2 Sheets—Sheet 1.

W. H. BUSTIN.

HARNESS SADDLE TREE.

No. 186,461. Patented Jan. 23, 1877.

Fig. 1

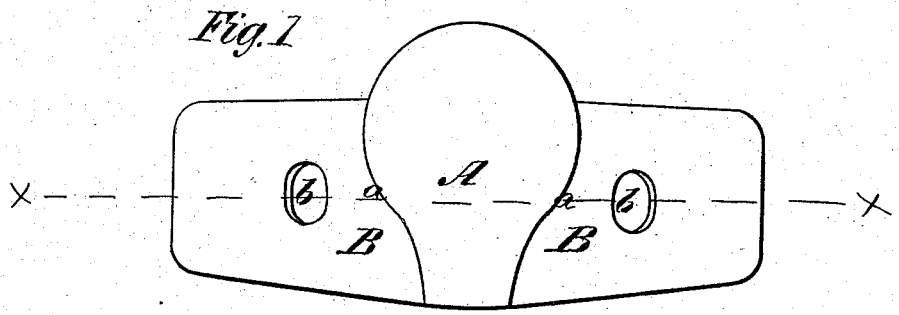


Fig. 2

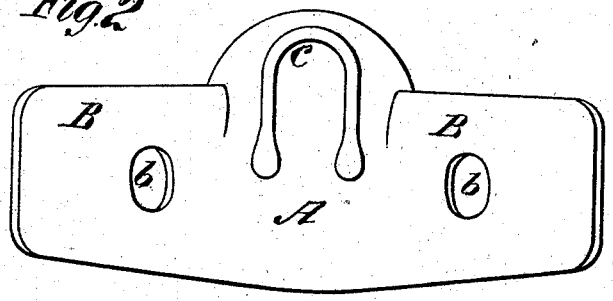


Fig. 3

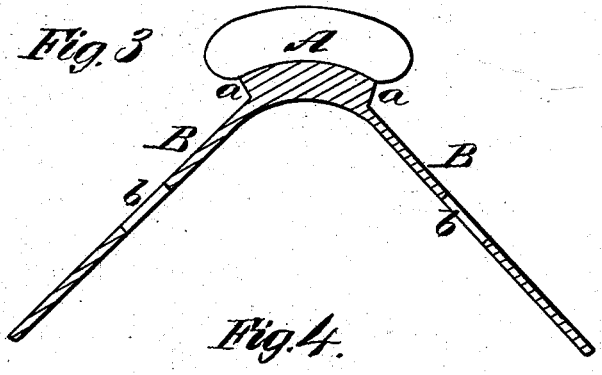
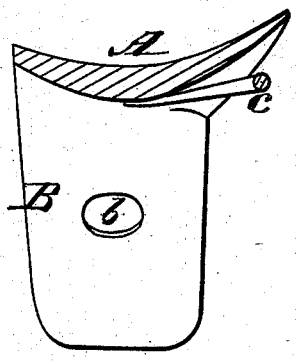


Fig. 4.



Witnesses:
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Emory F. Bates.

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2 Sheets—Sheet 2.

W. H. BUSTIN.

HARNESS SADDLE TREE.

No. 186,461. Patented Jan. 23, 1877.

Fig. 5

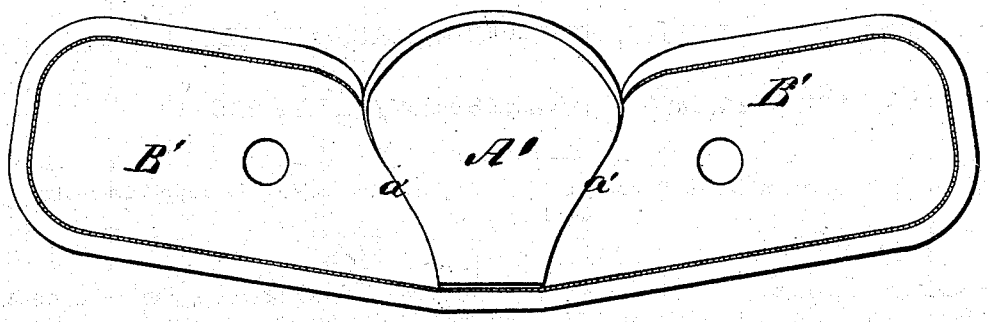


Fig. 6

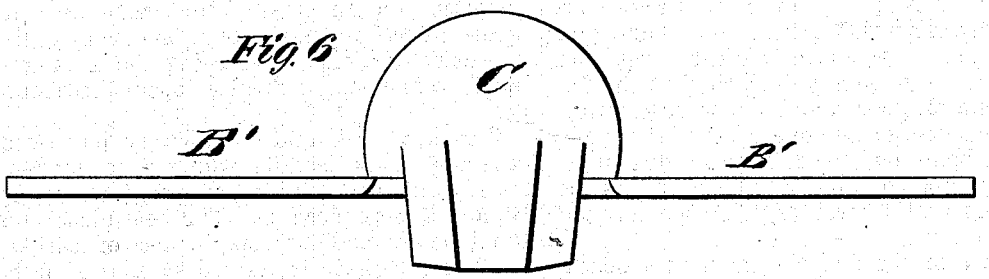


Fig. 7

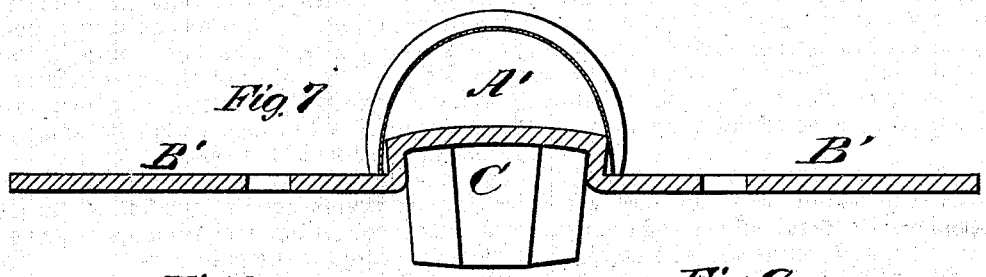


Fig. 8

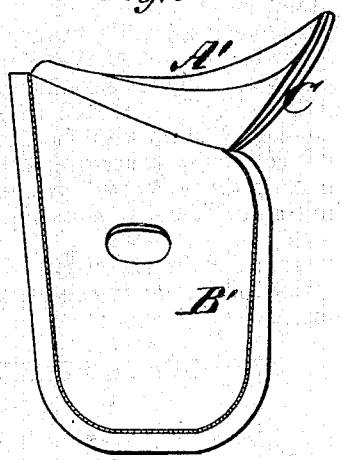
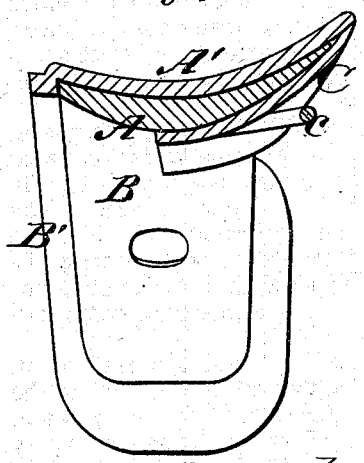


Fig. 9



Witnesses.
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UNITED STATES PATENT OFFICE.

WILLIAM H. BUSTIN, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN HARNESS-SADDLE TREES.

Specification forming part of Letters Patent No. **186,461**, dated January 23, 1877; application filed July 1, 1876.

To all whom it may concern:

Be it known that I, WILLIAM H. BUSTIN, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and valuable Improvement in Saddle Tree and Seat; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a top view of my saddle tree and seat. Fig. 2 is a bottom view. Fig. 3 is a sectional view. Fig. 4 is a transverse sectional view. Fig. 5 is a top view. Fig. 6 is a rear view. Fig. 7 is a sectional view. Fig. 8 is a side view, and Fig. 9 is a sectional view of the same.

This invention has relation to harness-saddles in which the saddle tree and seat are made in one piece, the seat being raised above the skirt portion, and connected thereto by shoulders, giving the seat a dovetail form in cross-section, in combination with a molded leather saddle-covering made in one piece, and adapted to fit snugly over the raised saddle-seat, as will be hereinafter more fully set forth.

In the annexed drawings, A designates that part of the saddle usually denominated the "seat," and which may be made of the well-known form. B B are the side pieces, which may be termed the tree-frame, and which are connected together by the seat, leaving the raised sides *a a* exposed, in the same manner as are the seats in old forms of harness-saddles.

The side pieces B B and the seat A are cast entire, and openings *b b* are left in the side pieces for the screws of the rein-rings to pass through. The crupper-strap loop *c* may be soldered or otherwise fastened to the bottom of the seat.

The raised shoulders or sides *a a* connect the seat with the tree, giving the saddle a dovetail form in cross-section, whereby the crease *a'*, molded in the leather covering B', will fit snugly, the latter being made in one piece, to dispense with stitching at the shoulder.

Figs. 5, 6, 7, 8, and 9 show my improved covering for the saddle, which covering consists of a seat portion, A', two jockeys, B' B', and a back piece, C. The seat-piece and the flaps are made of a single piece of leather, and the seat-piece is formed so as to exactly fit the top and sides of the seat A, which is done by crimping the leather, as shown, between suitable dies. The back piece C is stitched to the back edge of the seat portion A', and this piece C is slitted, as shown in Fig. 6, to receive the loop *c*, and lie snugly against the bottom of the seat A.

By making the parts A' B' B' of one piece I avoid seams at the junction of these parts with each other, and produce a more durable covering for the saddle.

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

The cast-metal harness-saddle frame, having its saddle portion or set A raised above the tree-frame B, with an under-beveled shoulder, *a*, giving the saddle a dovetail form in cross-section, in combination with the molded leather saddle-covering, consisting of the raised portion A', jockeys B', and crimped to conform to the saddle-frame, substantially as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM H. BUSTIN.

Witnesses:
F. J. MASI,
H. C. HOLLINGSHEAD.