

(No Model.)

T. REASON & M. L. CRENSHAW.

SPRING FOR RIDING SADDLES.

No. 304,564.

Patented Sept. 2, 1884.

Fig. 1.

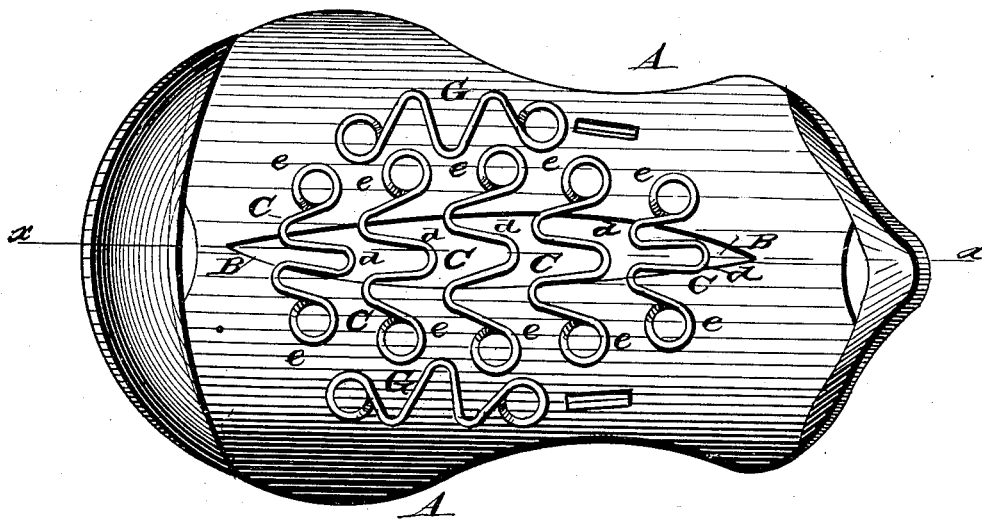


Fig. 2.



WITNESSES

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THOMAS REASON AND MARCUS L. CRENSHAW, OF PARIS, TEXAS.

SPRING FOR RIDING-SADDLES.

SPECIFICATION forming part of Letters Patent No. 304,564, dated September 2, 1884.

Application filed May 17, 1884. (No model.)

To all whom it may concern:

Be it known that we, THOMAS REASON and MARCUS L. CRENSHAW, citizens of the United States, residing at Paris, in the county of Lamar and State of Texas, have invented certain new and useful Improvements in Saddle-Springs; and we 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a top or plan view of our device, and Fig. 2 is a vertical sectional view of the same.

This invention has relation to springs for riding-saddles; and it consists in the construction and novel arrangement of devices, as hereinafter set forth and pointed out in the appended claims.

In the accompanying drawings, the letter A designates the saddle-tree, to which or to a covering of which the springs may be attached.

B represents the longitudinal opening of the tree.

C C indicate the transverse springs, which are arranged in series—one in rear of another—from near the front portion of the cantle. The middle portion, *d*, of each of these springs is bent in **W** form, and is extended at each end to provide a spiral, *e*, which extends downward to the tree of leather covering, to which

it is fastened. The middle or bridge portion, *d*, extends across the saddle-opening, and the spiral ends are secured on each side of the saddle, as shown. In order to fill out the rear portion of the seat longitudinal springs G are employed at the sides of the main transverse springs in rear, but not in front, as shown. These longitudinal side springs are usually made in form similar to the transverse springs; but these forms may be varied, if desired, it being preferred, however, that each spring should have spirally-coiled end portions connected by bridge portions. These springs are covered by the saddle-skin.

Having described this invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination, with a riding-saddle, of the series of transverse bridge-springs extending over the saddle-opening and having spiral ends bearing on the tree, and the longitudinal springs at the sides of said transverse springs, substantially as specified.

2. The combination, with a riding-saddle, of the seat-springs C and G, having spiral ends connected by **W**-shaped bridge portions, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

THOMAS REASON.

MARCUS L. CRENSHAW.

Witnesses:

W. F. McCUSTION,
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