H. A. Rainsford,

Harness Saddle,

Patented Aug. 19, 1856.

No. 15,575

Fig. 1.

Fig. 2.

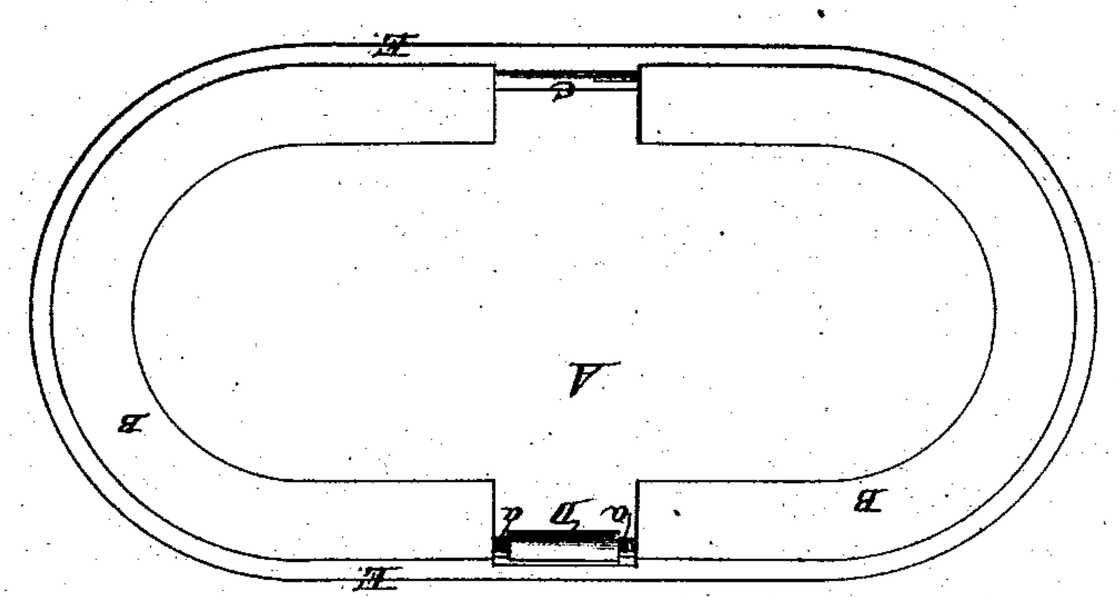


Fig. 3.

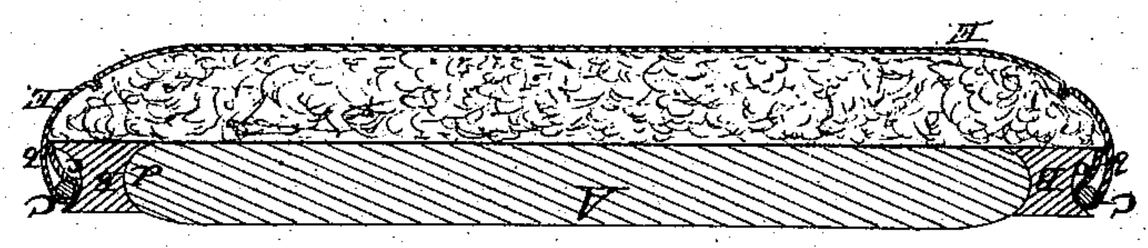


Fig. 4.

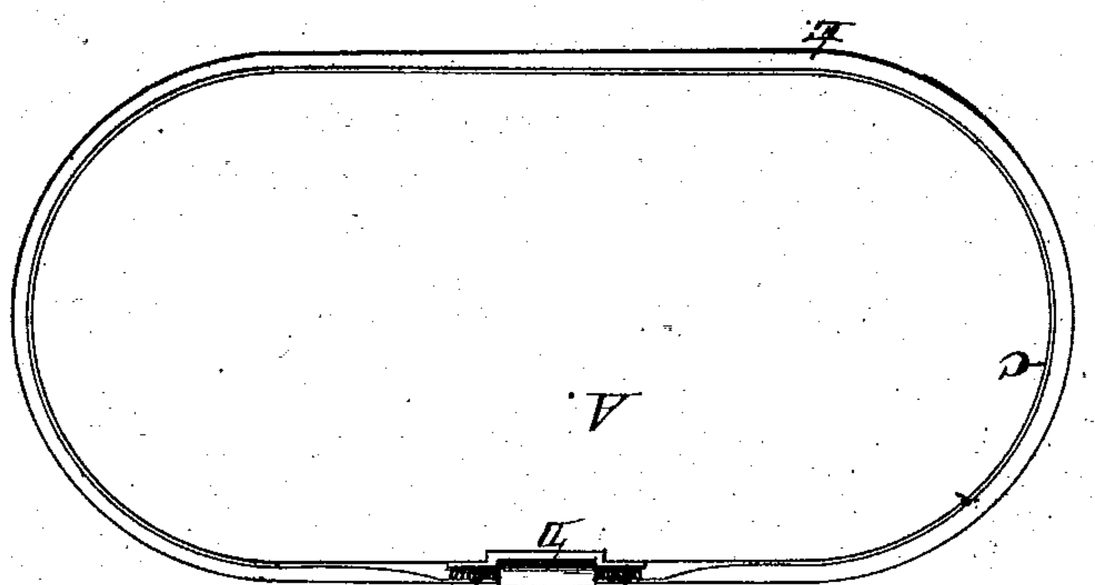


Fig. 5.

Fig. 6.

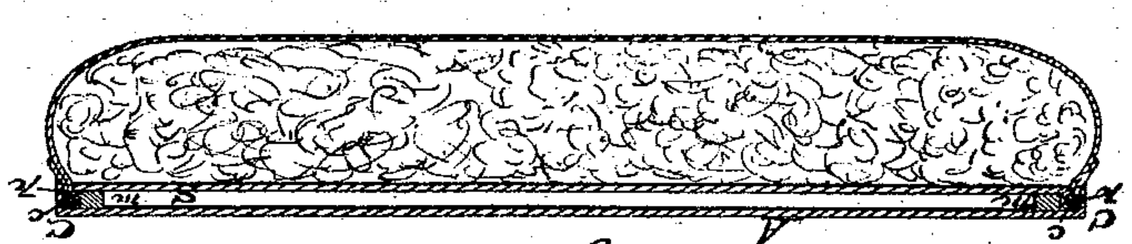


Fig. 7.

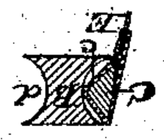


Fig. 8.

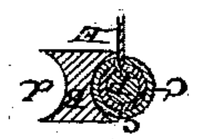
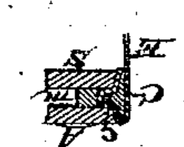


Fig. 9.

Fig. 10.

Fig. 11.



UNITED STATES PATENT OFFICE.

H. A. RAINS, OF NASHVILLE, TENNESSEE.

CART-SADDLE.

Specification of Letters Patent No. 15,575, dated August 19, 1856.

To all whom it may concern:

Be it known that I, H. A. RAINS, of Nashville, in the county of Davidson and State of Tennessee, have invented a new and useful Improvement in Cart-Saddles; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, Figure 1 being a top view of one of the tree bars of a saddle with its pad attached in my improved manner; Fig. 2, a side view of the same; Fig. 3, a longitudinal section through the center thereof; Fig. 4, a top view corresponding with the view Fig. 1, the construction being somewhat varied therefrom; Fig. 5, a side view thereof; Fig. 6, a longitudinal section through the center of the same; Figs. 7, 8, and 9, modifications of the construction shown in Fig. 3; Figs. 10 and 11, modifications of the construction shown in Fig. 6.

Like letters designate corresponding parts in all the figures.

Around the edge of the bar A, of the saddle tree is fitted a metallic rim B, at each end theereof, as shown in Figs. 1, 2, and 3. Each of said rims has a groove *c*, in its outer edge, in which the edge of the lining E, of the saddle is secured; and a groove *d*, in its inner edge, for the reception and retention of the tree bar, which fits therein. The edge or border of the lining E, is then formed into a continuous loop by doubling over and sewing down the edge, as shown at *b*, Figs. 2 and 3. Through this loop, is then passed a wire *c*, which is then wound closely around the rims B, B, in the grooves *c*, *c*; and its ends being provided respectively with a right-hand and left-hand screw thread, a right and left nut D, is screwed thereon, thus tightly holding the lining around the tree-bar. By reversing the nut, the wire is loosened, enabling the lining to be at once removed, to be repaired or replaced.

Figs. 7, 8, and 9, represent modifications of the mode above described, of securing the borders of the lining in the groove. In Fig. 7, instead of the wire, a slip of leather, C, is run into the loop of the lining; the shape of the leather being such as to fit as nicely as desired into the groove *c*. The right-hand and left-hand screws may be cut on small pieces of wire, hooked into the ends of the leather slip C. In Fig. 8, the loop is represented as being filled with a cord *p*; and then two half tubes C, C, fitting into the groove *c*, receives the enlarged border of the lining substantially as shown. These half tubes may be suitably united at their ends, and provided in any convenient mode with the right-hand and left-hand screws. In Fig. 9, the loop is represented as receiving a small cord *p*; and after being placed around in the groove *c*, a band *c'* is secured by screws, as in the other modes described, outside of the border of the lining, around which and into the groove *c*, it is made to fit, and to make a neat finish.

Instead of providing the bar of the saddle-tree with metallic, grooved rims, the bar itself may be made of a sheet, or sheets, of metal, and a groove formed in the outer edge thereof, as shown in Figs. 4, 5, and 6; where A, is the metallic plate, beneath which a rim *m*, may be secured so as to leave space for a groove *c*, outside thereof. Then a second plate S, or a thin strip, may be secured below the rim, *m*, so as to form the lower lip of the groove, as shown in Fig. 6. In this case, a simple, thin strip, or band, C, of metal, may pass around the border of the lining, thereby holding it into the groove. Or a split tube, similar to that shown in Fig. 8, may be employed, as shown in Fig. 10, the inner edges of the two halves extending into the groove, as represented. Or a variation of the modification, represented in Fig. 7, may be employed, the strip C, of leather, or metal, having a T shape, so as to fit the groove and edge of the bar, substantially as shown in Fig. 11.

Various other modifications of the manner of applying my improvement may be adopted, without affecting the nature of the invention. The form of the groove is of little consequence. Instead of a metallic bar provided with a groove in its edge, as shown in Figs. 4, 5, and 6, the bar may be made simply of a piece of hard, firm wood, itself grooved on the edge to receive the border or hem of the lining, when only cheap and less durable saddles are needed. And instead of turning down and sewing the edge of the lining to form a loop, in case the means of thus constructing are not at hand, holes may be made near the edge of the lining through which the binding wire may be threaded, alternately through and back through said holes.

The advantages of the above described

mode of constructing the saddles are many, of which only one or two will be here mentioned. The first cost of making a saddle in this improved manner is very nearly the same as that of the ordinary construction. But it is known that the bar of a saddle-tree will outlast several linings, requiring frequent re-padding. With the old construction, these re-paddings are costly; and by driving and drawing tacks, for securing the lining thereto, the tree-bar soon becomes worn out, or split, and is therefore useless. Whereas, with my mode of construction, when the lining fails, it can be disengaged in a minute, and another immediately put in its place. And it does not require the removal of the housing, for the purpose, as does the ordinary construction. This is especially, valuable, when rail roads are constructing, at a distance from any town or saddler's shop. For, by this improvement any one can mend the saddle, or replace, the lining in a few minutes, with such means as he has at hand; while with the old construction, the saddle would require to be sent a greater or less distance, to a saddler, for repair. Another great advantage is, that the paddings can be kept in place, by daily re-adjusting, or less often, if found sufficient. Otherwise, as with the old saddles, the padding soon works down to the lower edge of the saddle, bursting out the lining there, and leaving bare the bridge-tree at the upper edges of the pads, so as to gall the back of the horse.

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

Uniting the tree-bars and pads of a saddle, by providing said bars with grooves around their edges, or with grooved reins, and the linings of the pads with looped, corded, or perforated borders, which are firmly but removably secured in the grooved edges of the tree-bars, by wires, cords, or bands, passing through or around said loops, or borders, and held by right-hand and left-hand screws, or equivalent fastenings, substantially in the manner and for the purposes herein specified.

The above specification of my new and improved cart saddle, signed and witnessed this seventh day of August 1856.

HENRY A. RAINS.

Witnesses:

GEO. W. ADAMS,

J. S. BROWN.