J. PATTEN.
Harness-Saddle.

No. 207,203. Patented Aug. 20, 1878.

Fig. 1.

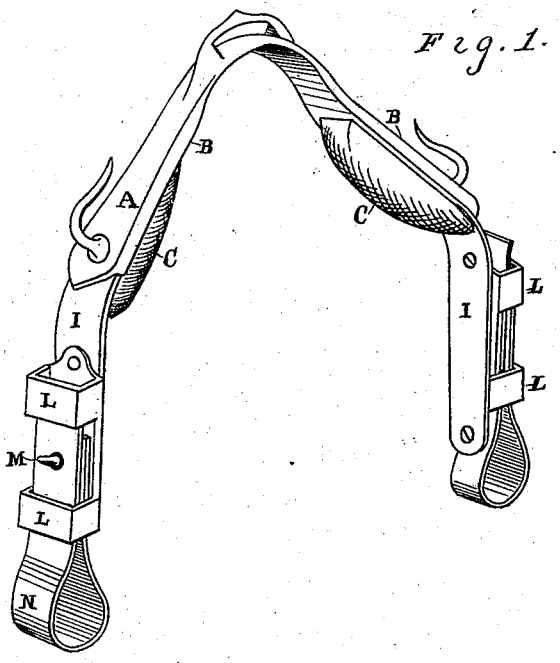
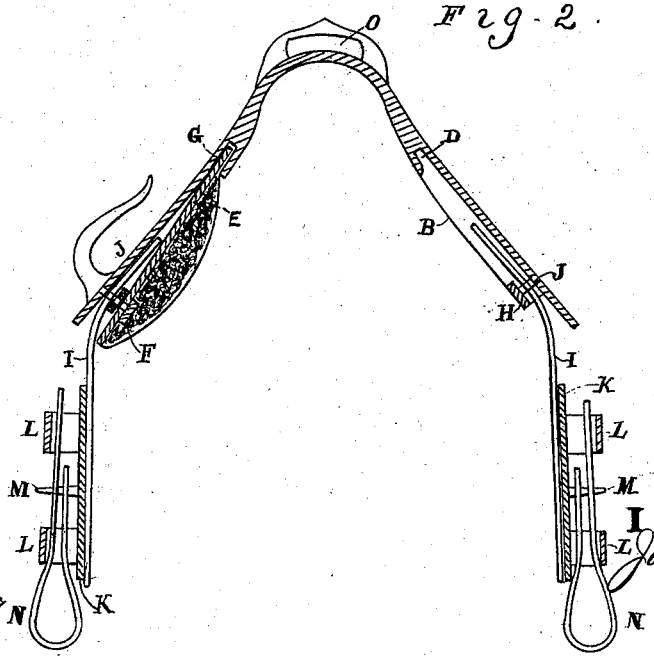


Fig. 2.



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UNITED STATES PATENT OFFICE.

JOHN PATTEN, OF TOMALES, CALIFORNIA.

IMPROVEMENT IN HARNESS-SADDLES.

Specification forming part of Letters Patent No. **207,203,** dated August 20, 1878; application filed November 10, 1877.

To all whom it may concern:

Be it known that I, JOHN PATTEN, of Tomales, Marin county, and State of California, have invented an Improved Harness-Saddle; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings.

My invention relates to certain improvements in harness-saddles.

It consists in a novel method of forming the pads and attaching them to the saddle-frame without stitching.

Referring to the drawing, Figure 1 is a perspective view; Fig. 2, a section.

Let A represent the ordinary harness-saddle frame, constructed in one piece of a thin metal casting. This frame I construct with flanges B upon each edge of its under side, so that a suitable seat will be formed for the pads C. I also form a recess, D, in the frame at the upper end of the flanges B.

The pads C are each composed of a flat piece of wood, leather, or other suitable material, E, upon which the stuffing is held by a leather or other cover drawn over the stuffing and tacked to the pieces E, all sewing or stitches of any kind being dispensed with.

I secure a nut, F, in each of the pads C, near its lower end, and the upper end of each pad I form into a projecting flange or end piece, G.

I secure a cross-piece, H, between the flanges B and near to the ends of the saddle-frame, with sufficient space between the cross-piece and frame to admit a strap, I.

The pads lie upon the frame between the flanges B; the projecting end piece G, at the upper end of the pad, fitting into the recess D, while the lower end rests upon the cross-piece H, and I secure them to the frame by screw-bolts J, which are arranged to pass through from the outside of the frame into the countersunk nuts F.

I also provide a metal coating or loop-carrier for the traces, which consists of a plate with a box or loop, L, at each end of a bar, K, with an intermediate projecting pin, M, between the loops. One of these carriers I suspend from each end of the saddle by a strap, I, one end of which is secured under the pad by the same bolt, J, which secures the pad to the frame.

The plate of the loop-carrier is riveted or secured to the strap I by any suitable device.

The strap N, which forms the loop for holding the trace, I pass through the lower metallic box L, and fasten or buckle it into the pin M, as shown. The boxes L prevent it from slipping off the pin. This strap can be made of sufficient length and with holes in it so as to be adjustable in the carrier K.

The screw-bolts J can have terrets formed upon their outer projecting heads, and a slot, O, can be made in the saddle-frame for the back-strap, or a rim-hook could be used in its stead.

By my invention I secure a harness-saddle in which the pads and trace-hangers are formed and attached to the saddle-frame without sewing or stitches of any kind, and the parts are so constructed that they can be quickly and easily replaced without mutilating any other part of the saddle, and being constructed without stitches or sewing the parts will be much more durable and lasting than when made by the ordinary methods.

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

The harness-saddle frame A, provided with the flanges B and recess D, in combination with a pad, C, which is arranged to fit between the flanges and be secured in place by the projecting end G and screw J, substantially as and for the purpose described.

In witness whereof I have hereunto set my hand and seal.

JOHN PATTEN. [L. S.]

Witnesses:

ANDREW L. FISHER,

LOUIS GULDAGER.