

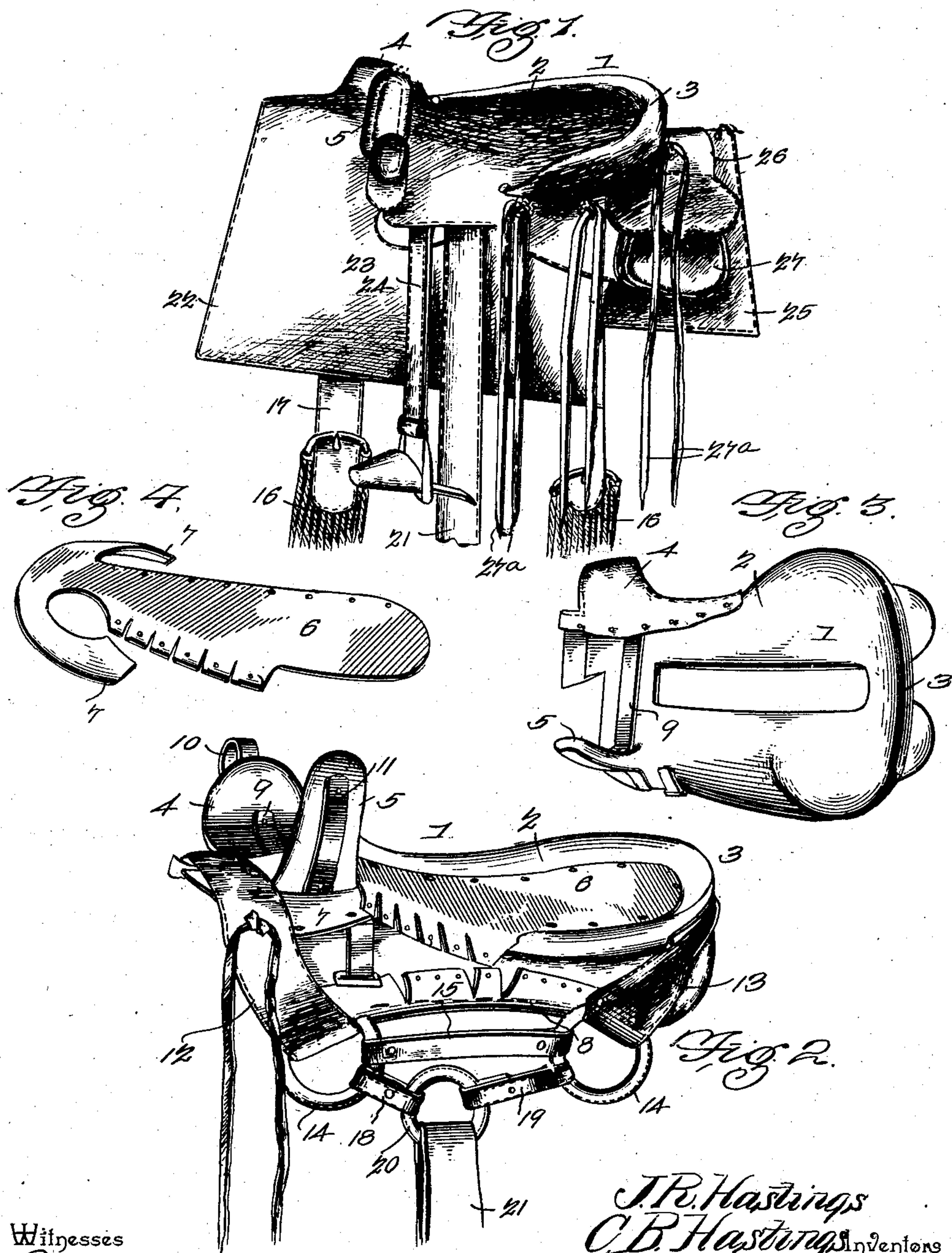
No. 709,904.

Patented Sept. 30, 1902.

J. R. & C. B. HASTINGS.
SADDLE.

(Application filed July 23, 1901.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN REED HASTINGS AND CLARENCE BROOKS HASTINGS, OF LAMPASAS,
TEXAS.

SADDLE.

SPECIFICATION forming part of Letters Patent No. 709,904, dated September 30, 1902.

Application filed July 23, 1901. Serial No. 69,433. (No model.)

To all whom it may concern:

Be it known that we, JOHN REED HASTINGS and CLARENCE BROOKS HASTINGS, citizens of the United States, residing at Lampasas, in the county of Lampasas and State of Texas, have invented a new and useful Saddle, of which the following is a specification.

This invention relates to saddles; and the object of the same is to provide a sidesaddle having a strong and durable construction in general, composed of a comparatively few number of parts, one wherein a more effective and comfortable seat is formed, and wherein is employed a particular form of girth-rigging, the said rigging being so arranged as to be adapted to the peculiarities of a saddle of this class, whereby the latter will be seated more securely upon the back of the horse and secured both fore and aft, so that motion independent of that of the horse is wholly avoided.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a saddle embodying the features of the invention. Fig. 2 is a similar view showing parts of the saddle removed. Fig. 3 is a top plan view of the saddle-frame. Fig. 4 is a detail perspective view of a metallic sheathing forming a part of the invention.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numeral 1 designates a saddle-seat; 2, the saddletree; 3, the cantle; 4, the horn or pommel, and 5 the curved leg-support opposite the latter. The tree at its front extremity projects in advance of the horn and leg-support to produce a transverse bearing for a purpose which will be presently explained. The seat 1 is covered with a galvanized sheet-iron plate 6, which extends in front of the horn 4 and the support 5 and has side flanges 7, which return rearwardly and circle around the said horn and support. The said plate is secured in place by rivets, and likewise the flanges, and the front extremity of the plate forms a bridge or bearing in advance of the said horn and support. The plate 6 will be

covered by a suitable material, preferably rubber duck, (not shown,) and the side portions of the tree at the edges will also be provided with a sheathing 8, of suitable material, which is riveted in place. The horn 4 and support 5 are strengthened by a metallic strap or band 9, extending transversely across the front portion of the saddle between the horn and support and projects upwardly over the inner opposing sides of the latter for a short distance to reinforce the bases of the same, and extending upwardly over the outer sides of the horn and support are metallic reinforce-straps 10 and 11, respectively, the strap 10 being turned outwardly from the upper end of the horn to provide a hand-grip.

As is usual in saddle constructions, the several parts thus far explained will be supplied with a suitable lining-covering to provide a foundation for the finishing-covering and skirting, and such application of these lining-coverings will be made as desired and contemplated by those skilled in the art.

The girth-rigging comprises a front strap 12, which is secured in place by suitable means and extends over and contacts with the bridge or bearing at the front of the saddle, as heretofore set forth, to positively hold the said strap in applied position and to exert a pressure on the front extremity of the saddle. At the rear of the saddle another strap 13 is secured, preferably by lacing at the center under the roll of the cantle, this being an obvious mode of securement; but in some instances other fastening means may be employed. The straps 12 and 13 extend over the opposite portions of the saddletree at the front and rear equally and depend to the adjacent side edges of the tree at the bottom, and held in the ends of said straps are D-rings 14, which are maintained in converging relation by tie-straps 15, terminally secured thereto, and attached to the said rings on one side are girths 16, which are adjustably connected to girth-straps 17, depending from the rings on the opposite side of the saddle. Extending inwardly from the D-rings 14 are hanger-straps 18 and 19, the straps 19 being longer than straps 18, and held by the inner terminals of each pair of straps is a coupling-ring 20 for attachment of a surcingle 21 to

serve as an additional means of firmly securing the saddle in applied position, so that it will have no independent motion whatever. This surcingle 21 extends through the opening 23 in the skirt 22 and serves to hold the skirt down. This arrangement of straps and ring is peculiarly adapted for the attachment of a surcingle, enabling it to have a free motion independent of the other girths. It will be seen that all of the saddle-attaching devices are directly or indirectly connected to the D-rings 14, and thereby all the tension of said devices is exerted on the straps 12 and 13. By having the straps engage the D-rings, as set forth, the girths are prevented from slipping out of place and a more reliable securement results and the strain on the said straps 12 and 13 is reduced to a minimum so far as tending to break said straps away from their fastenings is concerned. It will be seen that the saddle is firmly held down both at the front and the rear and will be caused to maintain its equilibrium and that of the rider by constancy of position after application. The horn and leg-support will be provided with a suitable leather covering or covering of other material, as well as the cantle and usual side roll leading therefrom, and over the seat and front portion of the saddle a continuous skirt 22 is applied and cut to fit over the several parts, and thereby avoid making the usual seat-covering and skirt in separate pieces. The said skirt has opposite openings 23 for the intermediate band 21 to pass out from the rings 20 and at one side for the ex-

ternal location of the stirrup-strap 24. A rear skirting 25 is also applied, as usual, and thereover and over the rear side portions of the skirt 22 is a cantle-jockey 26, which, as shown, has a pouch 27 secured thereto. The lacing-thongs 27^a are also left long and flowing for ornamental purposes and have their points of exit covered by suitable rosettes.

The improved saddle as an entirety will be found very serviceable as well as safe, and changes in the form, size, proportions, and minor details may be resorted to.

Having thus described the invention, what is claimed as new is—

A saddle of the class set forth, comprising a tree having the usual seat portion, cantle, front horn and front leg-support, a sheet-metal covering for the seat having a front projecting portion between the horn and leg-support and laterally-projecting front flanges around the front and outer side portions of the bases of the said horn and leg-support to thereby provide a substantially smooth surface for the application of other coverings, a girth-rigging, and skirtings and other coverings for the several parts.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

JOHN REED HASTINGS.

CLARENCE BROOKS HASTINGS.

Witnesses:

M. M. WHITE,
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