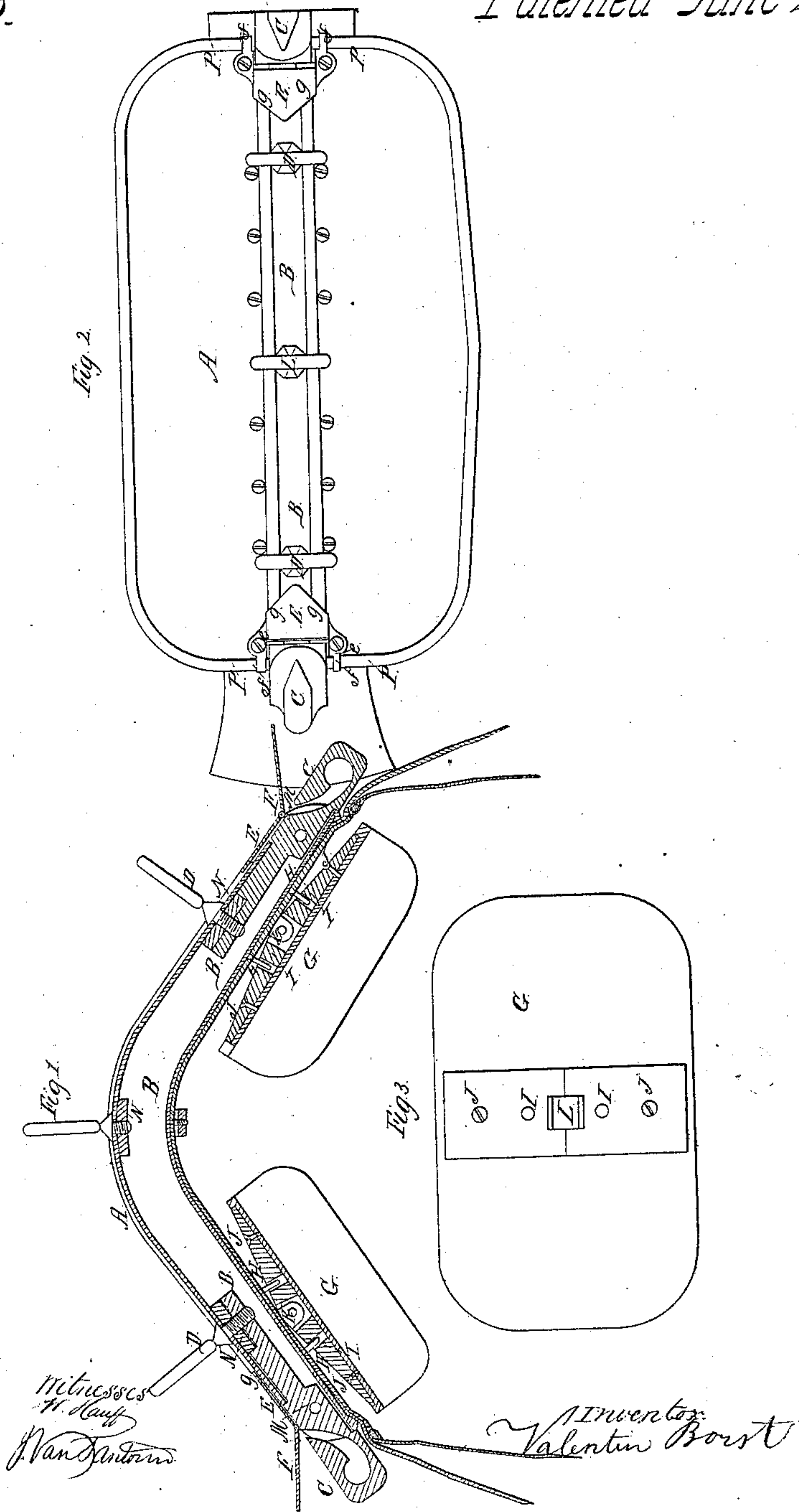


V. Borst

Harness Saddle,

Nº 65,995.

Patented June 25/1867.



United States Patent Office.

VALENTIN BORST, OF NEW YORK, N. Y.

Letters Patent No. 65,995, dated June 25, 1867.

IMPROVEMENT IN HARNESS-SADDLES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, VALENTINE BORST, of No. 269 Bowery, in the city of New York, and State of New York, have invented a certain new and useful Improvement in Saddles for Harness; and I declare the following to be a full and exact description thereof, reference being had to the accompanying drawing, forming part of this specification, in which drawing—

Figure 1 represents a longitudinal and vertical section taken through the bridge of the saddle.

Figure 2 is a top view.

Figure 3 is a top view of one of the pads.

The object of this invention is to effect an improvement in saddles for harness whereby they will be better adapted for successful use, and be simplified in construction. Among other particulars embraced in my invention are the shape and mode of arranging and constructing the pads which come in contact with the back of a horse; also the construction and arrangement of the hooks that support the bearing-chains, which hooks are removable so as to allow the bearing-chains or their equivalent to go across or over the top of the saddle in a bridge or covered way; also means for protecting the ends of the metallic mountings of the saddle, and of its bridge, and holding them down in their places; also in placing cross-bars between the sides of the bridge for the double purpose of holding such sides and of providing nuts for the terrets and the check-hook.

The letter A designates a saddle made according to my invention, having a hollow bridge, B, extending from end to end on its upper side, through which bridge the bearing-chain or chains or their equivalent may be passed when the hooks C hereinafter mentioned are not used. The letters G G designate the pads of the saddle. They are provided with a plate or rib, J, that goes across at the middle of their length, said ribs being made with inclinations that incline towards each end, leaving a ridge in the middle at the place where the pads are severally attached to the saddle. In this example the mode of such attachment is by means of joints K K, one on each side of the under surface of the saddle, which extend downwards into sockets L L made in the ridges of the pads where the joints are secured by pins, as shown in fig. 1. From the under surface of the saddle, on each side of the joints K K, project guide-pins H H, which enter holes I I, formed in the pads, as shown in the drawing. The effect of this construction and arrangement is to allow the pads to adjust themselves to the back of the horse, and prevent the pads from becoming displaced or from being turned out of their proper position, and to save the joints from being wrenched and broken. The inclinations of the plates or ribs J of the pads are in straight lines, so that when the pads turn sufficiently to bring either one of their inclined faces in contact with the under surface of the saddle, the support of the saddle will be square and firm. The saddle is provided with hooks C C, one at either end of the hollow bridge or pier B, as shown in the drawing. These hooks are removable, and when removed they leave the two ends of the hollow bridge open to allow a bearing-chain or chains or their equivalent to be passed through the same so as to extend across the saddle, as is preferred by some persons. The shanks of the hooks C enter the ends of the hollow bridge B, and are so formed that they fill up the ends, and give the hooks a solid bearing, and the extremities of the shanks are carried backwards or inwards far enough to come beneath the places of the terrets D D, so as to enable the bolt-ends (which have screw-threads cut on them) of such terrets to be used to fasten the shanks of said hooks in their proper places. The screw or bolt-ends of the terrets first go through cross-bars N N that go across the hollow bridge at these points to stiffen the same, and give sufficient or proper strength thereto. By this construction and arrangement the same nuts, to wit, the cross-bars which hold the terrets D D, are made use of to hold the hooks in their places. In addition to this means of holding the hooks, I use also pins, which go through holes M M, made through the sides of the hollow bridge or pier B, and through the forward part of the body of said hooks. I place a like cross-bar, N, at the summit of the bridge, where the check-hook is located. Each end of the hollow bridge or pier, B, is covered by means of a shield or cap, E, as shown in the drawing. It is so formed as to lap over the ends of the bridge and cover and confine in place the extremities of the metallic mountings O O P P of the bridge, and of the body of the saddle respectively, being itself secured to the saddle by means of pins or screws that go into the body of the saddle through ears e e, which are formed by bending the sides of the shield downwards along each side of the hollow bridge. The mountings O O along the edges of the bridge are held down by the parts g g of said cap or shield, and the mountings P P of the body of the saddle are held by hooks

ff that project forward from the ears *e e*. By these means the ends of the several mountings are held to their places without requiring the use of nails or screws at these points, and a better finish is given thereto, and at less expense than by the means commonly used. Each shield or cap has also a hinged lid, *F*, that projects over and beyond the end of the hollow bridge and over the hooks *C*, so as to protect the latter from being interfered with, and prevent the loop or link of the bearing-chain from being detached from the hook. In fig. 2 the lid is supposed to be removed from both of the shields or caps *E E*.

I hereby disclaim the inventions patented by L. T. A. Leurs, and by H. A. Rains, on the third of May, 1864, and the thirteenth of November, 1863, respectively; but, having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. I claim the removable hooks *C C*, adapted and arranged to and with the hollow bridge or pier *B*, substantially as set forth, so that the saddle can be used with or without the hooks.

2. I also claim the use of the terrets *D D*, for securing the hooks *C C* in the ends of the hollow bridge of the saddle, substantially as set forth.

The above specification signed by me this third day of December, 1866.

VALENTIN BORST.

Witnesses:

W. HAUFF,

J. VAN SANTVOORD.