R. SPENCER.

HARNESS SADDLE.

No. 180,670. Patented Aug. 1, 1876.

Fig. 1.

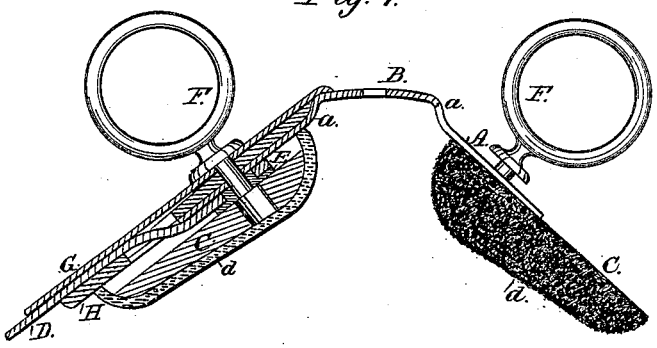
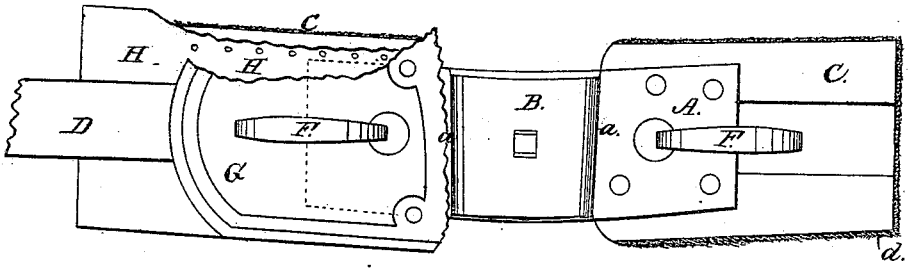


Fig. 2.



WITNESSES:

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

ROBERT SPENCER, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN HARNESS-SADDLES.

Specification forming part of Letters Patent No. **180,670**, dated August 1, 1876; application filed January 10, 1876.

To all whom it may concern:

Be it known that I, ROBERT SPENCER, of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Harness-Saddles, of which the following is a specification:

The object of my invention is to so construct harness-saddles that they will be cheaper, lighter, simpler, and more elastic; also, adapted to be more easily finished, and afford a broader bearing for tree-plates of a given size than saddles of the ordinary construction.

The invention consists in making the under bearing or pad of wood broader than the tree-plate, and attaching the flap and jockey to the margins of the face or outer side of the pads, as hereinafter described.

The invention further consists in constructing the tree-plate of sheet metal, with a transverse ridge and corresponding groove or depression.

Figure 1 is a partly sectional elevation of the saddle. Fig. 2 is a plan view of the saddle, partly in section.

The tree of the saddle is formed of sheet metal, and consists of the wings or side pieces A A and top portion B. A ridge and depression, *a*, are formed at the junction of parts A A with B, to adapt the tree to bend or yield easily at those points, and thus increase the flexibility of the saddle as a whole, and render it easier for the back of the horse. The wings A A are attached to broad wooden pads or bearings C by means of screws or rivets, and the pads are grooved longitudinally to receive the backband D and the nuts E, into which latter the terrets F are screwed. The terrets secure the flap or lower portion of the jockeys G, but the back-piece H is nailed to the wooden pads C, along the edges thereof, outside the wings A A of the tree, the pads being, for this purpose, made broader than the tree. The felt cover *d* is attached to the side edges of the pads by means of nails.

This mode of constructing and connecting the parts is very simple, and effects a considerable saving in the cost of harness-saddles of this class. The breadth of the pads likewise affords an easy bearing for the back of the horse.

What I claim is—

1. The combination, with the tree-plate, of an under-bearing or pad of wood made wider than the tree-plate, for attaching the flap and jockey to the margins of the face or outside portions of the pad, as shown and described.

2. The harness-saddle tree, formed of the parts A B struck up from sheet metal, in one piece, and having a transverse ridge or depression, *a*, at the junction of the wings with the central portion, as shown and described.

ROBERT SPENCER.

Witnesses:

T. B. MOSHER,

A. P. THAYER.