples between the ends of the bars and the seat, substantially as specified.

4. The sidesaddle-tree described consisting

of the seat, the bars beneath the same, the  
springs connecting the opposite ends of said  
bars, the loops and detachable connections  
between the ends of the bars and the under  
5 side of the seat, and the front and rear springs  
connecting the seat and bars, all substan-  
tially as shown and described.

In testimony whereof we have signed this

specification in the presence of two subscrib-  
ing witnesses.

THOMAS E. WHITE.  
JAMES A. DAY.

Witnesses:

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