Nov. 24, 1964 R. C. ELLSWORTH 3,157,976

SADDLE CONSTRUCTION

Filed Sept. 18, 1961 3 Sheets-Sheet 1

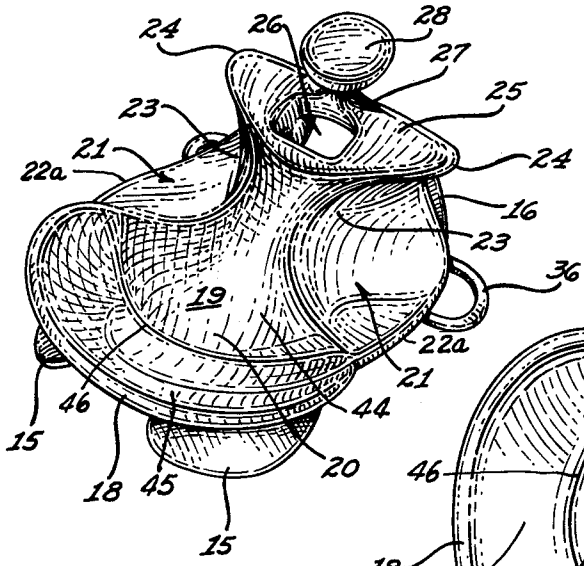


FIG. 1

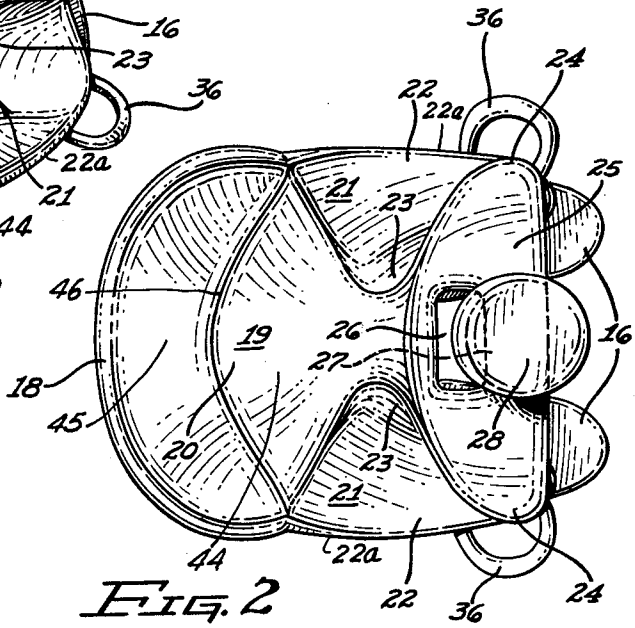


FIG. 2

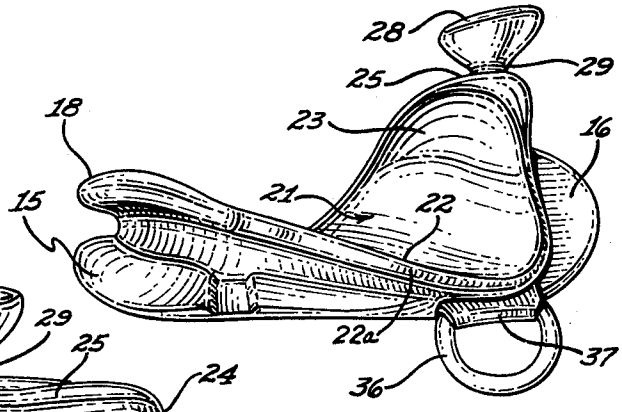


FIG. 3

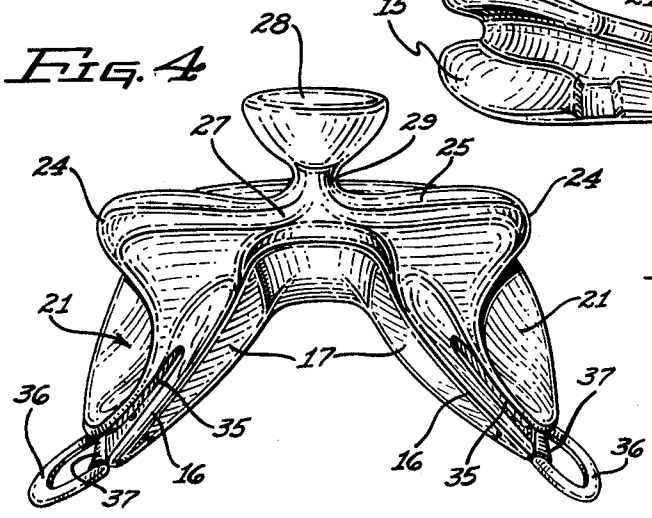


FIG. 4

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SADDLE CONSTRUCTION

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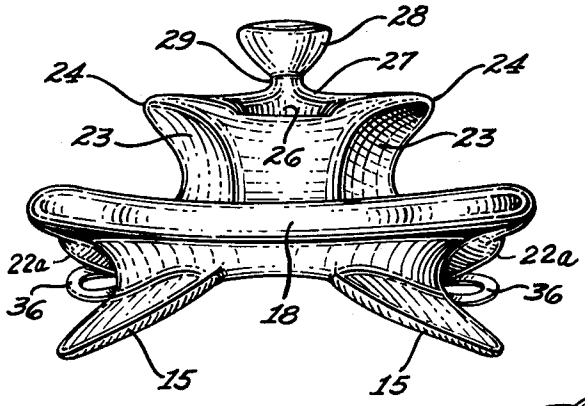


FIG. 5

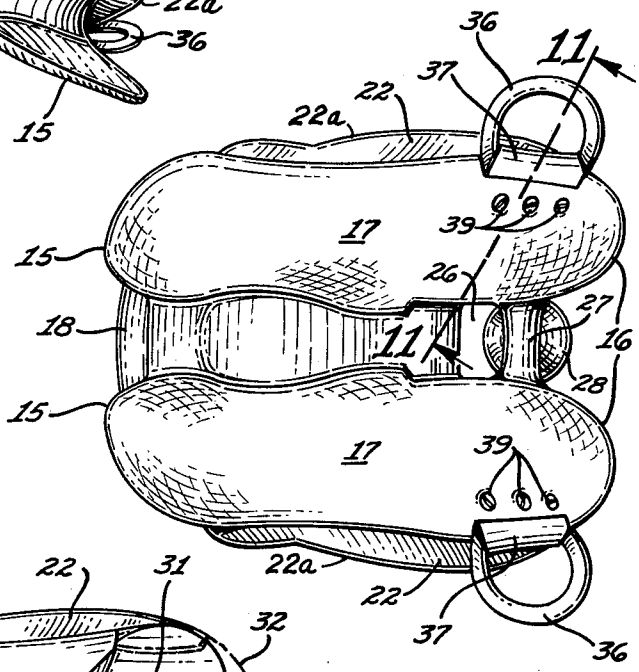


FIG. 6

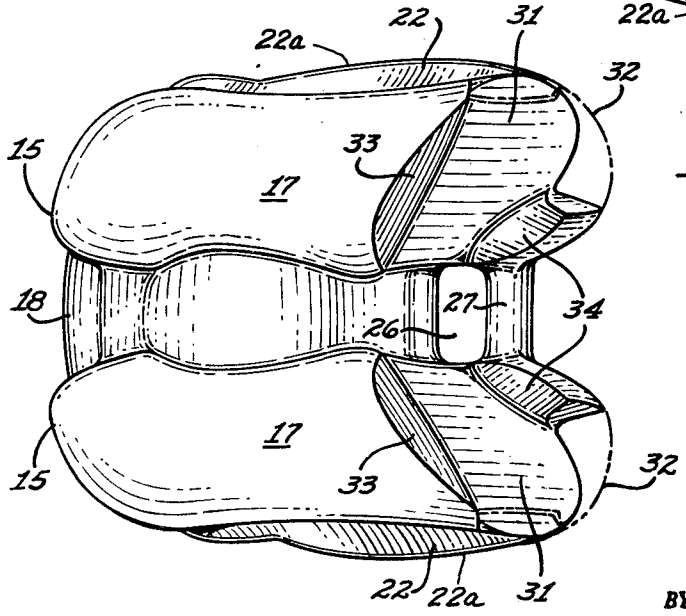


FIG. 7

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SADDLE CONSTRUCTION

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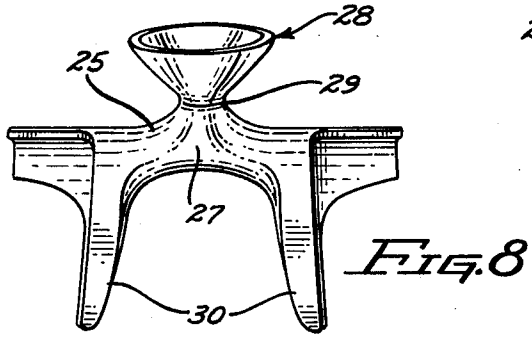


FIG. 8

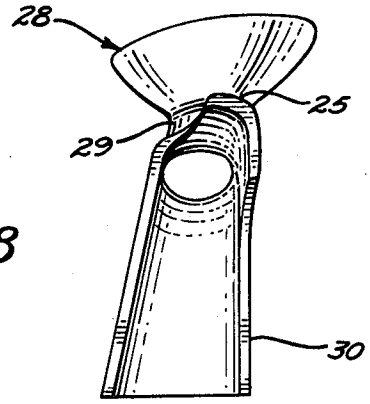


FIG. 9

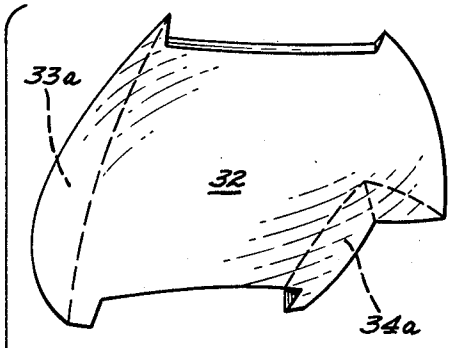
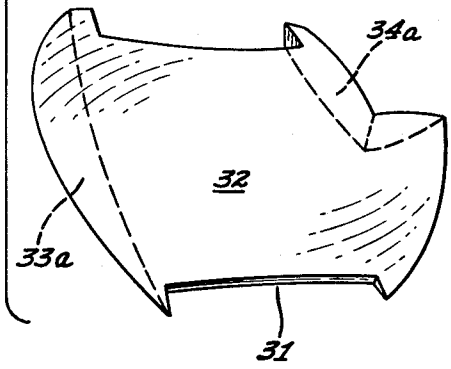


FIG. 10



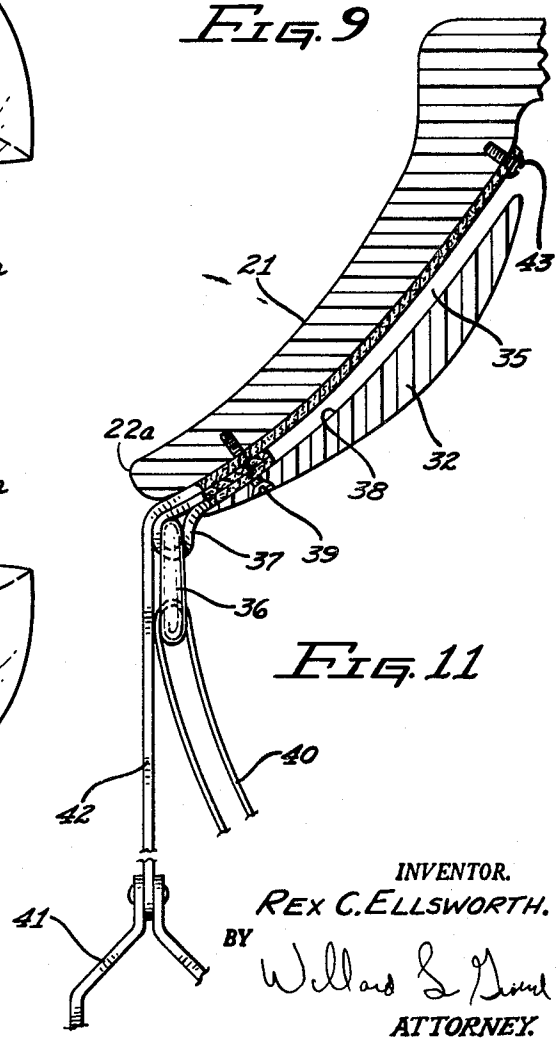


FIG. 11

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3,157,976

SADDLE CONSTRUCTION

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Filed Sept. 18, 1961, Ser. No. 138,823
2 Claims. (Cl. 54—44)

This invention pertains to saddles and is particularly directed to a saddle of special construction.

One of the objects of this invention is to provide a saddle which is light in weight yet very rugged and durable under hard service.

Another object of this invention is to provide a saddle of plastic material rather than of leather.

A further object is to provide a saddle that may be formed of plastic material in a mold.

It is also an object to construct a saddle of plastic material which is easier to sit and is more comfortable during long hours of horseback riding.

Another object is to provide a saddle having a particularly constructed saddle horn imbedded in a plastic body of the saddle.

A still further object of this invention is the particular construction of a plastic saddle and the way in which the saddle harness straps are connected to the saddle.

Further features and advantages of this invention will appear from a detailed description of the drawings in which:

FIG. 1 is a perspective of a saddle incorporating the features of this invention.

FIG. 2 is a plan view of the saddle shown in FIG. 1.

FIG. 3 is a right hand side elevation of the saddle shown.

FIG. 4 is a front elevation of the saddle.

FIG. 5 is a rear elevation of the saddle.

FIG. 6 is a bottom view of the completed saddle.

FIG. 7 is a bottom view of the saddle showing the plastic core partially completed before cementing the pad pieces in place to complete the forward portions of the saddle support pads.

FIG. 8 is a rear elevation of the metallic saddle horn insert.

FIG. 9 is a right hand side elevation of the saddle horn insert shown in FIG. 8.

FIG. 10 is an enlarged view of the insert pieces forming the cinch and stirrup slots for the saddle.

FIG. 11 is an enlarged fragmentary sectional view on the line 11—11 of FIG. 6.

As an example of one embodiment of this invention there is shown a saddle having back portions 15 and front portions 16 between which are the pads 17 which support the saddle on the usual saddle blanket placed on the horse's back. Above the back of the saddle is the relatively high cantle 18 which slopes forwardly and downwardly to the seat portion 19 which is characterized by a broad totally closed concave bottom 20 having the forwardly and rearwardly upwardly sloping seat surfaces 44 and 45 extending from the center depressed portion 46 of said concave seat bottom portion 20.

Extending forwardly from the seat portion 19 are the side or jockey portions 21 which are characterized by extended substantially horizontal surfaces 22 having downwardly rounded side edges 22*a* so as to provide a maximum area of upward support for the thighs immediately forward of the seat portion—this arrangement of seat and jockey portions thus providing maximum comfort for the rider.

The inner portions 23 of the jockey portions 21 extend upwardly and curve upwardly and outwardly in large swells terminating at the ends 24 of the pommel portion 25 of the saddle. An opening 26 is formed in the pommel portion forming a bridge 27 to which may be conveniently tied saddle rigging, ropes, etc. as desired and

which bridge forms a grip to hold on to while riding or for carrying the saddle. The bridge is provided with the saddle horn 28 which is fixed to the top of the bridge intermediate the ends of the bridge by a suitable shank 29. Preferably the bridge 27 and horn 28 are formed by a reinforcing light weight metal casting shown in FIGS. 8 and 9 having prongs 30 depending from the bridge portion 27 imbedded in the front portion of the saddle structure.

Referring particularly to FIGS. 6, 7, 10 and 11, the saddle as originally formed has recessed areas 31 which are later bridged over by the pad pieces 32 having surfaces 33*a* and 34*a* which are joined integrally to the saddle on the mating areas 33 and 34 of the original saddle casting, FIG. 7, so as to complete the forward portions 16 of the saddle pads 17. In this manner slots 35 are formed above the forward portions of the saddle pads 17. The cinch rings 36 are fixed by suitable strap pieces 37 secured to the surface 38 of the lower portion of the slot 35 by suitable fastening screws 39, the cinchs 40 extending around under the horse in the usual manner. The stirrups 41 are carried on the usual stirrup straps 42 which have their upper portions extending through the slot 35 and fastened by suitable screws 43 to the pad portion 17 of the saddle. In this manner a continuous pad area 17—17 is provided for the underside of the saddle with the cinch and stirrup members secured to the saddle in the concealing slot 35 so as to provide a smooth contoured saddle surface against the horse's back.

While the apparatus herein disclosed and described constitutes a preferred form of the invention, it is also to be understood that the apparatus is capable of mechanical alteration without departing from the spirit of the invention and that such mechanical arrangement and commercial adaptation as fall within the scope of the appendant claims are intended to be included herein.

Having thus fully set forth and described this invention what is claimed and desired to be obtained by United States Letters Patent is:

1. A saddle comprising in combination:
(A) back portions,
(B) front portions,
(C) laterally spaced horseback engaging pads extending between said back and front portions,
(D) a seat portion formed in said saddle characterized by a broad totally closed concave bottom having forwardly and rearwardly upwardly sloping seat surfaces extending from the center depressed portion of said concave seat bottom portion,
(E) a high cantle above said back portion sloping forwardly and downwardly to and merging with the rearward upper portion of said rearwardly upwardly sloping seat surface of said seat portion,
(F) and side jockey portions formed integral with the forward part of said seat portion including laterally extending substantially horizontal surfaces having downwardly rounded side edges to provide a maximum area of upward and laterally outward support for the thighs of a rider immediately forward of the seat portion so as to allow free lateral outward swinging of the rider's legs for maximum comfort for the rider.

2. A saddle construction comprising in combination:
(A) back portions,
(B) front portions,
(C) laterally spaced horseback engaging pads extending between said back and front portions,
(D) a seat portion formed in said saddle characterized by a broad totally closed concave bottom having forwardly and rearwardly upwardly sloping seat surfaces extending from the center depressed portion of said concave seat bottom portion,

(E) a high cantle above said back portion sloping forwardly and downwardly to and merging with the rearward upper portion of said rearwardly upwardly sloping seat surface of said seat portion,

(F) and side jockey portions formed integral with the forward part of said seat portion including laterally extending substantially horizontal surfaces having downwardly rounded side edges to provide a maximum of upward and laterally outward support for the thighs of a rider immediately forward of the seat portion so as to allow free lateral outward swinging of the rider's legs,

(G) and inner portions of said jockey portions extending upwardly and curving upwardly and laterally outwardly in large swells partially up over the forward ends of said laterally extending horizontal surfaces and terminating at the laterally spaced ends of a pommel portion of said saddle.

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