

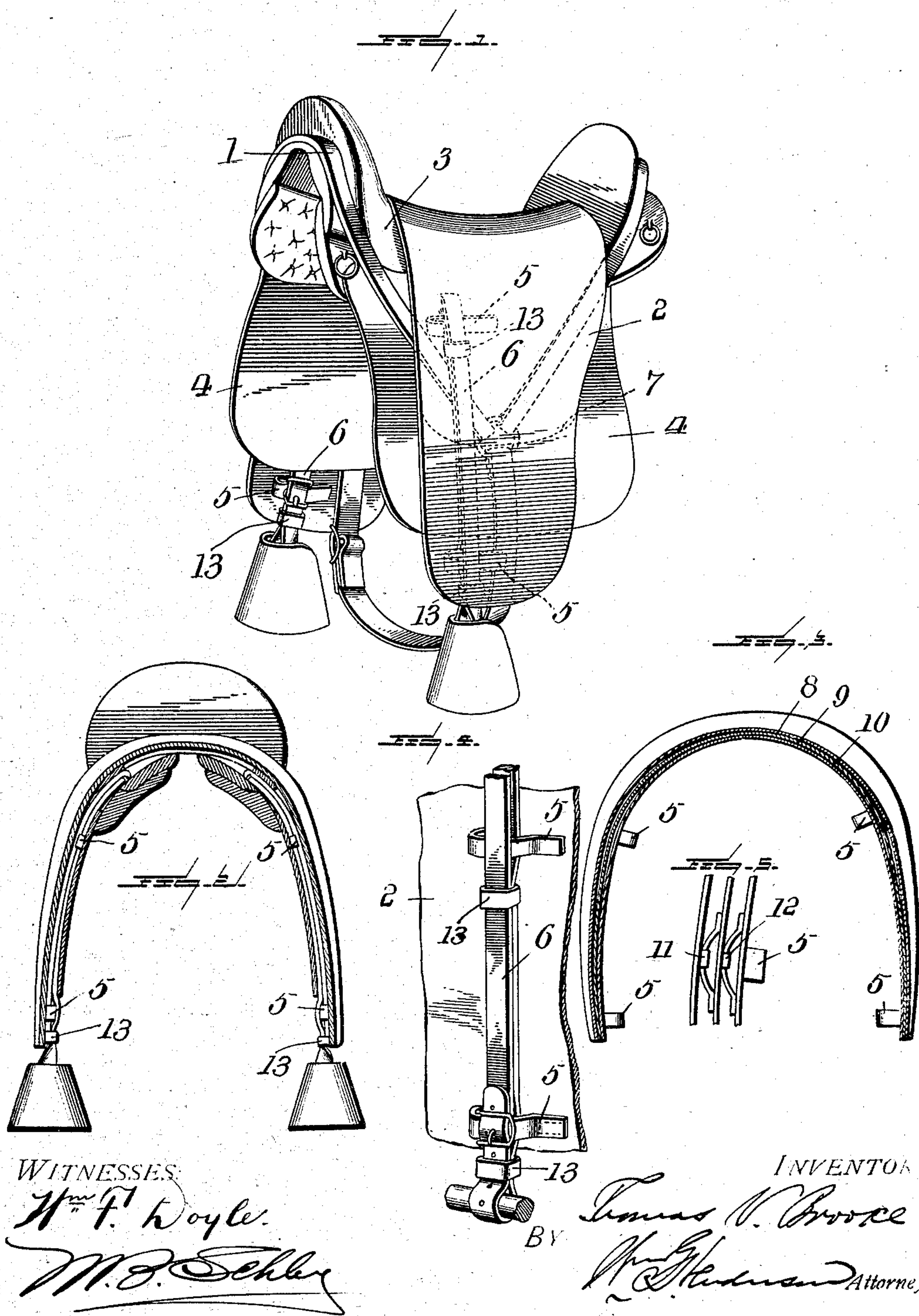
No. 749,358.

PATENTED JAN. 12, 1904.

T. V. BROOKE.  
ANTIFRICTION SEAT COVER FOR RIDING SADDLES.

APPLICATION FILED NOV. 16, 1901.

NO MODEL.



WITNESSES:

*H. F. Doyle.*  
*M. B. Schley*

INVENTOR

*Thomas V. Brooke*

BY

*W. G. Anderson* Attorney



## UNITED STATES PATENT OFFICE.

THOMAS V. BROOKE, OF SUTHERLIN, VIRGINIA.

## ANTIFRICTION SEAT-COVER FOR RIDING-SADDLES.

SPECIFICATION forming part of Letters Patent No. 749,358, dated January 12, 1904.

Application filed November 16, 1901. Serial No. 82,568. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS V. BROOKE, a citizen of the United States, residing at Sutherlin, in the county of Pittsylvania and State of Virginia, have invented certain new and useful Improvements in Antifriction Seat-Covers for Riding-Saddles; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to riding-saddles; and it has for its object to produce what for brevity and convenience I will designate as an "antifriction-cover" for the seat of the saddle, the purpose being to reduce the friction between the seat of the rider and the seat of the saddle by means of a cover passed over the seat of the saddle and having connection with a suitable part of the saddle, so as to permit a limited movement of the cover in order that as the body of the rider moves the cover will move with the body by sliding upon the seat, thus preventing friction directly between the rider and the seat of the saddle, the friction being between the loose or sliding cover and the seat of the saddle. By this improvement greater comfort is afforded the rider, abrasion and wear to wearing-apparel of the rider by direct sliding frictional contact with the saddle is prevented, and the possibility of injury to the rider arising from direct frictional contact with the saddle-seat is prevented, because the sliding contact is between the sliding cover and the saddle-seat.

To the accomplishment of the foregoing and such other objects as may hereinafter appear the invention consists in providing the saddle-seat with a cover having a limited movement in different directions, as will be hereinafter particularly described and then sought to be clearly defined by the claims, reference being had to the accompanying drawings, forming a part hereof, and in which—

Figure 1 is a perspective view of a saddle having my invention applied thereto. Fig. 2 is a vertical cross-sectional view of Fig. 1

with the stirrups in full lines. Fig. 3 is a vertical cross-section through a modified form of the invention. Fig. 4 is a portion of the stirrup-strap, showing in detail the loops for holding the cover; and Fig. 5 is a detail of the modified form, showing the manner of holding the several layers together.

In the drawings the numeral 1 designates a saddle, which may be of any approved pattern and the various parts of which being well known need not be particularly specified in detail, certain parts of the saddle being illustrated by dotted lines in Fig. 1 of the drawings.

The improvement consists in a cover 2, which fits loosely across the seat 3 and extends down the skirts 4 of the saddle any desired distance, it being preferred to have the cover extend down below the skirts of the saddle, as illustrated by full lines in the drawings. This cover may be made of leather or other suitable material, and it is secured to the saddle by suitable means, which will permit the cover to have a limited movement crosswise of the saddle and also lengthwise thereof. The means for thus attaching the cover to the saddle may consist of loops 5, secured to the under face of the cover, and through which loops the stirrup-straps 6 will pass, it being preferred to have one portion of the stirrup-strap lie inside of the loop and the other portion to lie outside thereof, so that the stirrup-strap will pass through the loop, and the loop will also lie between the inner and outer portions or folds of the strap. The loops 5 are of such dimensions as to make a loose or free connection between the loops and the stirrup-straps, so as to permit a free movement of the cover lengthwise of the stirrup-straps and also preferably so as to permit a slight movement of the cover transversely to the length of the stirrup-straps. The movement of the cover transversely of the saddle-seat and lengthwise of the stirrup-straps is purposely somewhat limited in extent, so that the cover will not slide from off the seat in either direction, and while this result may be accomplished in different ways it is preferably effected by locating two of the loops near the lower ends of the cover, as illustrated in the drawings, so



that when the cover has moved to a limited extent it will be checked in its movement by the loop at one side coming in contact with the upper part of the stirrup or with a sleeve encircling the stirrup-strap at that point, and thus checking the side movement of the cover. The cover, however, may be also provided with additional loops 5, located near the point where the stirrup-straps ordinarily pass beneath the "jockey" of the saddle or through an opening as sometimes made in the skirt of the saddle at that point, these additional loops being so positioned as to permit a limited movement of the cover across the saddle-seat, and in the sliding of the cover as one of these upper loops comes against the jockey or reaches the opening through which the stirrup-strap passes it will check the sliding of the cover. It will thus be seen that while the cover is attached to the saddle it is secured in such manner that it will not slip entirely from off the saddle, but will have a limited movement, and the loop 5 being somewhat more elongated or longer than the width of the stirrup-straps they will permit a slight movement of the cover longitudinally of the saddle-seat, and as a consequence the cover has a limited longitudinal and transverse movement over the seat of the saddle. By thus providing this cover and allowing it to have a limited movement the friction between the seat of the rider and the seat of the saddle is relieved, as the rider sits firmly upon the cover and the cover has the limited movement mentioned, and thus the objects and advantages previously mentioned are obtained. While it is preferred to have the ends of the cover to extend down below the skirts of the saddle, as shown in full lines, yet the ends may terminate at or about the point indicated by the dotted lines 7, as indicated in Fig. 1 of the drawings.

In Fig. 3 of the drawings I have illustrated the antifriction-cover as composed of several layers which may be of any desired number, but of which three layers (designated by the numerals 8, 9, and 10) are illustrated. Each layer is loose upon the other, and all three are connected together, the connection between the several layers being effected by any suitable means, and as the preferred means I have illustrated the contiguous faces of the several layers as provided with loops 11 and 12, a loop of one layer passing through a loop of the adjoining layer, and the loops formed so as to permit a limited movement of one layer upon the other. The cover formed of these several layers is attached to the saddle in the same manner as the cover formed of one

piece, the inner layer being provided with loops 5, corresponding to the similar loops illustrated in the form of the invention first described.

It may be mentioned that the stirrup-straps may be provided with the leather or other loose sleeves or collars 13 as commonly employed in connection with stirrup-straps and which may be located at such points as may be desired, as usual.

It has been found from practice that by providing a riding-saddle with an antifriction-cover such as described much comfort is given to the rider, and he does not become fatigued in so short a time as when using a saddle without this cover, and that the other advantages before enumerated are served and gained in a very high degree.

I have illustrated and described with particularity the preferred details of construction of the several parts; but it is to be understood that changes can be made therein and essential features of my invention still be retained, and it may be mentioned that while ordinarily a limited movement of one or two inches may be sufficient for the purposes in view yet the parts may be so positioned as to allow a greater or less movement.

Having described my invention and set forth its merits, what I claim is—

1. A riding-saddle provided with an antifriction-cover lying across the seat of the saddle, said cover being provided on its under side with loops through which the stirrup-straps loosely pass, said loops being of such size relatively to the stirrup-straps as to permit a limited sliding movement of the cover, substantially as described.

2. A riding-saddle provided with an antifriction-cover lying across the seat of the saddle, said cover comprising a plurality of layers adapted to slide one upon the other, means for slidably securing the layers together, and means for slidably connecting the cover to the stirrup-straps, substantially as described.

3. A riding-saddle provided with a slidable antifriction-cover lying across the seat of the saddle, and means loosely securing the cover to the saddle so as to permit the cover to have a limited sliding movement thereon for the purpose of eliminating friction between the rider and the saddle, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS V. BROOKE.

Witnesses:

F. H. CLUNEY,  
A. O. CRONIN.