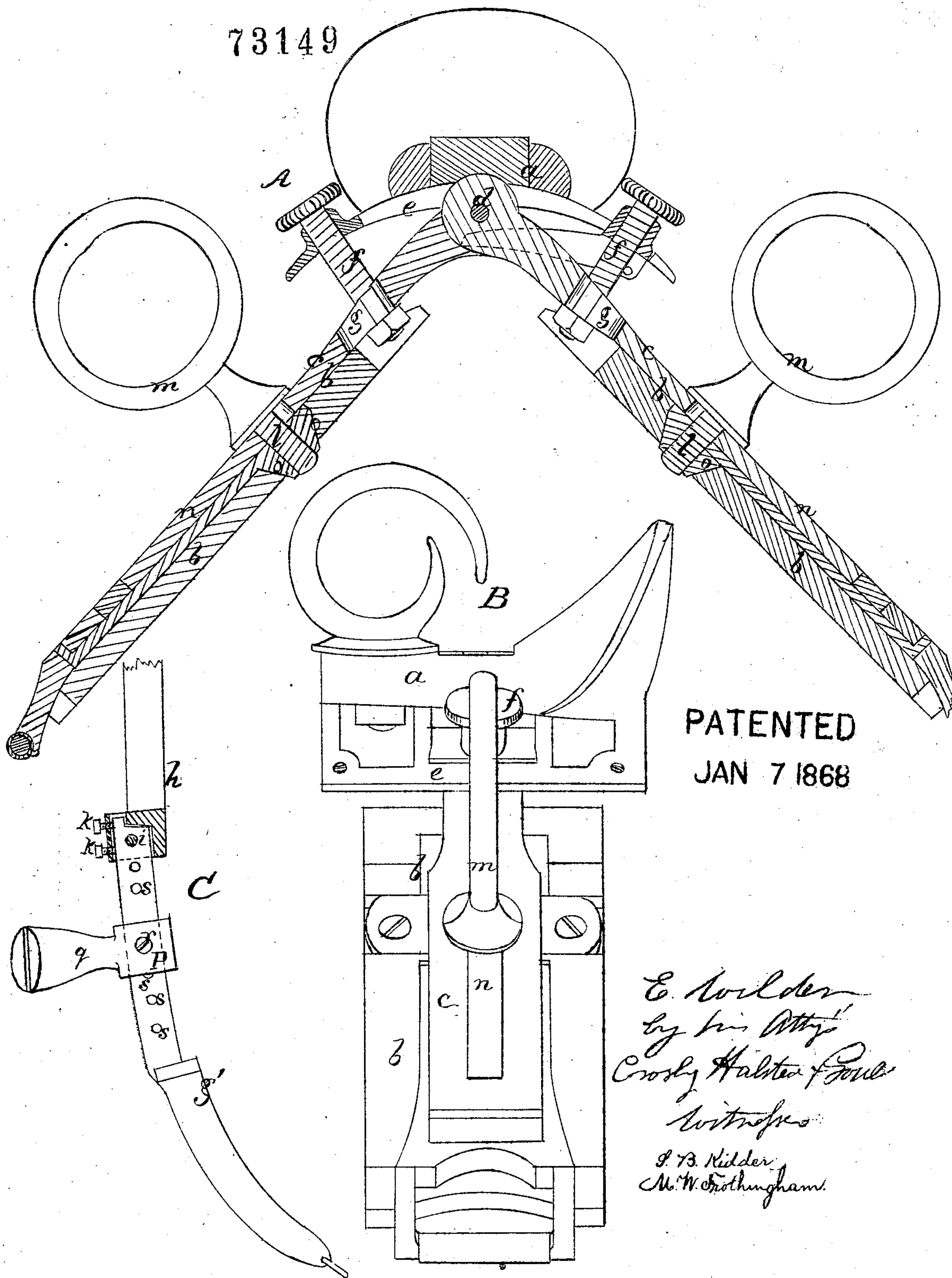


Extra Wilder's Imp't in Carriage Harnesses.

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PATENTED
JAN 7 1868

E. Wilder
by his Atty
Crosby Halsted & Foul
Witnesses
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United States Patent Office.

EZRA WILDER, OF SOUTH HINGHAM, MASSACHUSETTS.

Letters Patent No. 73,149, dated January 7, 1868.

IMPROVEMENT IN CARRIAGE-HARNESS.

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, EZRA WILDER, of South Hingham, in the county of Plymouth, and State of Massachusetts, have invented an Improvement in Carriage-Harnesses; and I do hereby declare that the following, taken in connection with the drawings, which accompany and form part of this specification, is a description of my invention, sufficient to enable those skilled in the art to practise it.

The invention relates to the construction of that part of a carriage-harness made to throw over or to rest directly or indirectly upon the back of the horse, (as are the saddle and hames of a carriage-harness,) with reference to provision for adjustment of the parts of same for horses of different shapes or sizes, and to avoid contact of particular parts of the harness with galls or sore spots upon the skin of the animal.

My improvement consists primarily in making the sides of the saddle or hames movable or adjustable laterally, so that they may be spread open more or less, and may be confined in position by suitable adjusting and fastening-devices; also in making one part of the saddle movable lengthwise upon or with respect to the other, with provision for confinement of the said movable part in any desirable position.

The drawings represent parts of a harness embodying my invention, A and B showing a central section and a side view of the frame of the saddle, and C a view of the lower end of the hames-bar.

a denotes the saddle-tree; *b b*, the sides of the saddle-frame, projecting down therefrom. Each of these sides *b* is fastened to a bar, *c*, and the two bars meet at the top, and are hinged or jointed together by a pin, *d*. To the under side of the tree *a*, a plate, *e*, is fixed, and on each side of the saddle, and working through this plate, or through a screw-nut fixed thereto, is an adjusting-screw, *f*, the lower end of which passes through a slot, *g*, in the bar *c*, as seen at A.

Now, as the sides of the saddle are formed over or around frame-pieces *b b*, it will readily be seen that the angle of the sides of the saddle, relatively to each other, is increased or diminished, as may be desirable, by means of these adjusting-screws, and that, by varying this angle, the inner surfaces of the saddle may be made to conform to the body of a sharp-backed or a round-backed horse, or of a large or a small horse. By reference to the view shown at C, it will be seen that the hames-bar is made capable of similar adjustment, its lower or curved end *g'* being jointed to the upper part *h*, as seen at *i*, and the relative angle of the lower and upper ends being varied and adjusted, as circumstances may require, by means of suitable adjusting-screws *k k*, by turning one of which out and the other in, the lower end of the bar is thrown in or out, as will be readily understood. Each frame-piece *b* of the saddle is applied to the bar *c* by a screw, *l*, on the shank of the rein-ring *m*, said screw-shank passing through a long slot, *n*, in the bar *c*, and screwing into a nut, *o*, fixed in the piece *b*. By means of the screw and nut, and the shoulder on the ring, the bar *c* is clamped tightly down upon and to the frame-piece *b*, while, by turning the ring back, the bar is loosened with respect to the frame, so that the frame may be readily slipped down, by means of the slot *n*, and may be confined at any position (with respect to the bar) to which the length of the slot will permit it to be moved. Thus it will readily be seen that the padding or stuffed body of the saddle may be moved up and down upon the back and sides of the horse, so as to relieve any particular spot from the direct pressure of the protuberant parts of the saddle. The same result is attained in the hames, by making the bolt-plate *p* (which carries the bolt or pin *q*, by which the trace or trace-strap is connected to the hames-bar) movable and adjustable on the hames-bar *g'*; it being confined at any desirable point by an adjusting-screw, *r*, and holes *s*, as will be readily understood, and the trace being thereby carried and fixed above or below any point upon the adjacent side of the horse with which it may be desirable to prevent the trace from coming into contact.

By this construction, it will be obvious that I am not only enabled to employ the same harness upon different horses, by having provision for adapting the parts to the form or size of either of them, but that I am also enabled to so adjust the harness that it shall not press upon sore or tender parts of the skin of the animal to which the harness is applied.

I claim making the parts of the saddle relatively adjustable, substantially as shown and described.

I also claim making the parts of the hames relatively adjustable laterally, substantially as above described.

EZRA WILDER.

Witnesses:

FRANCIS GOULD,
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