(No Model.)

W. H. FORKER.

RIDING SADDLE.

No. 447,723. Patented Mar. 3, 1891.

Fig. 1.

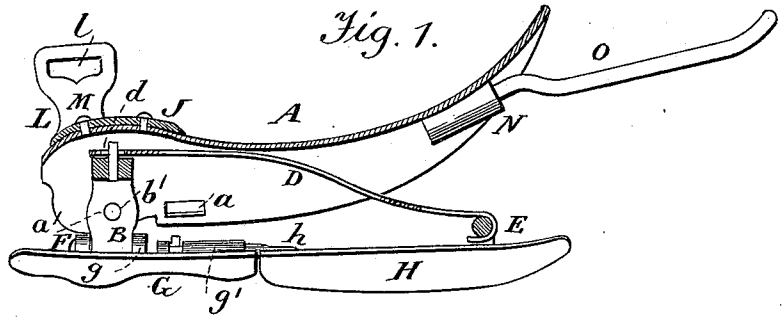


Fig. 2.

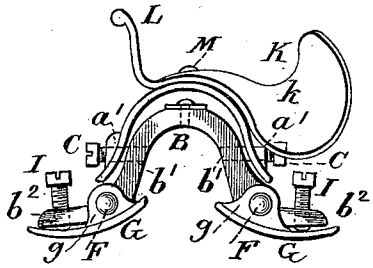


Fig. 3.

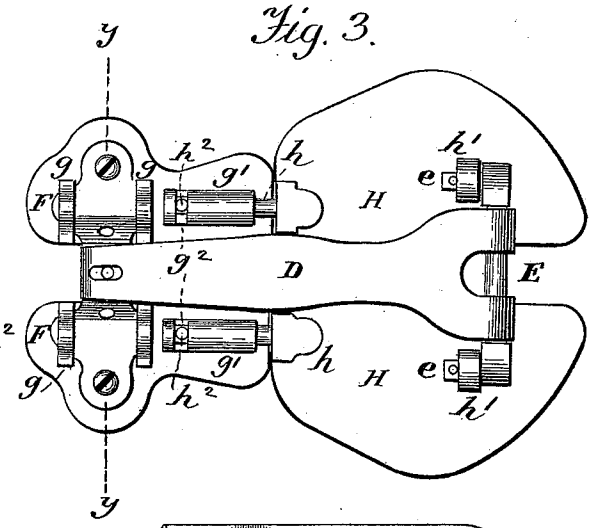


Fig. 4.

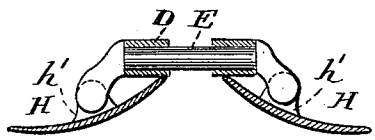
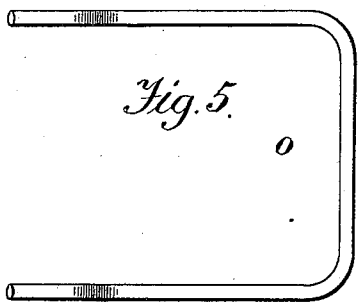


Fig. 5.



Witnesses.
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UNITED STATES PATENT OFFICE.

WILLIAM H. FORKER, OF MEADVILLE, PENNSYLVANIA.

RIDING-SADDLE.

SPECIFICATION forming part of Letters Patent No. 447,723, dated March 3, 1891.

Application filed February 28, 1890. Serial No. 342,166. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. FORKER, a citizen of the United States, residing at Meadville, in the county of Crawford and State of Pennsylvania, have invented certain new and useful Improvements in Saddles; and I do hereby 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.

Figure 1 of the drawings is a longitudinal vertical section, Fig. 2 an end view, and Fig. 3 a plan view, of the saddle-frame with the seat removed; Fig. 4 a transverse vertical section, and Fig. 5 a detail view, of the pack-holder.

In the drawings, A represents the saddle-seat with the slots *a a* for the stirrup-straps and the opposite holes *a' a'*. Through the latter and the corresponding holes *b' b'* in the vertical bow of the front bridge B passes the pivot-screw C, so that the seat may turn on a center in front while it rises and falls at the rear with the supporting plate-spring D. This spring is itself pivoted at the rear to the bridge E and slotted at *d* in front, so that it may expand and contract without hinderance as the rider moves up and down on the saddle. The seat A is made by the spring to move up with the rider while it sinks by his weight, which overcomes the power of the spring. Thus the usual jolt is taken up by the spring and any soreness from riding effectually prevented.

F F are screw-pivots, which pass through the ears *g g* of the shoulder-plates G, which have a bearing *g'*, so as to turn on the pin *h*, which extends forward from the back plates H. The latter are also provided with the bearings *h'*, which turn on the end pivots *e e* of the rear bridge E. It will thus be seen that the shoulder and back plates G H adjust themselves to the horse, and the plates G are then held to their adjustment by the set-screws I I, passing through the projections b^2 on the front bridge B, the plates G G being thus made to hug the shoulder-blades of the horse, so as to prevent the saddle from turning.

In order to prevent the plates G from leaving the pins *h*, I use a stud h^2 on the pin and a cross-slot g^2 in the bearing *g'*.

J is a lady's pommel with the two horns K L, the former broad and concaved to receive her thigh at *k*, while the horn L is provided with a slot *l* to give a hand-hold to the rider. This pommel is detachably fastened to the saddle by the screws M M, so that it may be removed when the saddle is to be used by a man.

O is a pack-holder, which when wanted has its shanks secured at their ends in the tubes N N, which are arranged on and under the rear part of the seat A.

What I claim as new is—

1. A saddle consisting of the transverse bridges B E, the seat A, pivoted at C C to the front bridge B, the plate-spring D, pivoted to the rear bridge E and resting on front bridge B, and the pivoted plates G H, substantially as shown and described.

2. In a saddle-tree, the combination of the pivoted shoulder-plates G H, screws I I, and front bridge B, the latter having threaded side projections through which the screws work, as and for the purpose set forth.

3. A saddle-tree provided with the longitudinal upwardly-convexed plate-spring D, pivoted to the rear bridge E and having a slot *d* to engage a top stud *b* on the front bridge, in combination with a front pivoted saddle-seat A, as and for the purpose described.

WM. H. FORKER.

Witnesses:
THOS. S. MINNISS,
W. H. GASKILL.