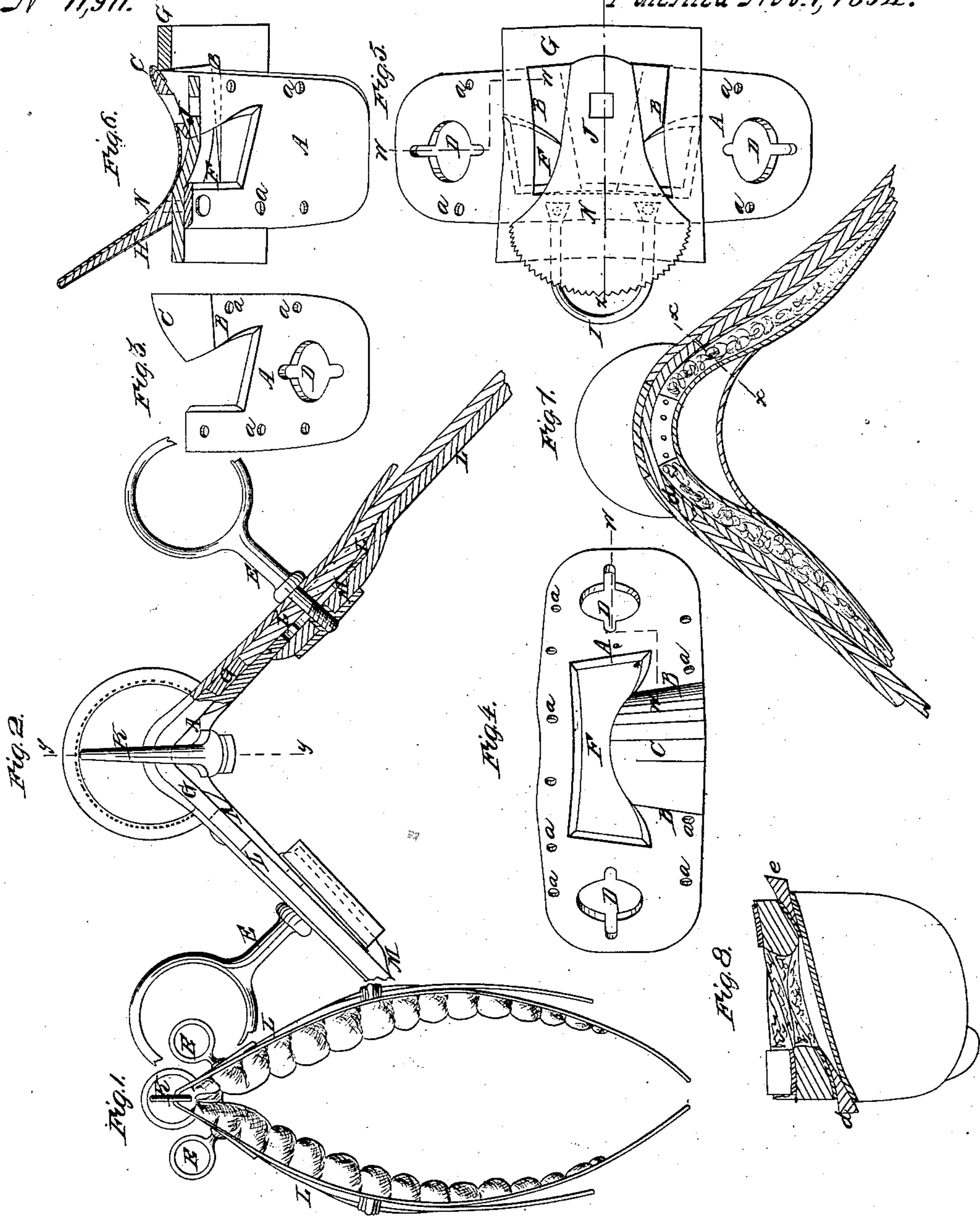


*R. M. Selleck,*  
*Making Harness Saddles.*

*N<sup>o</sup> 11,911.*

*Patented Nov. 7, 1854.*



# UNITED STATES PATENT OFFICE.

ROBERT M. SELLECK, OF NEW YORK, N. Y.

## HARNESS-SADDLE.

Specification of Letters Patent No. 11,911, dated November 7, 1854.

*To all whom it may concern:*

Be it known that I, ROBERT M. SELLECK, of the city, county, and State of New York, have invented a new and useful Improvement in the Mode of Constructing Harness-Saddles; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1, represents a front elevation of a harness saddle constructed after my mode. Fig. 2, shows a partially finished saddle, partly in elevation, and partly in section. The portion sectioned being through the line, *w, w*, in Figs. 4 and 5. Fig. 3, is a side elevation of the improved metal tree upon which the saddle is constructed. Fig. 4, is a plan or top view of the same. Fig. 5, is also a plan of the same, with the "gullet" piece, false tin seat, and crupper loop, arranged on the same. Fig. 6, is a vertical longitudinal section, through the line *z, z*, in Fig. 5, the crupper loop having been removed. Fig. 7, is a front elevation of the ordinary wooden saddle tree, with a saddle partly constructed upon it. Fig. 8, is an oblique longitudinal section of the same through the line *x, x*, in Fig. 7.

Similar letters of reference in each of the several figures indicate corresponding parts.

This improvement relates to first class harness saddles, which are now generally made on wood trees, and is designed to render them stronger and more symmetrical in form, and also to lessen the time and labor required to cover them with leather, and thus lessen their cost.

The first part of my invention consists in a cast iron saddle tree having a depression formed on each side of its head and a gullet piece constructed and arranged upon it in the manner hereinafter stated. By this arrangement the gullet piece can be fitted flat on the tree, with its top surface even with the head of the same without the necessity of its being skived down and tacked to the front and back of the tree, as when placed on a wood tree. The gullet piece can also be extended back under the cantle and crupper and secured, and likewise a portion of it carried under the head and secured by the gullet hook. By thus extending the gullet piece back it is made to form part of the flaps and owing to its being thus extended

and a portion of it carried under the head it serves as a tack hold or soft substance to work upon in covering the seat with leather.

The second part of my improvement consists, in providing the flaps with tongues which pass under the lower parts of the frame, while the flaps pass over the same. By thus constructing the flaps, no other blocking than that afforded by the tongues will be required under the frame, and the upper ends of the back bands will have a recess to lay in, and the jockeys, consequently a chance to lay flat and smooth on the flaps and thus add to the appearance of the saddle.

The third part of my invention consists, in making the false seat of tin, and separate from the cantle. It being thus made so that it may be struck up on a die in the most symmetrical form, and with great facility. When the false seat is cast it cannot have as handsome a shape as desired, owing to the difficulty of drawing it out of the sand; it is also too heavy for the purpose intended. And also when the false seat is made of leather as is commonly done when wood trees are used, considerable time and labor are expended in getting it to the proper shape, and very often it is impossible to give it a neat and handsome appearance, or to make two seats alike, and have them present the same symmetrical form.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

A, Figs. 2, 3, 4, 5 and 6, represents the cast iron frame or tree upon which the saddle is constructed.

B, B, are the shoulders cast on the sides of its head C.

D, D, are circular holes for the terrets E, E to pass through, as represented.

*a, a*, are holes for the rivets which secure the jockeys and flaps to the seat, to pass through.

F, is an oblong slot cut through its top for a tongue or tack hold on the gullet piece to pass through.

G, is the gullet piece; it is provided with an opening in its center, and fits over the tree as shown in Fig. 5. It will be seen in Figs. 2 and 5, that this gullet piece fits against the shoulders B, B, and its top surface stands even with the head C. Owing to the shoulders being formed on the tree,

the full thickness of the leather forming the gullet piece can be employed without increasing the thickness of the saddle. The gullet piece can also be extended back, under the cantle H, and crupper I, and be made to form part of the flaps, as shown in the drawing, Figs. 2 and 6. If the shoulders were not formed on the tree, the gullet piece would have to be skived off, as shown at *d*, in Fig. 8, and fitted in and tacked to the front of the frame or tree after the flaps have been fitted in their places; and the edge of the piece uniting the flaps at the back of the tree will also have to be skived off as shown at *e*, and fitted in and tacked to the back of the tree, as commonly done in constructing saddles on the common wood trees. By my arrangement, the gullet piece *d*, and the piece *e*, can be made in one and of the same thickness as the flaps L, L, as shown in Figs. 2 and 6, and owing to no tacking or fitting in being necessary, can be arranged on the frame by the tree maker before the tree is delivered to the saddler, and made to serve as a tack-hold or soft substance for the saddler to work upon, and when the saddle is completed, form part of the flaps. By thus fitting the gullet piece, the bolts which secure the crupper will serve for securing it in its place, and the back edge of the leather which covers the saddle, can be secured under the cantle instead of to the back edge of the tree; and considerable time and labor will be saved, and a more solid and also a much handsomer and neater appearance given the back portion of the saddle, as will be evident by comparing the saddle constructed as shown in Figs. 7 and 8, with one of my saddles.

J, is the tongue or tack hold, to which the front end of the leather which covers the seat is tacked; this tongue forms part of the gullet, as shown by dotted lines in Fig. 5, and in black lines in Fig. 6; it passes down through the slot F, and under the head C, of the tree, and is secured in place by the

gullet hook K, as will be evident from the drawing.

M, M, are the tongues formed on the flaps L, L, as shown in Fig. 2; these tongues serve as blocking, and also as receptacles for the sockets of the terrets; it passing under the frame or tree A, while the flaps lay on it, as shown in Fig. 2.

N, is the false tin seat, arranged on the cantle, (which owing to its being formed by itself, can be made of any desired shape); and also on the frame or tree A, as shown in Figs. 5 and 6. As this seat is made of tin and can be struck up on a die the part which fits the cantle may be made to form a perfect circle—instead of having its sides nearly vertical, as is the case when the cantle and seat are cast in one piece.

I am aware that wood trees, by considerable care and labor, can be made of any desired shape, and were it not for the labor and time required to construct them, and the liability of their breaking when made small and symmetrical, they would be used in preference to metal trees on account of their being light.

What I claim as my invention, and desire to secure by Letters Patent, is:—

1. The depressions B, B, formed on each side of the head of the cast iron saddle tree in combination with the gullet piece G, the tongue of said gullet piece serving as a tack hold, substantially as and for the purposes described.

2. Providing the flaps with tongues which pass under the lower parts of the frame while the flaps pass on top of the same, substantially as, and for the purposes described.

3. Making the false seat of tin, and separate from the cantle, substantially as, and for the purposes set forth.

ROBERT SELLECK.

Witnesses:

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J. W. HAMILTON.