

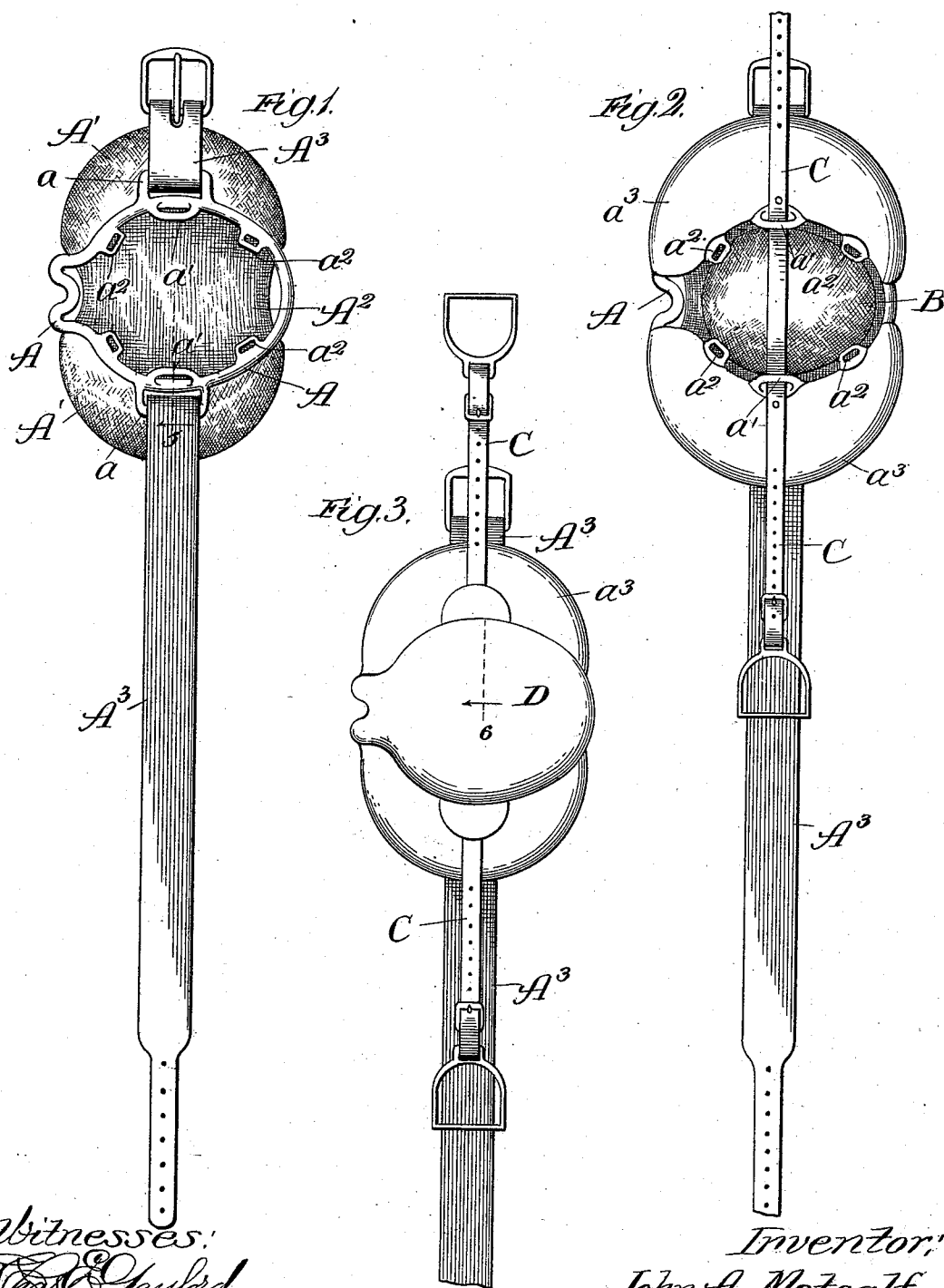
(No Model.)

2 Sheets—Sheet 1.

J. A. METCALF.
SADDLE.

No. 532,081.

Patented Jan. 8, 1895.



Witnesses:
C. C. Gaylord
Samuel E. Hibben

Inventor:
John A. Metcalf,
By *Banning & Sheridan*
Attys.

(No Model.)

2 Sheets—Sheet 2.

J. A. METCALF.
SADDLE.

No. 532,081.

Patented Jan. 8, 1895.

Fig. 4.

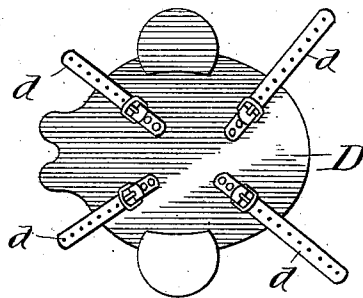


Fig. 5.

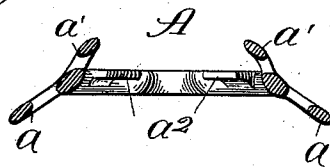
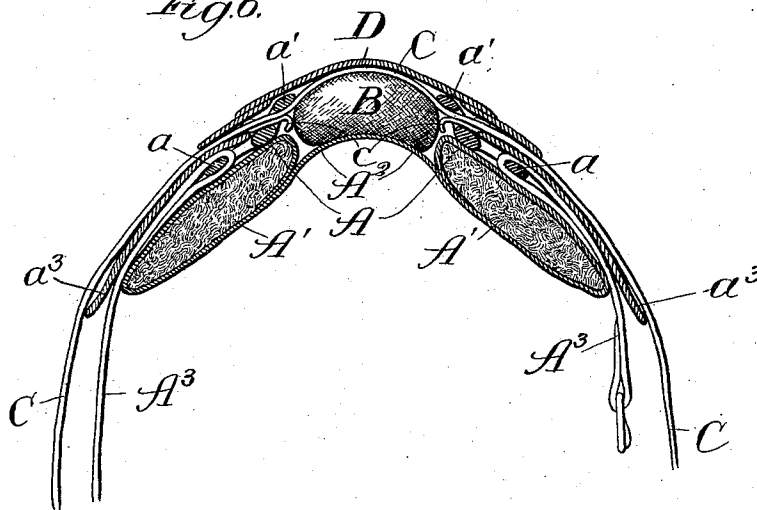


Fig. 6.



Witnesses:
Chas. Gaylord,
Samuel E. Ribben

Inventor:
John A. Metcalf,
By Benjamin P. Sheridan,
Attys.

UNITED STATES PATENT OFFICE.

JOHN A. METCALF, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO
HARRY A. PERRY, OF SAME PLACE.

SADDLE.

SPECIFICATION forming part of Letters Patent No. 532,081, dated January 8, 1895.

Application filed February 3, 1894. Serial No. 499,039. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. METCALF, a citizen of the United States, residing at Chicago, Illinois, have invented certain new and useful Improvements in Saddles, of which the following is a specification.

My improvements have more particular reference to what are known as jockey saddles used in racing, in which the lightest and easiest construction, or that least calculated to hinder, annoy or impede the horse in his movements, is desired, though my improvements are also applicable to other kinds of saddles; and my invention consists in the features and details of construction hereinafter described and claimed.

In the drawings, Figure 1 is a plan view of the saddle frame with pads and surcingle attached thereto; Fig. 2, a plan view of the same, with the leather flaps, pneumatic cushion and stirrup strap added; Fig. 3, a plan view of the completed saddle; Fig. 4, a bottom plan view of the seat portion which forms the outer covering of the saddle; Fig. 5, a cross section of the saddle frame, taken in line 5 of Fig. 1; and Fig. 6, an enlarged sectional view, taken in line 6 of Fig. 3.

In making a saddle with my improvements, I make a metallic saddle frame, A, of the desired size and form, though preferably as small and light as possible. I attach pads, A', to the frame in any desired manner, and connect them together by a light webbing, A². I provide the saddle frame with loops, a, which may be made integral with the frame to permit the surcingle, A³, to be attached to the frame. I also provide the frame with loops, a', to permit the stirrup strap to be passed through, as hereinafter explained. I also provide the frame with loops, a², to permit the cover or seat to be fastened to it, as hereinafter explained. I next make leather flaps, a³, and fasten them to the saddle frame in any desired manner, so as to cover the pads and surcingle when viewed from above. I then take a bag of rubber, of a size when inflated to lie in the saddle frame on the webbing connecting the pads together, and of a shape adapted when inflated or expanded to fit or conform to the horse's back as nearly as may be. I put this bag in its po-

sition in the saddle frame, and inflate it to the desired extent with air, so that it becomes a pneumatic cushion, B. I pass the stirrup strap, C, through the proper loops in the frame and over the pneumatic cushion, as shown in Fig. 2. This arrangement of the stirrup strap will bring the weight of the rider, when standing in his stirrups to urge his horse forward, directly upon the pneumatic cushion. To prevent the stirrup strap from slipping too much to one side or the other, I provide it with hooks, c, adapted to engage with the edge of the saddle frame, as shown in Fig. 6. I next take the seat or cover for the saddle, D, and provide it with straps d, by which it may be connected to the saddle frame by fastening the straps through the loops, a², and buckling them to the desired tightness. The seat or cover rests directly over and upon the pneumatic cushion, so that the rider's weight will be received by and borne upon the pneumatic cushion when he is seated in the saddle in his ordinary position. The pneumatic cushion will thus receive the weight of the rider, either while sitting on the seat or standing in the stirrups, so that his weight will least affect, annoy or hinder the movements of the horse.

It will of course be understood that the parts are intended to be made as small and light in construction as possible.

What I regard as new, and desire to secure by Letters Patent, is—

1. In saddles, the combination of a frame portion and other parts, means for securing the frame portion to a horse, and a pneumatic cushion held in place in an opening in the saddle frame between the rider and the horse to sustain the weight of the rider independent of the frame, substantially as described.

2. In saddles, the combination of a frame provided with an opening for the reception of a pneumatic cushion, means for securing the frame to the body of a horse, and a pneumatic cushion held in place in the opening of the saddle frame between the rider and the horse and projecting above the saddle frame when inflated to support the weight of the rider, substantially as described.

3. In saddles, the combination of a frame provided with an opening for the reception

of a pneumatic cushion, means for securing the frame to the horse, a pneumatic cushion inserted in the opening of the saddle frame between the rider and the horse, and a stirrup strap passed over such pneumatic cushion to support the weight of the rider while standing in the stirrups and bearing thereon independent of the saddle frame, substantially as described.

10 4. In saddles, the combination of a frame portion provided with pads and a central opening for the reception of a pneumatic cushion, means for securing the frame to a horse a
15 pneumatic cushion inserted in the central opening of the frame, and held in position thereby, and a stirrup strap passed over such pneumatic cushion to support the weight of the rider independent of the frame while

standing in the stirrups, substantially as described. 20

5. In saddles, the combination of a frame and other parts provided with a central opening for the reception of a pneumatic cushion, a pneumatic cushion secured to the frame in such opening and interposed between the 25 horse and the rider, a stirrup strap passed across the pneumatic cushion and bearing thereon under pressure of the stirrups to support the weight of the rider independent of the frame, and means for preventing the shifting of the stirrup strap from one side to the 30 other, substantially as described.

JOHN A. METCALF.

Witnesses:

FRED S. KAMMERER,
SAMUEL E. HIBBEN.