S. E. TOMPKINS.

HARNESS-SADDLES OR COACH-PADS.

No. 184,929. Patented Nov. 28, 1876.

Fig. 4

Fig. 10

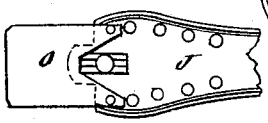


Fig. 1

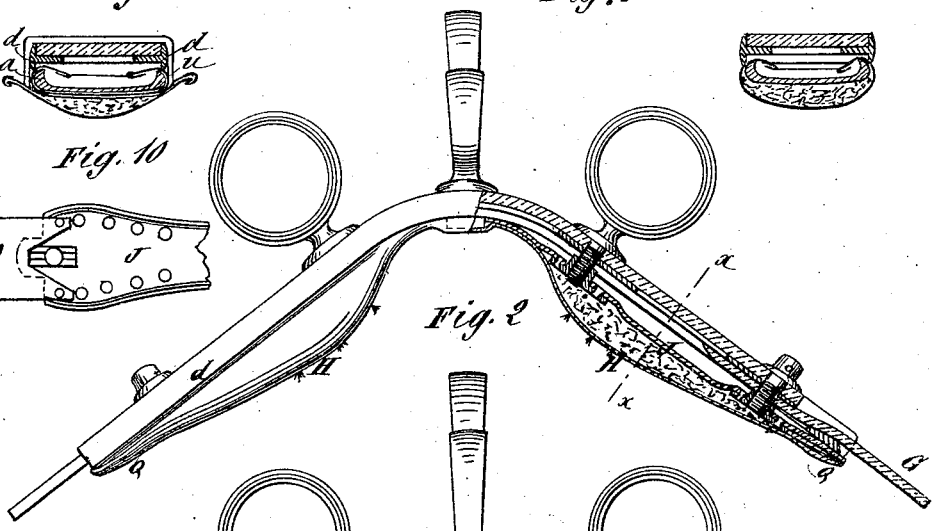


Fig. 2

Fig. 3

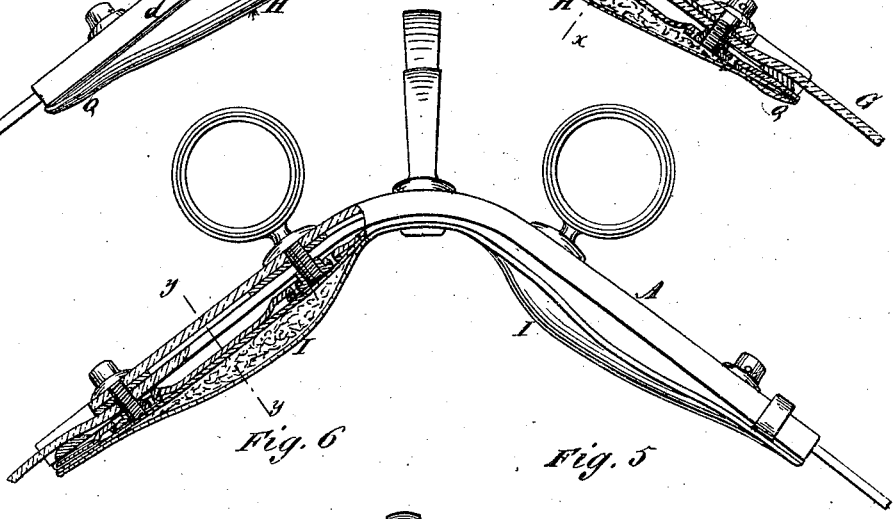


Fig. 6

Fig. 5

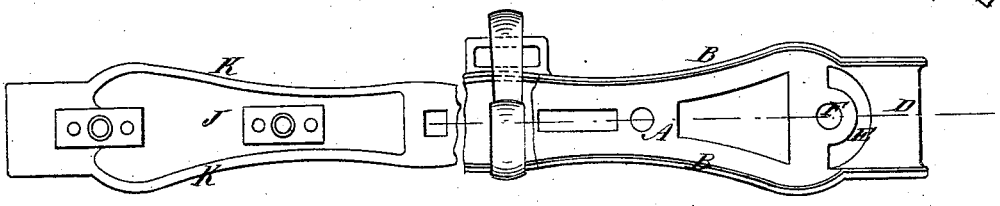


Fig. 8

Fig. 7

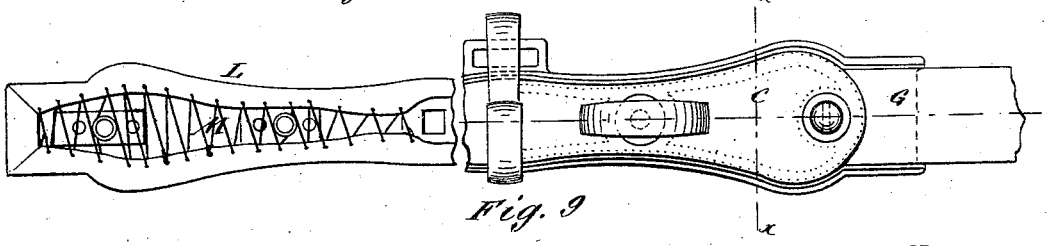
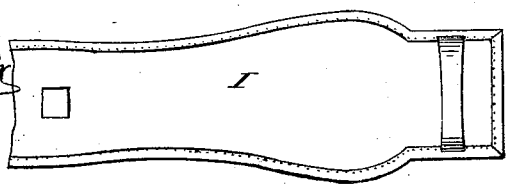


Fig. 9



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SAMUEL E. TOMPKINS, OF SING SING, NEW YORK.

IMPROVEMENT IN HARNESS-SADDLES OR COACH-PADS.

Specification forming part of Letters Patent No. **184,929**, dated November 28, 1876; application filed July 1, 1876.

To all whom it may concern:

Be it known that I, SAMUEL E. TOMPKINS, of Sing Sing, in the county of Westchester and State of New York, have invented a new and Improved Harness-Saddle or Coach-Pad, of which the following is the specification:

The object of this invention is to contrive a construction of harness-saddles whereby they can be made handsomer and cheaper, and can be finished in different forms, although the same in construction.

The invention relates to the contrivance of the tree-plate for the reception of the side pieces between the top and socket plate, and to the construction of the pad or socket plate or under bearing, as hereinafter described.

Figures 1 and 2 represent my improved saddle, partly in side elevation and partly in section, showing the bearings in different form. Fig. 3 is a cross-section of Fig. 1 on line *x x*. Fig. 4 is a cross-section of Fig. 2 on line *y y*. Fig. 5 is a top view of the tree-plate without the straps. Fig. 6 is a top view of the bearing-plate without the cover. Fig. 7 is a top view of the saddle in the finished state. Fig. 8 is a top view of the under bearing with the cover on. Fig. 9 is a top view of a detachable pad to be used when the pad is not attached to the bearing-plate. Fig. 10 is a detail of the plate, showing a leather tip to the bearing-plate.

Similar letters of reference indicate corresponding parts.

The tree-plate A, which has flanges B along the edges of the upper side to receive the flap C, in the ordinary way, I make with the part D somewhat lower than the rest, together with an opening, E, below the hole F, for the pad-screw for the side pieces or back-strap G—that is to say, I extend down the plate A and insert in such extension-piece the pad-screw hole F, whereby I am enabled to attach the side pieces without swelling up the top leather, as it is, in the common arrangement of this class of coach-pad, directly under the flap, and in a depression of the plate, extending considerably above the hole for the pad-screw. In the present arrangement the extension-piece of the plate A is between the top leather and the side piece or back-strap, thus preventing the latter from pressing against the former, and thereby disarranging it; and, in connection with this arrangement of the plate, and also for simplifying and cheapening the construction of the under bearing H or I, I make the said socket-plate or under bearing-plate J concave both longitudinally and transversely, and with the ribs K around the edges, to make ample space between it and the tree to receive the tongue of the side pieces under the plate, and to make up the body of the pad without having to build onto its under side so much as when the plate is made flat. The under bearing-plate thus constructed is covered with leather L, sewed on the upper side at M, and either stuffed, as at N, or not. If it is stuffed, the stuffing completes the pad; but if not stuffed, the detachable pad I will be put on under the bearing-plate, as in Fig. 2; and in this case the plate need not be covered, and may have the edges which show above the edges of the pad I and below the plate japanned or otherwise finished.

When I make the pad as H in Fig. 1, I make the plate J a little shorter than when I use the detachable pad I, and attach a piece of leather, O, to extend as far as the end of the tree-plate, or beyond, on which to finish off the lower end of the pad at Q, thus making it softer and easier at the end to the horse than if the metal under plate extended the whole length of the pad.

The sectional Figs. 3 and 4 show the construction of the bearing-plate and the form and relative arrangement of the flanges K to the tree-plate, the bearing-plate being as wide as the plate, or wider when required, in order to finish as full at the edges *a* of the bearing as the edges of the tree-plate, and from the center, or thereabout, of the edges of the bearing-plate upward it is curved so that the flanges terminate in a narrow edge at the inside, in order that they may close inside of the lower ribs or flanges *d* of the tree-plate, whether accurately fitted or not, so that any little inaccuracies in the castings will not prevent their going together properly.

The flanges of the socket or under bearing-plate are also useful in the casting of the plate, for connecting the gate or sprue through which the molten metal is poured into the mold, en-

abling me to cast the plate thinner than it could be without the flanges.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The plate A, extended as set forth, and containing the pad-screw hole F, to prevent the side piece or back-strap from pressing against the top leather, substantially as described.

2. The socket or under bearing plate J, containing flanges K, in combination with the tree-plate A, having the extension, as set forth, thereby forming a chamber between the flanges to receive the side pieces, substantially as described.

3. The socket or under bearing plate J, having the flanges K on the upper side curved inwardly from the middle, or thereabout, in combination with the tree or upper plate, having the ribs or flanges *d*, substantially as specified.

4. The leather cover L, combined with the socket or under bearing plate, having the flanges K on the upper side, and sewed thereto in the space between the flanges, substantially as specified.

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Witnesses:
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