

(No Model.)

W. D. DAVIS.
RIDING SADDLE.

No. 568,939.

Patented Oct. 6, 1896.

Fig. 1.

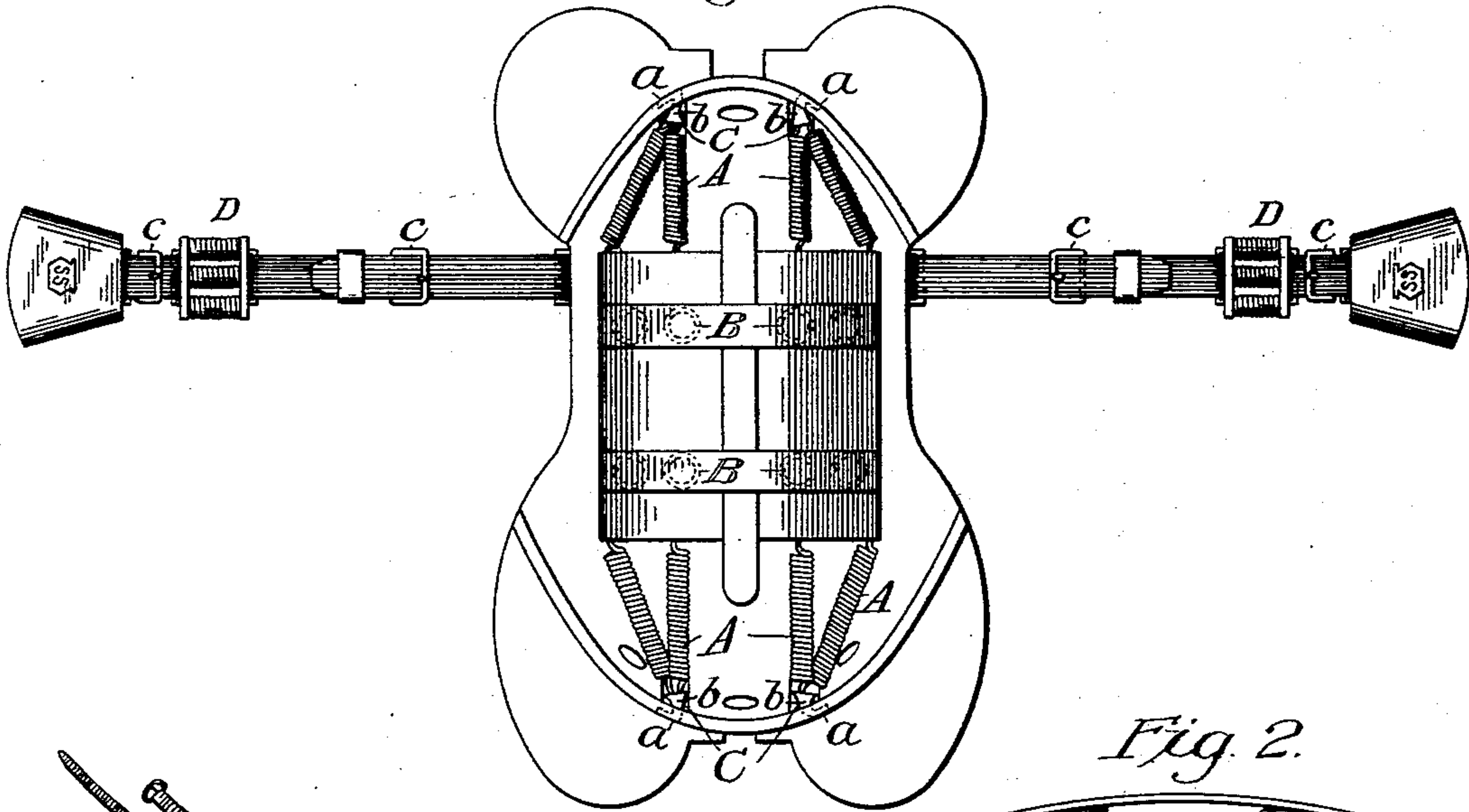


Fig. 2.

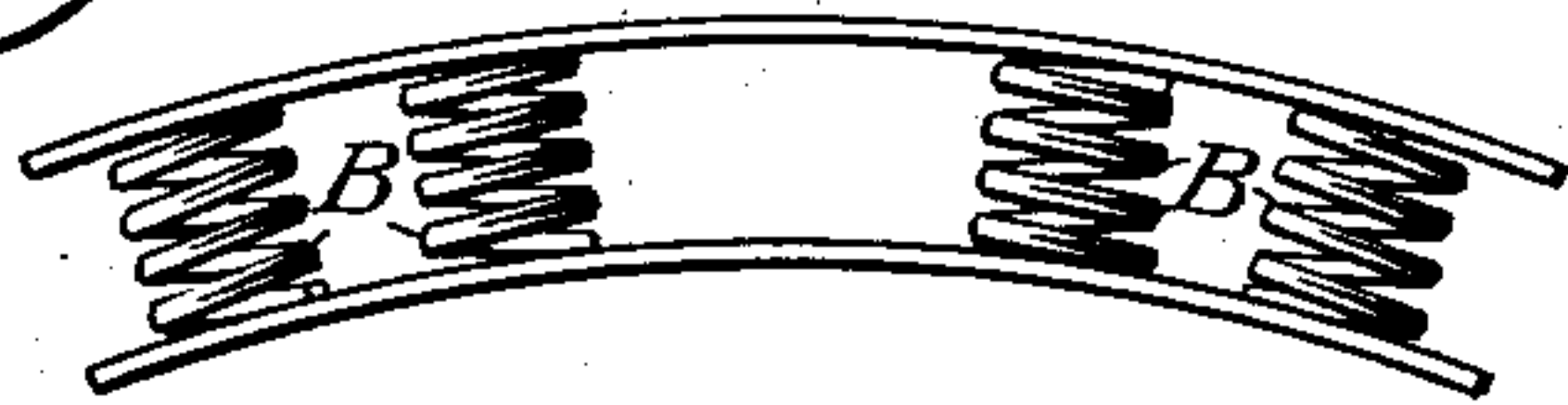


Fig. 3.

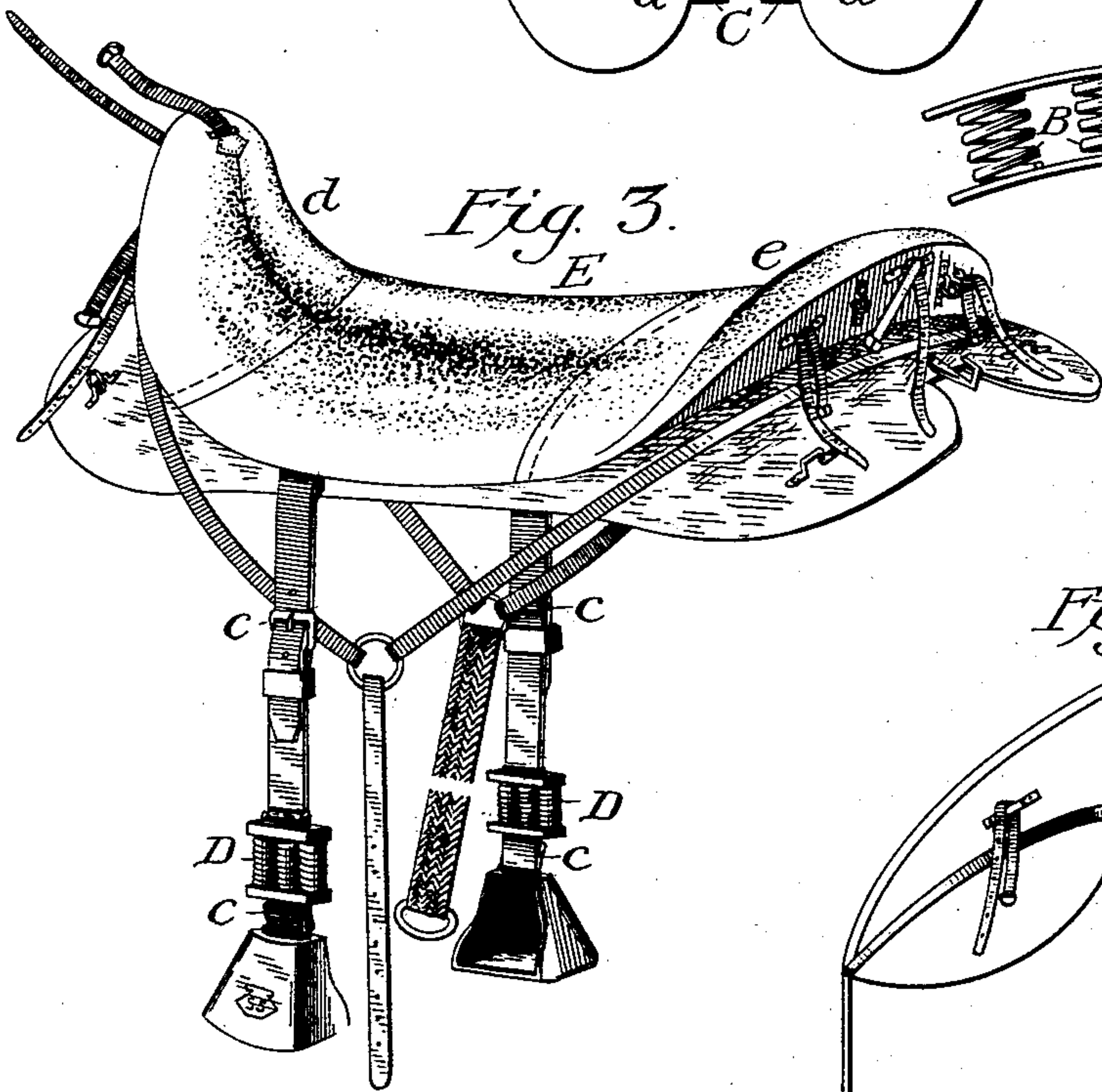
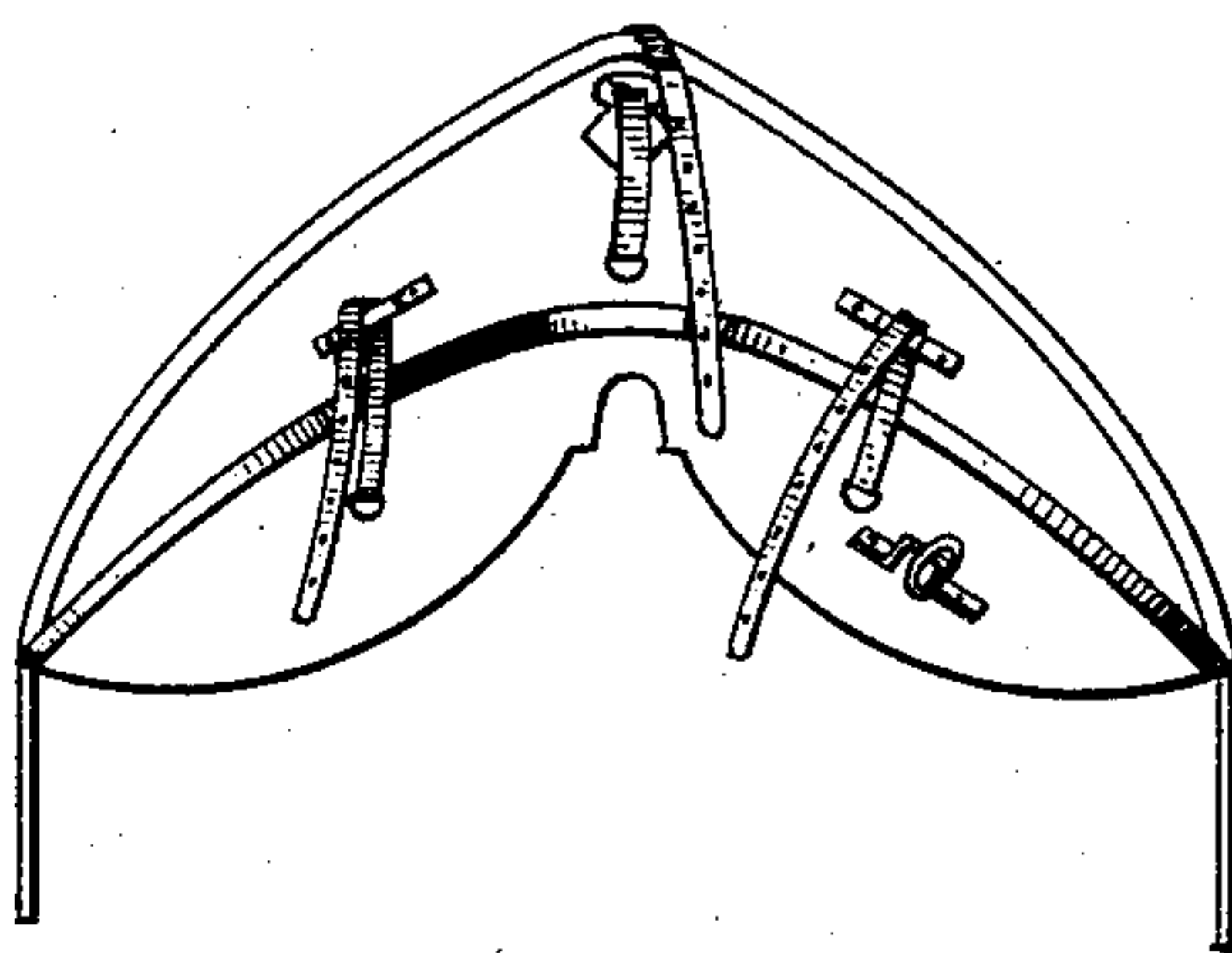


Fig. 4.



Witnesses.

*Colonel Buckley
Henry Higgins*

Inventor.

William D. Davis

UNITED STATES PATENT OFFICE,

WILLIAM D. DAVIS, OF FORT ASSINNIBOINE, MONTANA.

RIDING-SADDLE.

SPECIFICATION forming part of Letters Patent No. 568,939, dated October 6, 1896.

Application filed March 13, 1896. Serial No. 583,143. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM D. DAVIS, a citizen of the United States, residing at Fort Assinniboine, county of Choteau, State of Montana, have invented a new and useful Military Spring-Seat Riding-Saddle, of which the following is a specification.

My invention relates to improvements in spring-seat saddles and in spring-stirrups which can be used in cavalry, light artillery, cowboy, and all gentlemen riding-saddles.

The springs for seat are an improvement upon the art as attained in Patents No. 90,990, dated June 8, 1869, and No. 3,353, dated November 24, 1843, in the combination of the end springs, which work horizontally, and the bottom springs, which operate vertically, in such a manner as to give adjustment, strength, and elasticity to the seat of the saddle. My invention as to stirrups is an improvement on Patent No. 411,757, dated September 24, 1889, in the combination, strength, and durability of the stirrup springs and straps.

The object of my invention is, first, to render easy and comfortable riding while the horse is in a trot, however high-spirited the horse may be; second, to avoid downright jolting, which in many cases causes pain and soreness and many other disorders constantly complained of resulting from riding hard-trotting horses; and third, to relieve the cavalry-men and all others who travel long distances by horseback by providing a saddle which shall be both durable and adapted to the purpose. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is the framework of the saddle, including the stirrups; Fig. 2, a view of one of the two sections of bottom springs. Fig. 3 shows the saddle and stirrups as completely designed. Fig. 4 is a view of the front end of the saddle.

Similar letters refer to similar parts throughout the several views.

The end springs A A and the bottom B B are fastened to and on both sides of pommel of saddle one-fourth distance from top of

pommel to the lower and outer edge of saddle; also springs are fastened to back of saddle. The pommel and back have a groove *a a* long enough to admit the upper ends of end springs well into the wood and to allow plenty of room in the seat-space; also a notch C C to admit the catchers or fasteners *b b*, which are made long enough to extend from top to bottom of pommel and back of saddle to give special support to back of saddle and to render uniformity to the leather covering.

The springs are steel and the fasteners are iron.

The springs and seat, as shown in Figs. 2 and 3, are seven and five-eighths inches long and ten inches, including curvature, across the saddle, giving width or allowing same, according to the inward and outward inclination of the sides of the saddle.

The stirrup-strap springs D D are about four inches above the stirrup, four inches long, including the receptacle for springs, which are flat, and are applied with two straps with buckles *c c*, required for one stirrup-strap complete.

The bottom springs B B are flat, one and one-half inches in height for front and one and five-eighths inches for rear springs, thus giving sufficient depth in saddle for the rider; one and three-eighths inches in diameter, three inches apart from front to rear, round, open, spiral, and are attached to a bottom and top plate, bottom plates being screwed to the wood, and correspond with top pieces, as shown in Fig. 2. The end springs A A are flat and close spiral and are one-half inch in width, more or less, varying according to size of saddle, and are given sufficient durability according to the various weights of men.

The independent solid piece of leather E is the seat-covering, which is placed over the springs first. Then *d* and *e* overlap E two or three inches, thus allowing bottom springs liberty to move up and down with the assistance of end springs.

I am aware that prior to my invention spring-seat saddles and stirrup-springs have been made. Therefore I do not claim, broadly, the invention of springs for seat or stirrups.

What I do claim as my invention, and desire to secure by Letters Patent, is—

In a spring-seat saddle the combination of the spring-seat, of springs A A, passing
5 through the pommel to both sides of the saddle and the rear springs passing through the rear end of said seat and to the rear of said

saddle at C C, and the leather covering over said seat, substantially as described.

WILLIAM D. DAVIS.

Witnesses:

COLONEL BECKLEY,
HENRY HIGGINS.