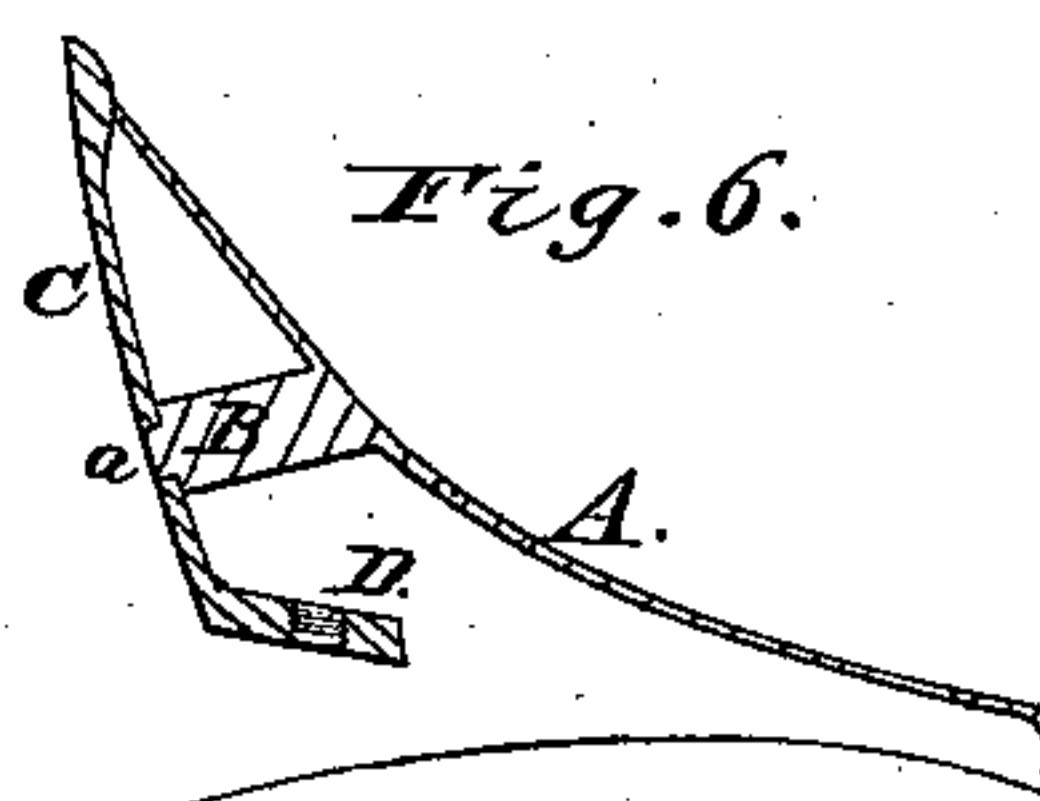
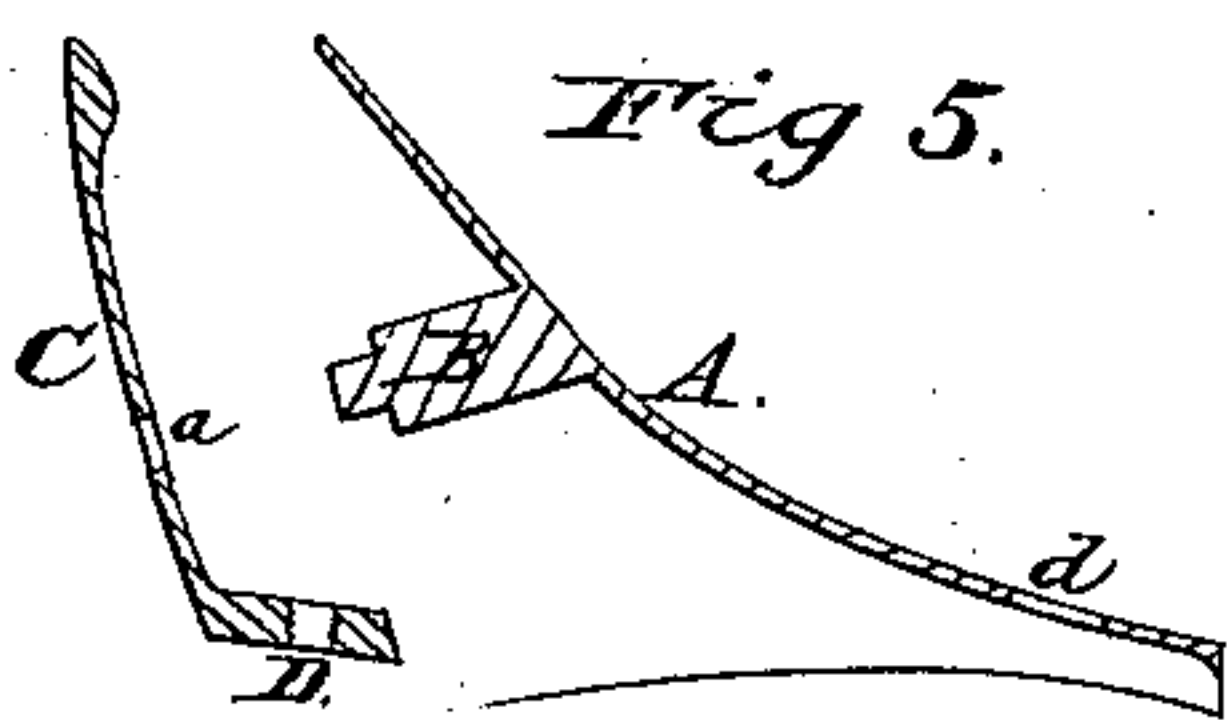
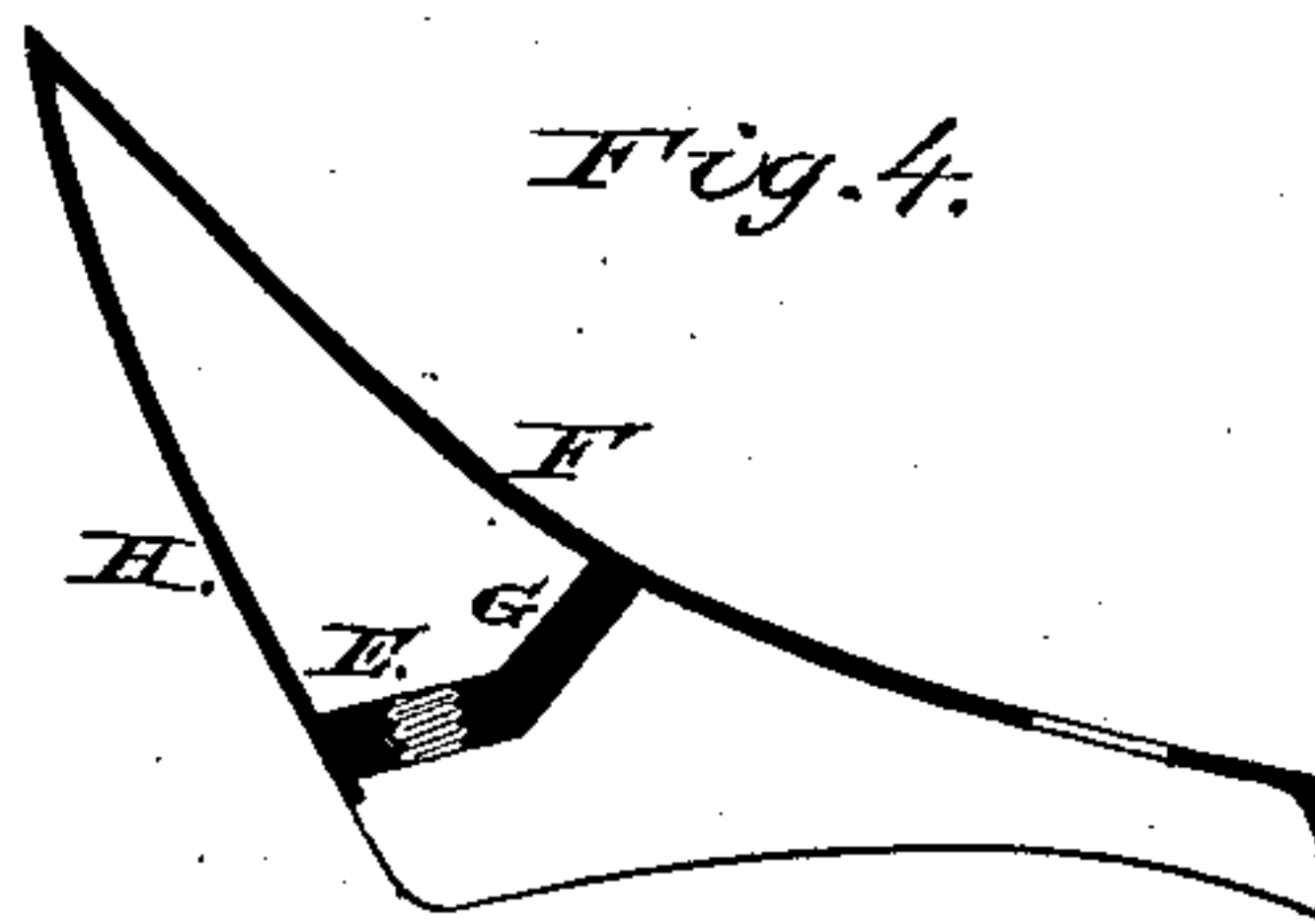
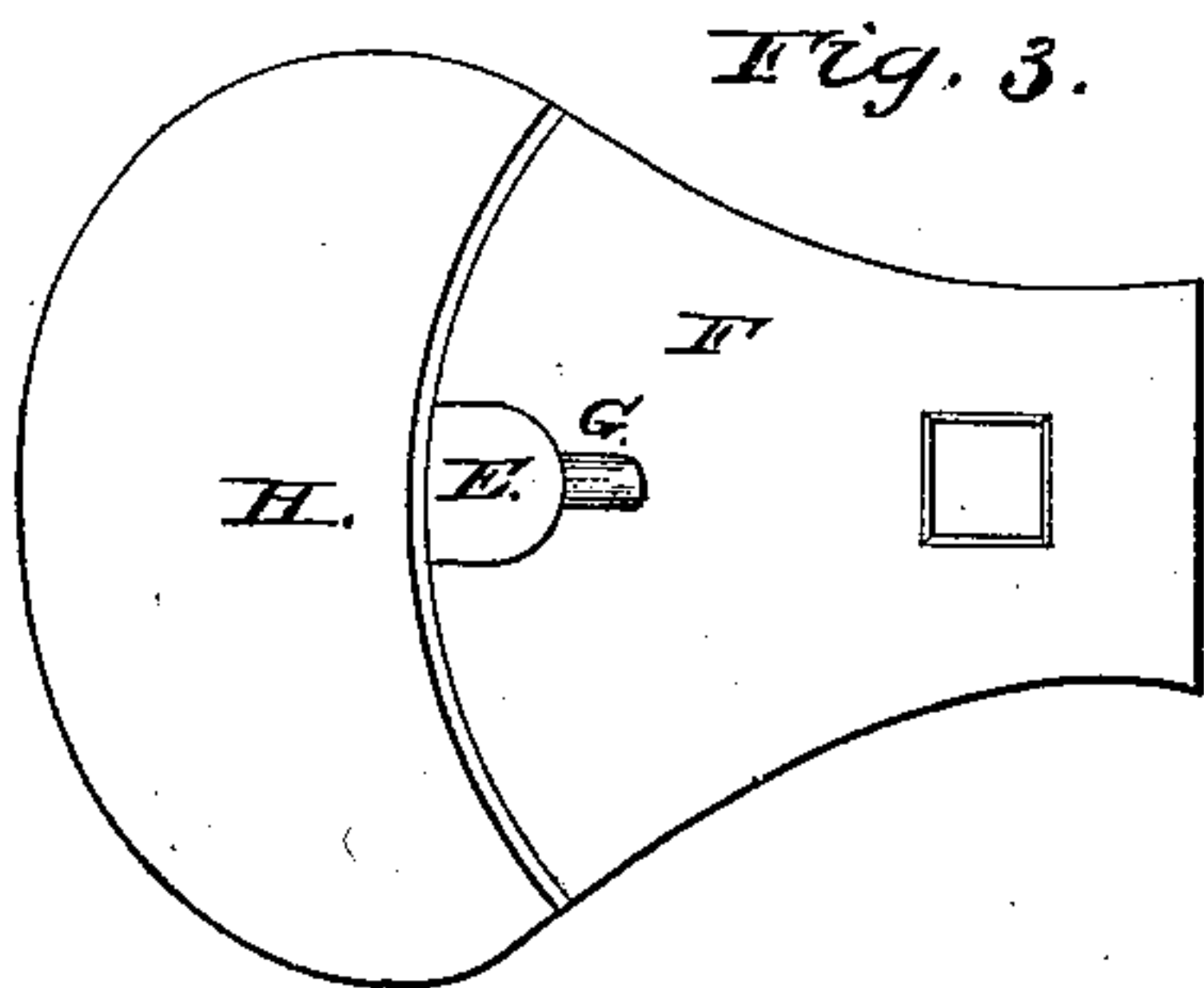
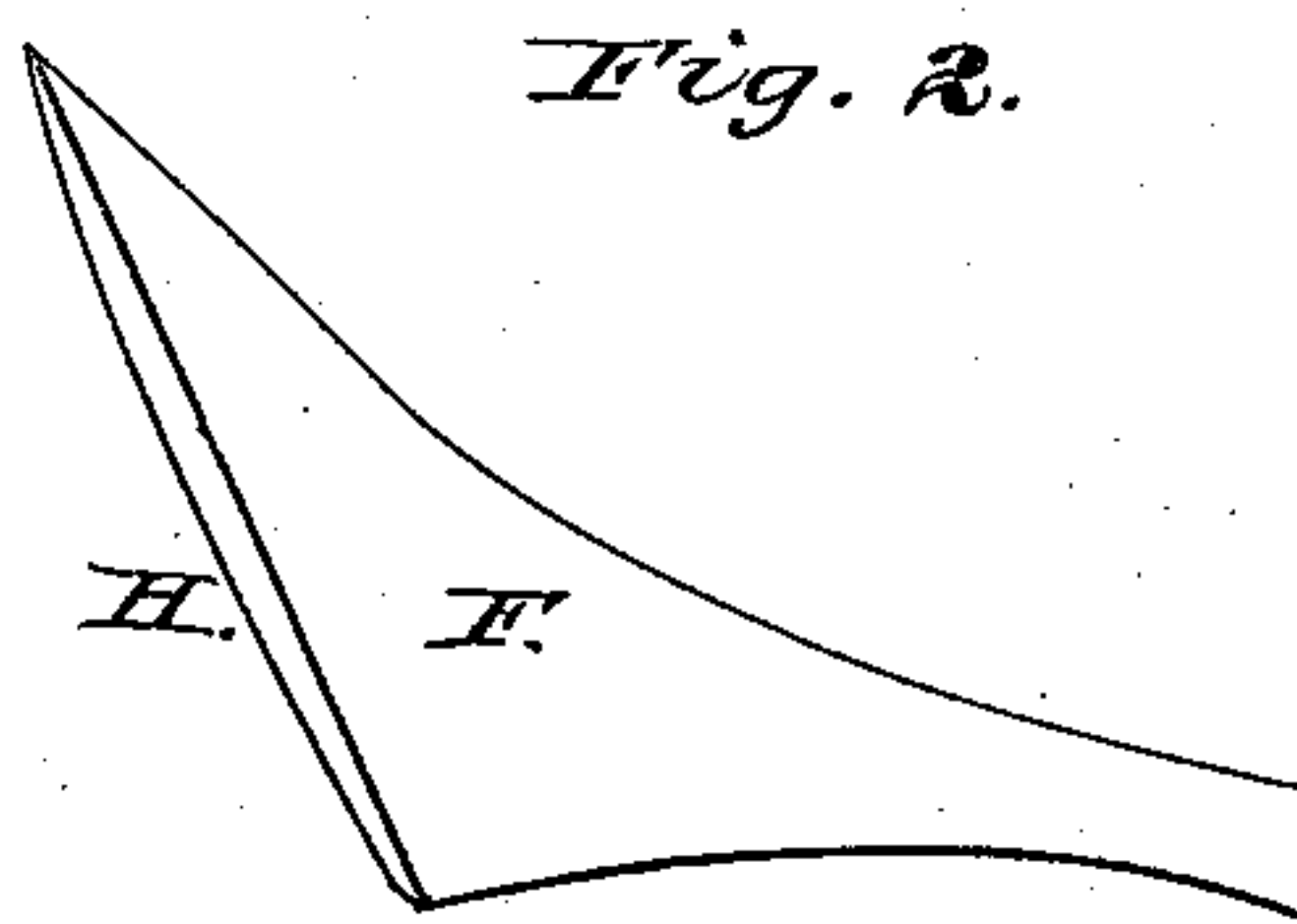
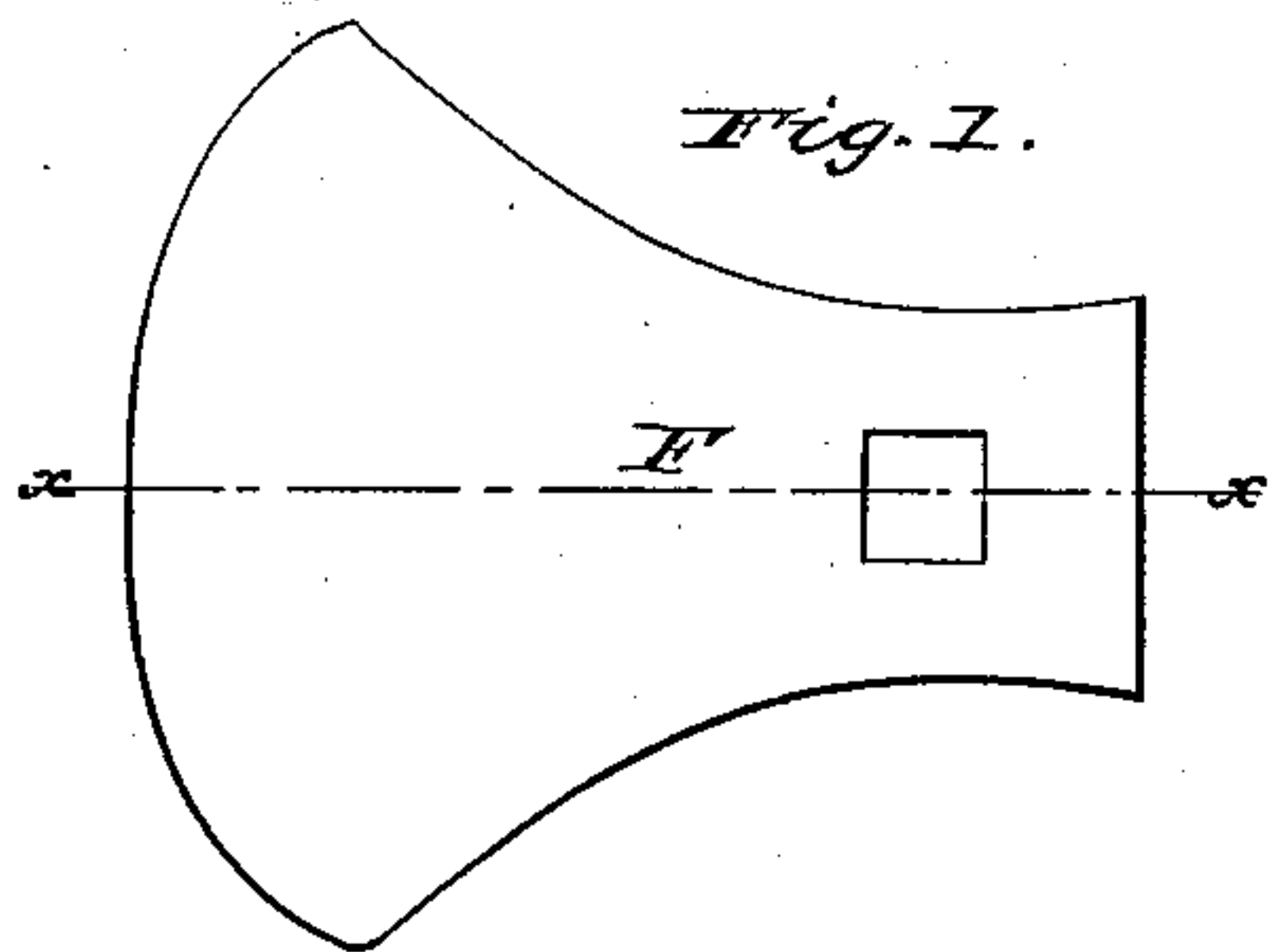


O. B. North,

Harness-Saddle Seat,

N<sup>o</sup> 55348.

Patented June 5, 1866



Witnesses:

M. A. Hume.  
John B. Shumway

Inventor.

O. B. North.  
By atty.  
John E. Eale

# UNITED STATES PATENT OFFICE.

O. B. NORTH, OF NEW HAVEN, CONN., ASSIGNOR TO O. B. NORTH & CO.

## IMPROVEMENT IN HARNESS-SADDLE SEATS.

Specification forming part of Letters Patent No. 55,348, dated June 5, 1866.

*To all whom it may concern:*

Be it known that I, O. B. NORTH, of New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Harness-Saddle Seats; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference-marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute a part of this specification, and represent, in—

Figure 1, a top view; Fig. 2, a side view; Fig. 3, a bottom view, and in Fig. 4, a central section cutting through line *xx*. Figs. 5 and 6 represent the same article as heretofore constructed.

My invention relates to an improvement in the construction in that part of a harness called the "saddle-seat," and in such seats as have the rear thrown back to give to the seat a graceful appearance; and my invention consists in the peculiarity of the construction, whereby it is formed in one piece instead of two, as heretofore constructed, thus avoiding an objection which exists in the common construction—that is, as it is impossible, owing to the great strain which comes upon the saddle-seat, to firmly unite the two parts, a necessity in making a finished job, as this part of the harness is usually plated or japanned. In either case the working of the two parts soon exposes the joint, greatly damaging the appearance of the saddle-seat.

In order to the better understanding of my invention, as well as to show its advantages over the saddle-seats as heretofore constructed, I will proceed to fully describe the same as illustrated in the accompanying drawings. I will first describe the article as commonly constructed, as illustrated, Figs. 5 and 6. In either case the general appearance of the article when finished is the same.

A is the top, which is cast from thin metal, with a stud, B, (one or more) projecting from its inner side toward the rear. C is the rear plate, cast with the nut D upon it, and with a hole, *a*, to set onto a shoulder on the stud B. These two parts are then placed together, as seen in Fig. 6, the rear edge of the top A fitting to the upper edge of the plate C. Then the stud B is riveted firmly down upon the plate

C to secure the two parts together; or, as by some, instead of the stud, one or more common rivets are employed to secure the two parts together, which is still more expensive and practically not as good as the first-described method. Then the seat is finished by japanning, plating, or otherwise.

In securing this seat to the saddle one screw passes through the top at *d*, another into the nut D, on the rear plate, C, and by thus securing the seat to the saddle the two parts A and C, by a very slight irregular strain, are so operated upon as to more or less open the joint between the two parts, the effect of which irregular strain is a decided objection to this manner of construction.

To overcome this objection I construct my saddle-seat in one piece by the process fully shown and described in my application for Letters Patent for process for casting saddle-seats, filed in the Patent Office in even date herewith, which is substantially as follows: I form the pattern as if to cast the saddle-seat solid, with a core-print upon that which is to be the open side, and mold the pattern so that the core-print will leave its impression in the cope, and of such form that when the pattern is removed from the flask the core may be readily inserted into the cope and there remain suspended, so that when the cope is placed over the novel the core will enter the mold, into which mold thus formed the metal is poured. For more particular description see the specification in the application before referred to.

Thus I am enabled to cast the saddle-seat in one piece, as seen in Figs. 1, 2, 3, and 4. The upper plate, F, is joined to the rear plate, H, by making a recess in the core to form the nut E, and a hole through the core, connecting the said nut E with the plate F, as seen in Figs. 2 and 4. This connection between the two plates is necessary to form sufficient strength by which to secure the seat to the saddle.

Thus I have produced a saddle-seat complete in one piece, whereby all the objections to the ordinary construction are fully overcome, and my seat may be finished in the usual manner, and when thus finished is capable of sustaining far more strain than the other.

The object in thus making the seat hollow is to make the article as light as possible in



order to reduce the weight of the harness and lessen the cost of the article. I do not wish to be understood as broadly claiming a solid saddle-seat, or one in which the rear of the seat is so nearly perpendicular as to allow its bearing its own core in the sand, as in small saddle-seats, my invention being, as before stated, an improvement in that class of saddle-seats which have their rear high and thrown back, and in which the upper edge is necessarily thin.

Having therefore thus fully described my

improvement and shown its advantage over the common construction, what I claim as new and useful, and desire to secure by Letters Patent, is—

A saddle-seat of the form described, cast in one piece, substantially in the manner as herein fully set forth.

O. B. NORTH.

Witnesses:

JOHN E. EARLE,

JOHN H. SHUMWAY.