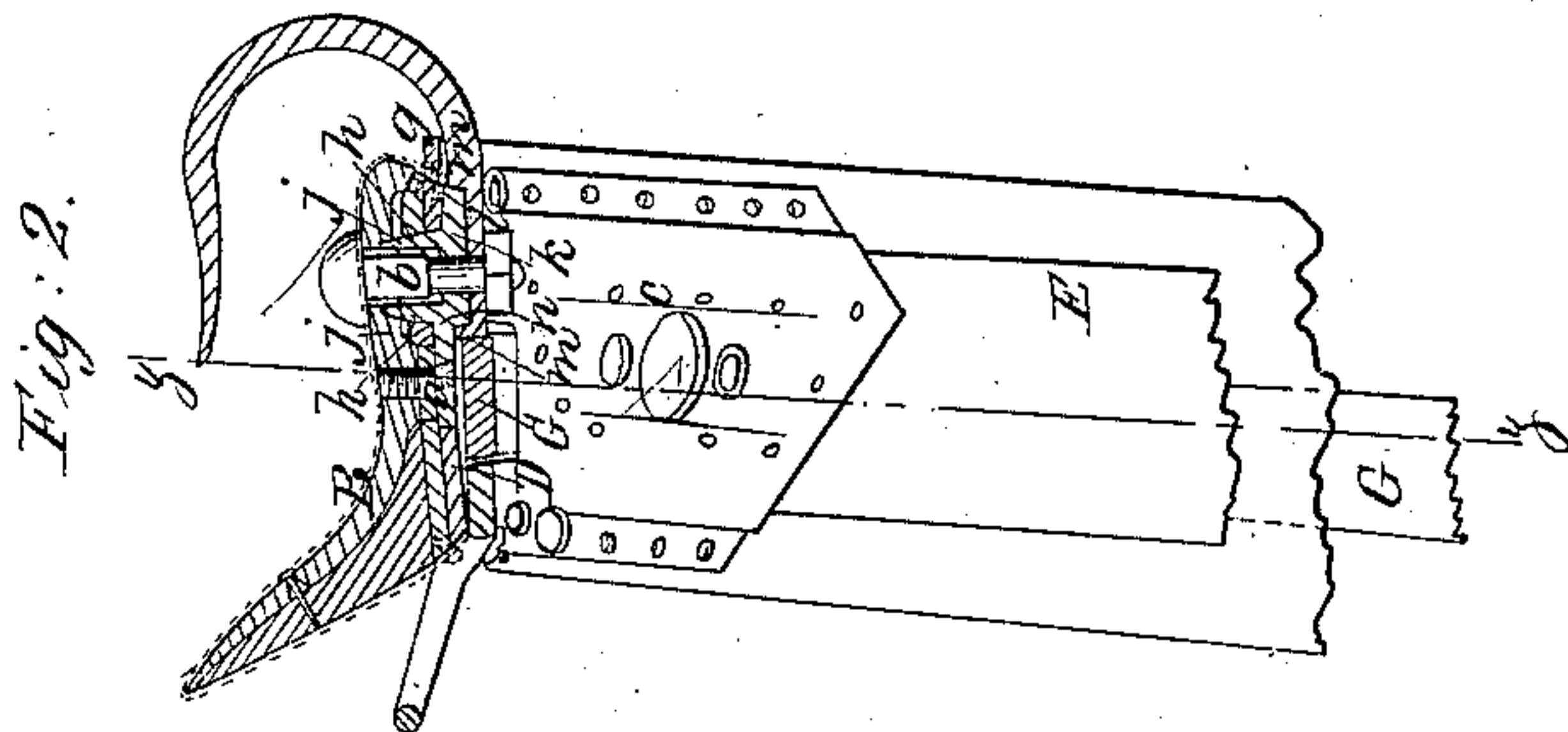
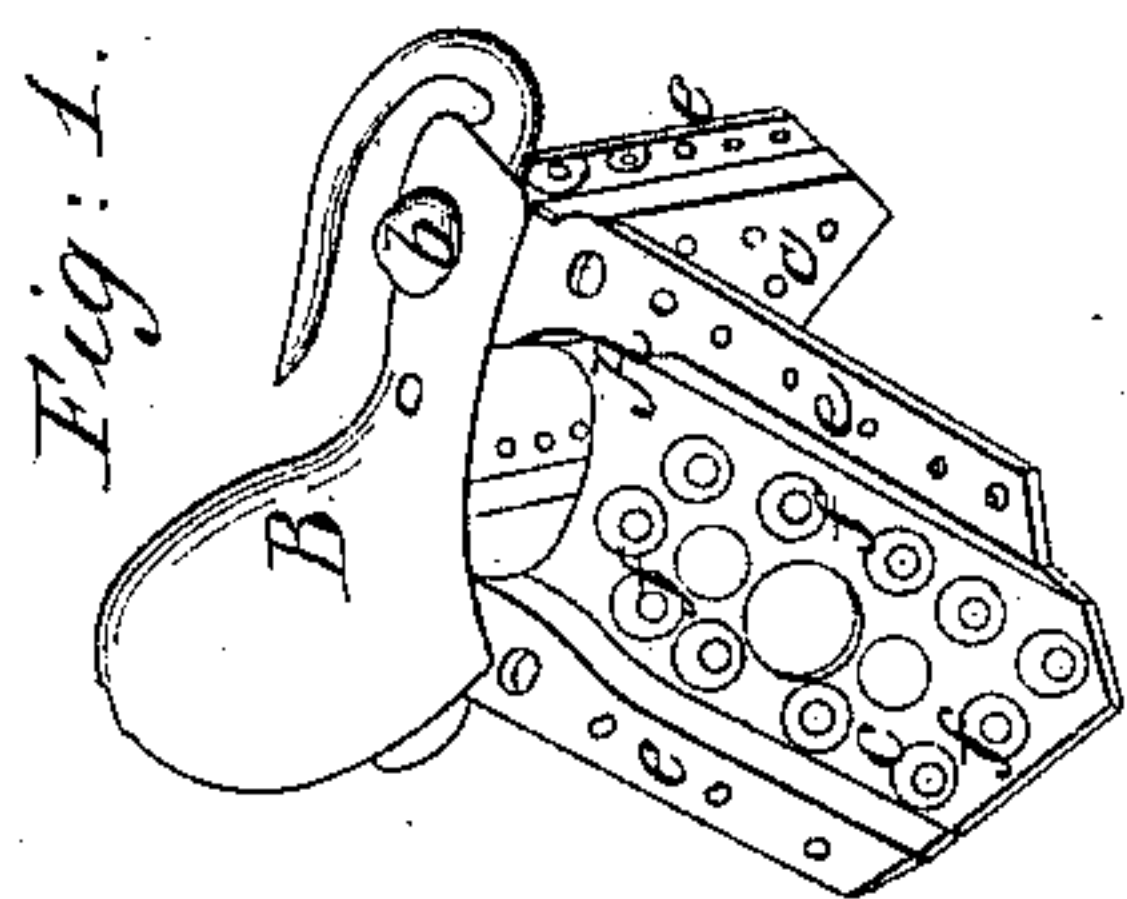
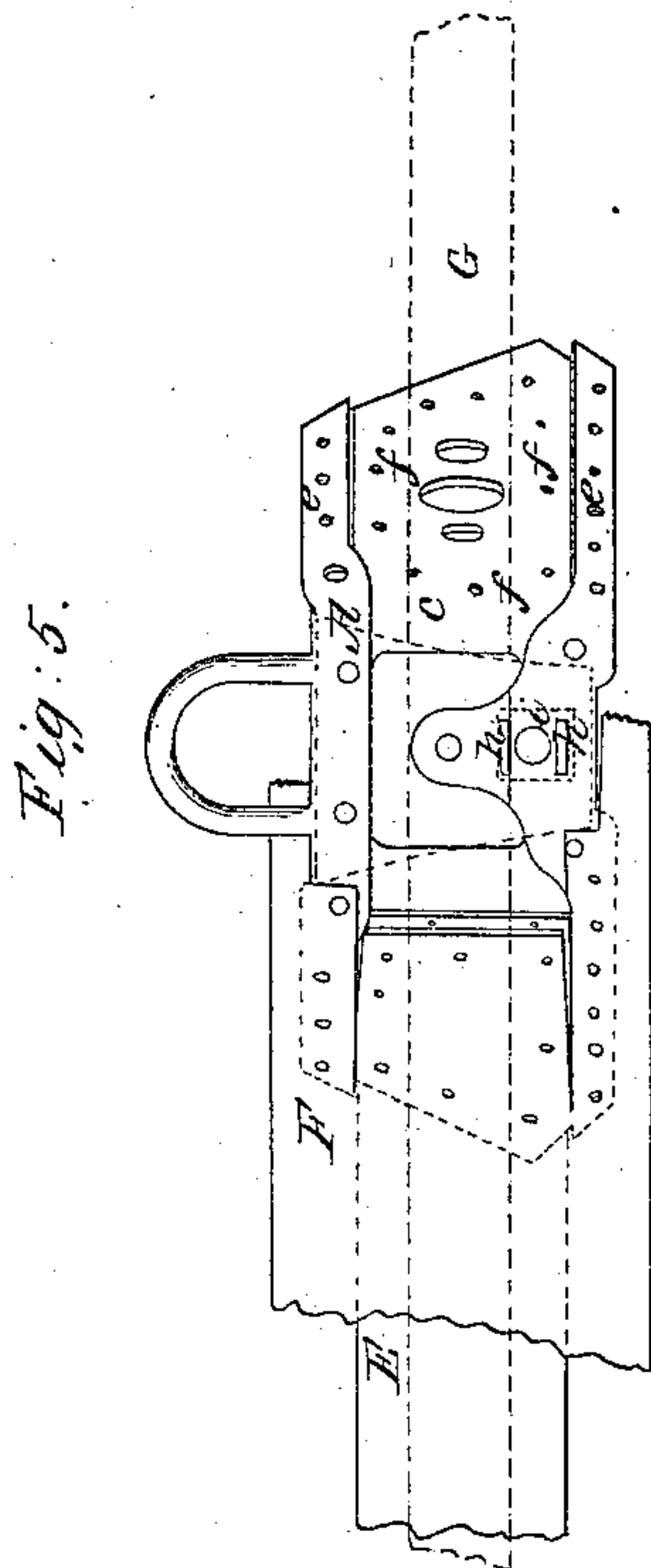
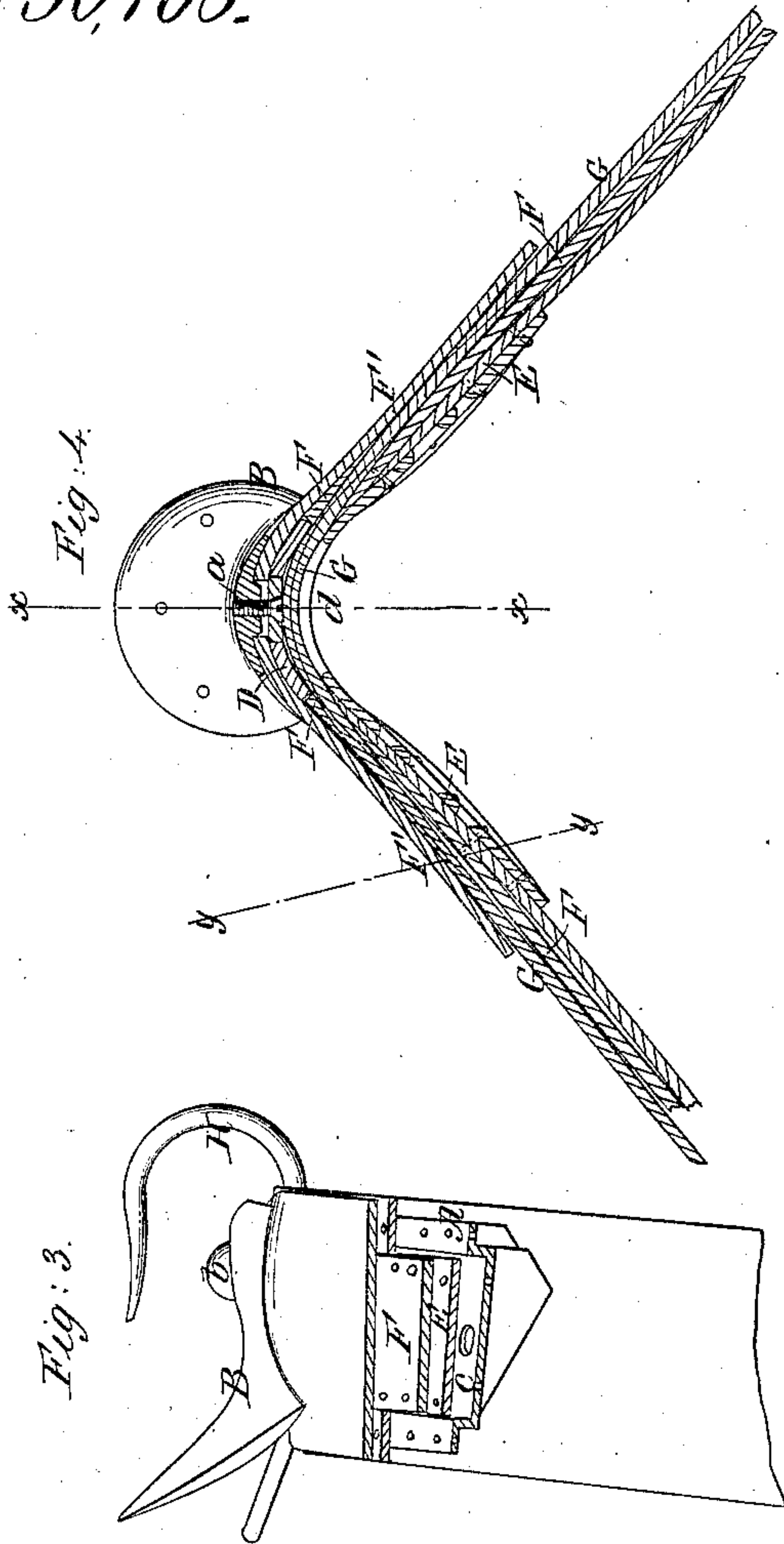


S. E. Tompkins,

Harness Saddle,

N^o 30,168.

Patented Sep. 25, 1860.



Witnesses;
Chas Hughes
John H. Scott.

Inventor;
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UNITED STATES PATENT OFFICE.

SAML. E. TOMPKINS, OF NEWARK, NEW JERSEY.

SADDLETREE.

Specification forming part of Letters Patent No. 30,168, dated September 25, 1860; Reissued January 9, 1872, No. 4,709.

To all whom it may concern:

Be it known that I, S. E. TOMPKINS, of Newark, in the county of Essex and State of New Jersey, have invented a new and Improved Gig-Saddletree; 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, making a part of this specification, in which—

Figure 1, is a perspective view of the frame and seat which constitute the tree. Fig. 2, a vertical section of the saddle complete x, x , Fig. 4, indicating the plane of section. Fig. 3, a section of the same, taken in the line y, y , Fig. 4. Fig. 4, a section of the same, taken in the line z, z , Fig. 2. Fig. 5, a plan or top view of the frame with a portion of the parts which compose the saddle attached.

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

The object of this invention is to obtain a gig saddle tree, by which a saddle may be constructed to fit properly any horse, and thereby avoid injuring or galling the back of the animal, a contingency of frequent occurrence as saddles have been previously constructed.

The invention also has for its object the simplifying of the manufacture of gig saddles, especially those of a superior kind, and to render the same more chaste and neat in appearance, stronger and more durable than usual—the invention being applicable to all kinds of gig saddles, such as silvered and japanned seats, jockey-covered seats etc.

This improved tree, in common with other metallic trees, consists of two principal parts; to wit, the frame A, and the seat B, secured together by means of a screw a , in connection with a bolt b , which secures the check-rein hook C, to the tree.

The binding edge of the frame of the tree presents very nearly the appearance of an inverted V, and within this edge the frame is shaped so as to conform as nearly as possible to the shape of that part of the horse on which it, when padded, bears or rests.

In order to secure the two forms stated the intermediate portion of the frame is countersunk or depressed from the right and left sides of the seat down to the terminating ends of the skirting portions of the frame, the depth of the depression s , gradually in-

creasing from the sides of the seat B, downward to within a short distance of the terminating ends of the skirting plates and then decreasing in depth till it terminates. Thus depressing the skirting portions c, c , of the frame causes a flanch or flat surfaced rib e , to be left at the front and rear edges of the skirting portions of the frame, said flanches being level on top and serving to strengthen the frame and also answering another important office, as will be presently described. The countersunk or depressed portions c, c , of the frame and also the flanches e , have a number of holes f, f , cast in them, as shown in Figs. 1, and 5, for the passage of nails, as hereinafter described.

Into the depressions of the skirting portions c, c , of the frame A, stiff strips of leather E, are placed. The leather strips E, extend below the ends of the frame A, and serve to stiffen the flaps F, and they also afford, in connection with the flaps, sufficient substance to hold the nuts for the terrets.

D, is a piece of leather similar to the underside of the seat—it is interposed between the seat and frame. This piece of leather gives an opportunity to tack down the leather covering of the seat both at the front and rear and it admits of the flaps F, and fore piece g , being secured on the frame with a smooth connection without the necessity of skiving down the gullet piece, thereby making a much neater fit or adjustment of the parts and leaving ample room for the back bands G, and other appurtenances. The leather D, also admits of the jockeys F', being made independent of each other as each jockey can be tacked to it. If desired, however, the jockeys may be formed of one piece and passed between the seat B, and leather D.

By having the frame A, cast with the depressions c, c , and flanches e, e , as described, the usual "blocking" is dispensed with, as the flanches supply the place of blocking, and at the same time the recesses or grooves which are formed in the skirting portions of the frame allow the back-band G, to pass through, as shown clearly in Fig. 4. The flaps F, can also be nailed to the flanches e, e , as the perforations f, f , allow for the passage of nails, and the holding tongues F'', F'', of the flaps and the leather strips E, can be nailed to the skirting portion of the frame as the perforations f, f , allow for the passage of nails, as represented.

On top of the frame A, at its front part, there are two upright projections *h, h*, one being at the front and the other at the back of the bolt hole *i*. These projections form
 5 bearings for the front part of the seat B, and prevent the latter sinking, as it would do without them, on account of the leather D, yielding under the "draw" of the screw and bolt. The upper ends of the projections
 10 *h, h*, fit in recesses *j, j*, in the underside of the seat and thereby prevent the casual moving or shifting of the same in a horizontal plane.

The upper part of the frame A, at its underside is made flat, as shown at *k*, Fig. 2, in order to receive snugly the flat portion *l*, of the check rein hook H. This flat portion *l*, is provided with shoulders *m, m'*, the front shoulder *m*, bearing against the front edge
 20 of the frame A, and the back one *m'*, fitting or locking behind a jog *u*, at the underside of the frame, as shown clearly in Fig. 2. By this arrangement, it will be seen that when the nut *o*, of the bolt *b*, is screwed up;
 25 the hook H, will be retained firmly in place, and all forward strain taken off the nut and screw.

My frame, as constructed must not be confounded with those frames which have been
 30 provided with recesses to admit of the back band passing through underneath the seat.

In the latter case, no flanches with holes for nails were arranged to secure the flaps in proper place neither were the depressions of the skirting portions of the frame *c*, perforated to admit nails for fastening, stiffening leather and flaps, as described. 35

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

1. A metal frame A, for saddle trees, 40 when said frame is cast with depressions *s, s*, flanches *e, e*, and holes *f, f*, in the manner and for the purposes described.

2. The use of a piece of leather D, of a form and size corresponding to the under- 45 side of the seat B, in combination with a frame A, which is constructed with depressions *s, s*, flanches *e, e*, and holes *f, f*, in the manner described.

3. The combination of the rear shoulder 50 *m'*, of the hook H, with the jog *n*, of the tree, in the manner and for the purpose described.

4. The combination of the projections *h, h*, of the tree with the shoulders or sockets 55 *j, j*, in the underside of the seat, in the manner and for the purpose described.

SAML. E. TOMPKINS.

Witnesses:

JOHN H. SCOTT,
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