

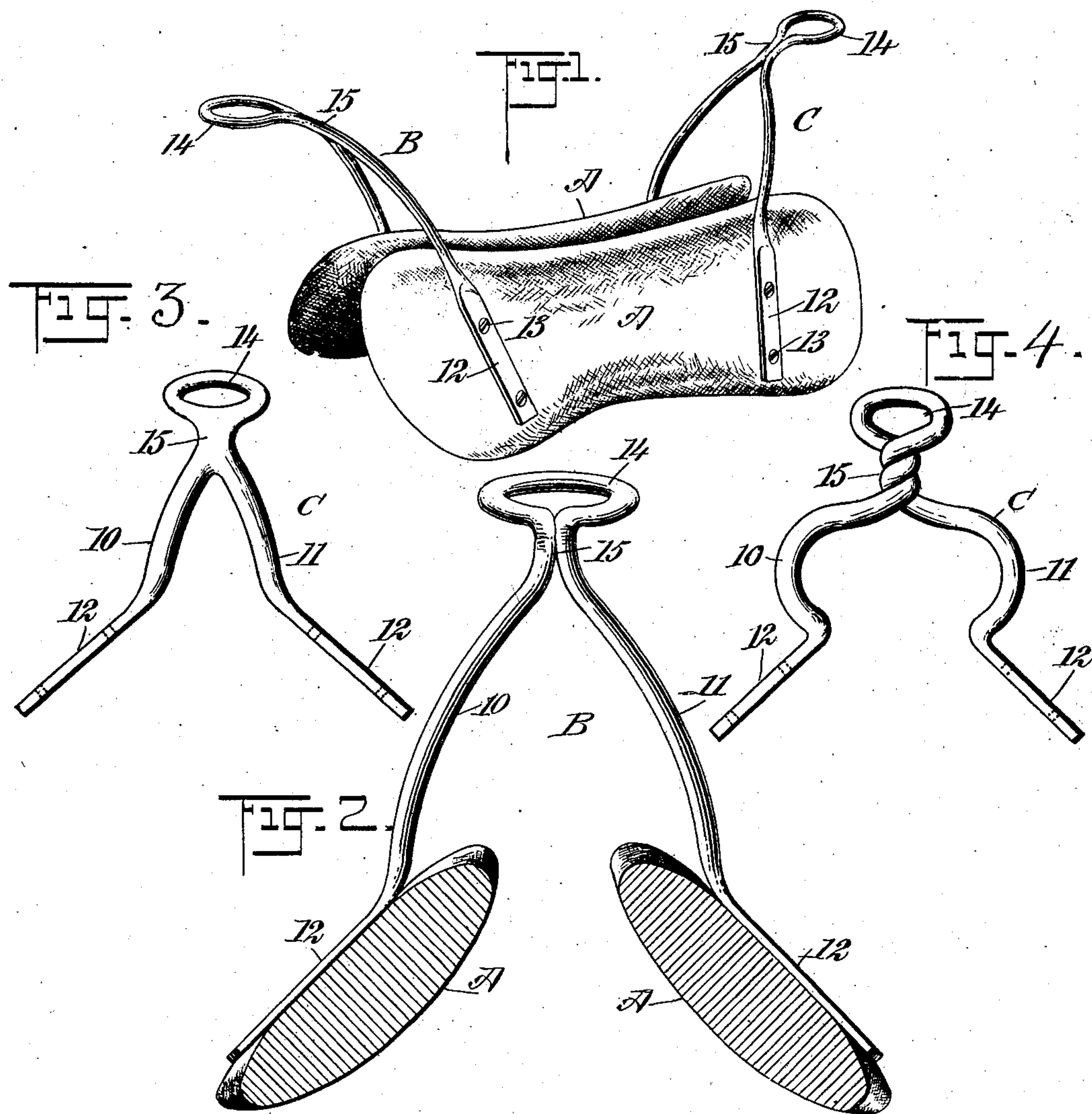
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J. T. MORGAN.
PACK SADDLE.

APPLICATION FILED MAY 12, 1903.

NO MODEL.



WITNESSES:
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JOHN T. MORGAN, OF BOISE, IDAHO.

PACK-SADDLE.

SPECIFICATION forming part of Letters Patent No. 751,324, dated February 2, 1904.

Application filed May 12, 1903. Serial No. 156,784. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. MORGAN, a citizen of the United States, and a resident of Boise, in the county of Ada and State of Idaho, have invented a new and Improved Pack-Saddle, of which the following is a full, clear, and exact description.

The purpose of my invention is to provide a construction of saddle capable of being employed as a pack-saddle, but which may be comfortably and advantageously used as a riding-saddle when desired, and to construct such a saddle in a durable and economic manner and so that it will be adapted for prospecting purposes or for use in the army or for pack transportation of all kinds.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the saddle-tree constructed in accordance with my invention. Fig. 2 is an enlarged cross-sectional view through the pads looking in the direction of the pommel and illustrating the loop-horn. Figs. 3 and 4 are detail face views of slight departures in the construction of the horns of the type illustrated in Figs. 1 and 2.

The saddle tree consists of two opposing pads A, preferably made of wood, although other material may be employed. These pads are concaved at their upper edges and are likewise more or less concaved at their outer side edges, and the pads are spaced and are placed at the customary angle to each other. The pads are held in position by means of a forward horn B and a rear horn C, the forward horn B being practically the pommel of the saddle and the rear horn C the cantle of the saddle.

In the construction of saddletree the horns B and C are each made from metal, and they may be made from one piece of wire or round iron of suitable gage, or they may be cast, preferably of malleable material. As shown in the drawings, each horn consists of two opposing limbs 10 and 11, which are bowed outward

in opposite directions, so as to render them as wide as possible adjacent to the pads, and the lower end 12 of each limb is flattened and carried at an angle outward, so as to fit against the pads A at their end portions, where the flattened lower terminals 12 of the horns are secured to the pads by screws 13, rivets, or their equivalents.

Each horn B and C terminates at its upper end in a practically horizontal knob 14, and these knobs are preferably in the form of a loop, as shown. In the formation of the upper terminal open or loop knobs 14 the limbs 10 and 11 near their upper ends are brought close together, as shown in Figs. 1 and 2, and are secured in such position or are held by the spring quality of the material, forming thereby necks 15, separating the body portions of the horns from their upper terminal knobs, or the neck may be formed by twisting the legs of the horn around each other close to the loop or ring, as is shown in Fig. 4. Furthermore, the limbs 10 and 11 of the horns are curved upwardly and outwardly, the pommel-horn in direction of the front of the tree and the cantle-horn in direction of the rear of the tree. When the horns are made of cast material, the neck-sections 15 are in one piece, as is illustrated in Fig. 3.

The knobs or loops 14 constitute practically elbow-sections for the upper ends of the horns, and the curvature of the two horns in opposite directions affords an easy support for the pack and a clearance for the rider at the front, while the concaved construction of the pads forms an easy seat between the horns. The curvature of the said horns does not interfere with the proper packing or storing of material. In fact, a much greater space for packing is obtained than when the horns are straight.

It will thus be observed that after a pack has been removed and a tent has been pitched, for example, the same saddle that was used as a pack-saddle can be utilized as a riding-saddle for prospecting or for traveling from place to place. When the horns are trimmed, they are not higher than the pommel and the cantle of a good riding-saddle, and, as stated, an exceedingly easy seat is obtained.

The pads are provided with the usual two

girths or cinches to pass under the belly of the animal and with the customary breast-strap to prevent the pack from slipping from the back of the animal.

5 A saddle when constructed as herein described and shown is light, and one saddle serves for two purposes—namely, a riding and a pack saddle—and can be advantageously used for either purpose.

10 I desire it to be understood that, as stated, the horns may be made of cast metal, and I further desire it to be understood that the shape of the limbs may be changed without departing from the spirit of the invention. Also the
15 shape of the loop-knobs and the neck-sections of the horns may be made longer and thicker than shown, if so desired, or the neck of the loop-knob, as has been stated, may be formed by twisting the material constituting the body
20 of the horn upon itself.

Among the advantages urged for the improved saddle it may be stated that its superiority as an army-saddle far outweighs its use as an ordinary pack-saddle, as it is especially
25 adapted for carrying the dead and wounded off the field, permitting the horse to be ridden back and enabling one man to do more of this work than at least four men on foot. The improved saddle is also well adapted for carrying
30 light arms and ammunition to and from and on the field and light artillery through the mountains and on and off the field. A decided advantage is obtained by the use of the loop-knob for a horn, as it is easily grasped
35 and held when mounting a fractious or bucking horse, and is particularly safe and advantageous where men mount upon the run and when horses are springing to their feet, having thrown themselves to dismount the rider.

40 Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A combination pack and riding saddle, consisting of opposing pads, a pommel and a
45 cantle attached respectively to the forward and rear end portions of the pads to connect the same together, said pommel and cantle each

formed of a bar bent, at its center, into an approximately horizontal loop, the two sections then extending a short distance in engagement with each other to form a neck and
50 then diverging as they extend farther downwardly, and flattened at their lower ends and provided with perforations for attachment to the pads of the saddle.

2. A combination pack and riding saddle, 55 consisting of opposing pads, a pommel and a cantle attached respectively to the forward and rear end portions of the pads to connect the same together, said pommel and cantle each consisting of an approximately horizontal loop
60 portion at its upper end, divergent limbs at its lower portion and an integral neck connecting said loop and limbs.

3. A combined pack and riding saddle, consisting of opposing pads, horns representing
65 one a pommel and the other a cantle attached respectively to the forward and rear end portions of the pads, which horns consist of limbs connected near their upper ends by a neck, their lower ends being secured to the said
70 pads, and loop-knobs at their upper ends beyond the neck, the forward horn having forward and upward curved inclination and the rear horn an upward and rearward curved inclination, the loop-knobs being substantially
75 horizontal and extending one forward and the other rearward, as specified.

4. A combination pack and riding saddle, consisting of opposing pads, and a pommel
80 attached to the forward end portion of the pads connecting the same together, said pommel consisting of an approximately horizontal loop portion at its upper end, divergent limbs at its lower portion and an integral neck connecting said loop and limbs. 85

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN T. MORGAN.

Witnesses:

FRANK A. MANLEY,
G. K. PARKER.